

Interstate 405 (I-405) Sepulveda Pass ExpressLanes Project

LOS ANGELES COUNTY, CALIFORNIA
07-LA-405 – PM 28.4 - 41.4 in the Cities of Los Angeles and Culver City and Communities of Mar Vista, Palms, Sawtelle, Rancho Park, West Los Angeles, Brentwood, Westwood, Bel Air, Encino, Sherman Oaks, Lake Balboa, and Van Nuys EA 07-35433/EFIS 0720000070

Interstate 405 (I-405) Sepulveda Pass ExpressLanes Project



Prepared by the State of California, Department of Transportation

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.

Caltrans

October 2026

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General Information About This Document

What's in this document:
The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared an Environmental Impact Report/Environmental Impact Statement, which examines the potential environmental impacts of the alternatives being considered for the Proposed Project located in Los Angeles County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The document tells you why the Project is being proposed, what alternatives we have considered for the Project, how the existing environment could be affected by the Project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures.

What should you do:

- Please read the document.
- This document is available for review at the following locations:
  - Metro Headquarters – Dorothy Peyton Gray Transportation Library, One Gateway Plaza, Los Angeles, CA 90012
  - Caltrans District 7, 100 S. Main St., 10th Floor, Los Angeles, CA 90012
  - Los Angeles Public Library – Sherman Oaks Martin Pollard Branch Library, 14245 Moorpark St., Sherman Oaks, CA 91423
  - Los Angeles Public Library – West Los Angeles Regional Branch Library, 11360 Santa Monica Blvd., Los Angeles, CA 90025
  - Los Angeles Public Library – Encino-Tarzana Branch Library, 18231 Ventura Blvd., Tarzana, CA 91356
  - Los Angeles Public Library – Donald Bruce Kaufman-Brentwood Branch Library, 11820 San Vicente Blvd., Los Angeles, CA 90049
  - UCLA – Powell Library, 10740 Dickson Plaza, Los Angeles, CA 90095
  - Los Angeles Public Library – Westwood Branch Library, 1246 Glendon Ave., Los Angeles, CA 90024
  - Los Angeles Public Library – Mar Vista Branch Library, 12006 Venice Blvd., Los Angeles, CA 90066
  - Los Angeles Public Library – Van Nuys Branch Library, 6250 Sylmar Ave., Van Nuys, CA 91401
  - Santa Monica Public Library – Fairview Branch Library, 2101 Ocean Park Blvd., Santa Monica, CA 90405
  - Santa Monica Public Library – Pico Branch Library, 2201 Pico Blvd., Santa Monica, CA 90405
  - LA County Library – Culver City Julian Dixon Library, 4975 Overland Ave., Culver City, CA 90230
  - LA County Library – West Hollywood Library, 625 N. San Vicente Blvd., West Hollywood, CA 90069
  - LA County Library – View Park Bebe Moore Campbell Library, 3854 W. 54th St., Los Angeles, CA 90043
  - LA County Library – Lloyd Taber-Marina del Rey Library, 4533 Admiralty Way, Marina del Rey, CA 90292
  - Hawthorne Library, 12700 Grevillea Ave., Hawthorne, CA 90250
  - Newhall Library, 24500 Main Street, Santa Clarita, CA 91321
  - West Valley Regional Branch Library - 19036 Vanowen St, Reseda, CA 91335
- This document may be downloaded at the following website: https://www.metro.net/projects/i-405-expresslanes-project/

- Attend the virtual and in-person public hearings on the following dates:

  The in-person Public Hearings (open forum) will take place at:
  Location: East Valley Adult Center (San Fernando Valley), 5056 Van Nuys Blvd., Sherman Oaks, CA 91403
  Date: Wednesday, December 2, 2026
  Time: 5:30 p.m. – 7:30 p.m.

  Location: Westwood United Methodist Church (Westside), 10497 Wilshire Blvd., Los Angeles, CA 90024
  Date: Tuesday, January 12, 2027
  Time: 5:30 p.m. – 7:30 p.m.

  The virtual public hearing (open forum) will take place at:
  Location: via Zoom at bit.ly/405ExpressLanesPublicHearing
  Date: Tuesday, December 1, 2026
  Time: 11:30 a.m. – 1:00 p.m.
  Dial: +1 213 338 8477 US (English) | After dialing the call-in number, enter the Webinar ID: 861 4302 2134
  Spanish Call-In Number: +1 (571) 317-3112 | After dialing the call-in number, enter this Code: 657-180-269

  The in-person Neighborhood Listening Sessions will take place at:
  Location: Old Town Newhall Farmers Market and Newhall Library Community Room, 24500 Main Street, Santa Clarita, CA 91321
  Date: Saturday, January 9, 2027
  Time: 10:00 a.m. – 1:00 p.m.

  Location: ONEgeneration Encino Farmers Market, 17400 Ventura Blvd., Van Nuys, CA 91406
  Date: Sunday, January 10, 2027
  Time: 10:00 a.m. – 1:00 p.m.

  Location: Hawthorne Library, 12700 Grevillea Ave., Hawthorne, CA 90250
  Date: Wednesday, January 13, 2027
  Time: 4:30 p.m. – 7:30 p.m.

- **We'd like to hear what you think.** If you have any comments about the Proposed Project, please attend the public hearing and/or send your written comments via postal mail or email to Caltrans by the deadline.
- Submit an online comment form at the Caltrans website: https://www.metro.net/projects/i-405-expresslanes-project/
- Send comments via postal mail to:

  Anna Johnson, Senior Environmental Scientist (Specialist)
  Division of Environmental Planning, Caltrans District 7
  100 South Main Street, MS16A
  Los Angeles, CA 90012
- Send comments via email to: 405expresslanes@metro.net with the subject line, "I-405 ExpressLanes Project."
- Submit a comment to one of the court reporters during one of our public hearings
- Be sure to send comments by the deadline: Comments will be accepted beginning **November 13, 2026**, and concluding no later than **5:00 p.m.** on **January 19, 2027.**

What happens next:
After comments are received from the public and reviewing agencies, Caltrans, as assigned by FHWA, may: (1) give environmental approval to the proposed project, (2) do additional environmental studies, or (3) abandon the project. If the project is given environmental approval and funding is obtained, Caltrans could design and construct all or part of the project.

Alternative Formats:
For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Karl Price, Caltrans Division of Environmental Planning, Caltrans District 7, 100 Main Street, Los Angeles, CA 90012; (213) 897-3656 (Voice); or use the California Relay Service 1 (800) 735-2929 (to TTY to Voice), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

SCH# 2021080037
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EA 07-35433

DRAFT
ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

Cooperating Agencies: U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Region 9
Responsible Agencies: U.S. Fish and Wildlife Service, California Transportation Commission, California Department of Fish and Wildlife, State Water Resources Control Board, Los Angeles Regional Water Quality Control Board, Los Angeles County Department of Public Works, City of Los Angeles, California Highway Patrol

Gloria Roberts (Oct 6, 2026 10:17:18 PDT)

Gloria Roberts
District Director
California Department of Transportation
CEQA and NEPA Lead Agency

10/06/2026
Date

Following circulation for public review and consideration of comments received, Caltrans will issue a combined final Environmental Impact Statement/Record of Decision document unless statutory criteria or practicability considerations preclude such issuance.

The following person may be contacted for more information about this document:

Dawn Kukla
Department of Transportation, District 7
Division of Environmental Planning
100 S. Main Street
Los Angeles, CA 90012
(213) 897-3643

Abstract: Improve traffic conditions on Interstate 405 (I-405) through the Sepulveda Pass between Interstate 10 (I-10) and U.S. Highway 101 (US-101 reducing congestion, encouraging carpooling and transit, improving trip reliability, reducing degradation of the carpool and general-purpose (GP) lanes, increasing person throughput, and applying technology to help manage traffic. The range of improvements may include, but is not limited to, converting existing high-occupancy vehicle (HOV) lanes to ExpressLanes (ELs) or adding an additional EL in each direction and converting existing HOV lanes to ELs. Substantial environmental effects anticipated include induced demand and vehicle miles traveled (VMT). Should Alternatives 3 or 5 be selected as the Preferred Alternative, the Project would implement Mitigation Measure MM-TR-1, which requires implementation of a Project-required VMT Mitigation Plan. Although there is the potential to mitigate for the remaining VMT impact through the Sepulveda Transit Corridor Project, the timing for funding and implementation of the Sepulveda Transit Corridor project is not finalized. Therefore, impacts under Alternatives 3 and 5 would be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and remain significant and unavoidable under CEQA.

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Summary

S.1 National Environmental Policy Act Assignment

Since 2007, California Department of Transportation (Caltrans) has performed federal responsibilities for environmental decisions and approvals under National Environmental Policy Act (NEPA) for highway projects in California that are funded or otherwise approved by Federal Highway Administration (FHWA). These responsibilities have been assigned to Caltrans by FHWA pursuant to Title 23 United States Code (USC) Sections 326 and 327 and two Memoranda of Understanding signed by FHWA. Please see the Caltrans Standard Environmental Reference (SER) Volume 1, Chapter 38, "NEPA Assignment" for additional information.

S.2 Project Overview

S.2.1 Lead Agencies and CEQA/NEPA Documentation

The I-405 Sepulveda Pass ExpressLanes Project (Project) is a joint project by Caltrans and FHWA and is subject to State and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. Caltrans is the lead agency under CEQA and NEPA. The Los Angeles County Metropolitan Transportation Authority (Metro) is the Project Sponsor that would fund implementation of the Project and operate the ExpressLanes.

CEQA and NEPA handle "significance" differently. CEQA requires identification of each "significant effect on the environment" and NEPA decides "significance" by looking at the big picture and asks how serious the environmental effects are in context and in intensity. In other words, it asks, how big is the impact, and how much does it matter in this specific place and situation?

After receiving comments from the public and reviewing agencies, a final environmental document will be prepared. Caltrans may prepare additional environmental and/or engineering studies to address comments. The final environmental document will include responses to comments received on the Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) and will identify the preferred alternative.



After the Final EIR/EIS is circulated, if Caltrans decides to approve the project, a Notice of Determination will be published for compliance with CEQA, and a Record of Decision will be published for compliance with NEPA.

S.2.2 Project Area

The study area for the Project Corridor includes the portion of Interstate 405 (I-405) from Interstate 10 (I-10) to U.S. Highway 101 (US-101), a distance of approximately 14 miles, and includes the cities of Los Angeles and Culver City and the communities of Mar Vista, Palms, Sawtelle, Rancho Park, West Los Angeles, Brentwood, Westwood, Bel Air, Encino, Sherman Oaks, Lake Balboa, and Van Nuys in Los Angeles County, California. The Project limits include the Sepulveda Pass, a regionally significant thoroughfare, which crosses through the Santa Monica Mountains and connects the Los Angeles Basin to the San Fernando Valley via the I-405 and Sepulveda Boulevard. Metro has a series of projects to address existing and future

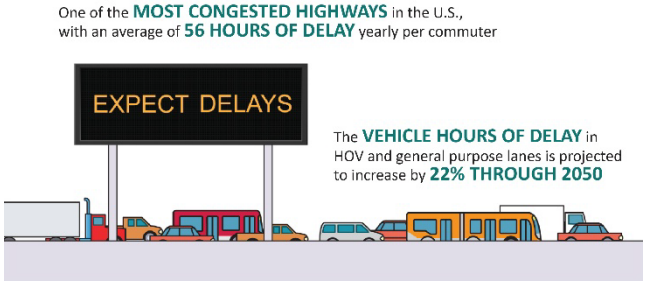
transportation needs in the corridor that are under development, are approved, under construction, or are nearing the start of construction. These projects include the Sepulveda Transit Corridor Project, the D Line Subway Extension Project, the East San Fernando Valley Transit Corridor Project, the G Line BRT Improvements, and the Metro North San Fernando Valley Bus Rapid Transit Project. These projects are part of Metro's long-term plan to create a connected, high-capacity transit network in the San Fernando Valley and between the Valley and the Westside.

S.2.3 Purpose and Need

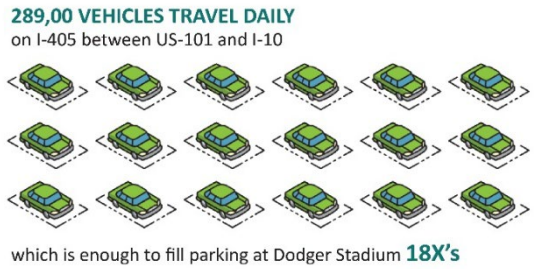
The purpose of the Proposed Project is to provide efficient operation and improve the overall movement of people and goods on I-405 through the Sepulveda Pass with connections to I-10 and US-101. This will be accomplished by improving the utilization of the freeway while addressing impacts to the environment and surrounding communities within the Project Corridor. The proposed improvements on the I-405 Project Corridor will accomplish the following objectives:

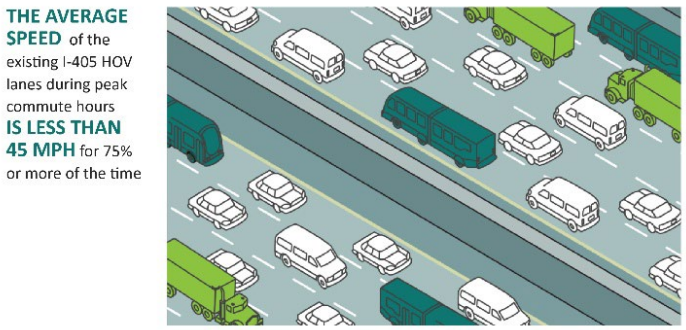
- Improve traffic flows and operation by optimizing utilization within the Project Corridor of the State Highway System in terms of vehicle and person throughput and improved travel times and trip reliability.
- Improve performance within the Project Corridor by incorporating advanced demand management and/or intelligent transportation systems strategies including, but not limited to, priced managed lanes/high occupancy toll lanes.
- Increase continuity of the regional priced managed lanes/ high occupancy toll lanes network by closing the gap between existing and planned facilities in alignment with the Southern California Association of Governments' (SCAG) 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Metro's 2017 *Countywide ExpressLanes Strategic Plan*, and the California Transportation Plan 2050 (CTP 2050).
- Provide additional mobility options within the geographically constrained Project Corridor and provide resources to implement related projects and facilitate future improvements, including multi-modal options, within the Project Corridor. As such, Metro intends to fund increased transit service, active transportation, and transit projects utilizing net toll revenue generated by the ExpressLanes (ELs), subject to funding availability.

The Project Corridor is one of the most heavily traveled highways in the U.S., with an average of 56 hours of delay yearly per commuter in 2019.[1] The Project is needed to address traffic performance deficiencies on the I-405 between US-101 and I-10 (Sepulveda Pass), which are summarized below:



- The higher travel times and lower trip reliability in the constrained Sepulveda Pass can be attributed to limited existing roadways and alternative transportation options running north-south through the Santa Monica Mountains between the San Fernando Valley and the South Bay/ Westside in Los Angeles County.
- Current daily traffic volume of approximately 289,000 vehicles/annual average daily traffic (AADT) on I-405 between US-101 and I-10 exceeds the design capacity, and vehicle hours of delay (VHD) in both the existing high occupancy vehicle (HOV) and mixed flow lanes within the Project Corridor is projected to increase by over 20 percent through 2050. [2]





1 INRIX. 2020. Press Release: *INRIX: Congestion Costs Each American Nearly 100 hours, $1,400 A Year.* March 9, 2020. Website: https://inrix.com/press-releases/2019-traffic-scorecard-us/ (accessed March 30, 2021).

2 Specific data sets included in Section 1.2.2, Need, are subject to further updating/refinement.

- According to the *California High-Occupancy Vehicle Facilities Degradation Action Plans* (Caltrans 2024), much of the existing I-405 HOV facilities within the Project limits are classified as "extremely degraded", consistent with the 2017 *California High-Occupancy Vehicle Degradation Report and Action Plan* (Caltrans 2018). During the afternoon peak hour period, the average general-purpose (GP) and HOV lane speeds northbound are 25 miles per hour (mph) and 32 mph, respectively.
- According to the 2024 SCAG RTP/SCS, vehicles travel about 220 million miles in 2019 each day in Los Angeles County with a projected "No Action" growth to 226 million by 2050. The existing traffic of the mixed flow and HOV lanes exceeds capacity; future operating conditions will be further deteriorated. The average daily traffic in both the GP and HOV lanes on the northbound and southbound I-405 is projected to increase by approximately 8 and 10 percent, respectively, by 2050.

S.2.4 Proposed Action

S.2.4.1 No Build Alternative (Alternative 1)

Alternative 1, the No Build Alternative, does not include improvements to the existing lanes along I-405. Under the No Build Alternative, no additional travel lanes or ramp improvements would occur. This alternative includes other projects on the financially constrained project list in the adopted SCAG 2024 RTP/SCS within the Project limits on I-405. The existing HOV lanes would continue to be available for use by eligible express bus services. Additional land areas would not be affected, and existing and projected traffic congestion would not be alleviated beyond that associated with other projects in approved regional transportation plans. The No Build Alternative does not include any of the features considered during the conceptual analysis and preliminary engineering stage of the Project. That is, it does not address the current traffic demand, which will increase in the future. The No Build Alternative does not meet the established purpose and need of the Project outlined in Section 1.2, Purpose and Need, and in Chapter 1, Proposed Project; it only provides a baseline for comparison with the Build Alternatives. Figure ES-1 provides a schematic cross section for Alternative 1 in a single direction.



Figure ES-1: Cross Section for Alternative 1

Source: (WSP 2021).

S.2.4.2 Alternative 2—Build Alternative: Convert Existing HOV Lane to One ExpressLane

Alternative 2 would convert the existing HOV lane in each direction, along I-405 between I-10 and US-101, to an EL with standard lane and shoulder widths (typically a 12-foot-wide EL, 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, 10-foot-wide inside and outside shoulders, where possible, and a 2-foot buffer, respectively). The traffic analysis assumed that for this alternative, EL vehicles with 3+ occupants would pay no toll. The proposed ExpressLanes would also be available for use by eligible express bus services, supporting regional transit operations and providing a reliable travel option through the corridor. Alternative 2 would affect three bridge structures (see Table 2.B in Chapter 2). Figure ES-2 provides a schematic cross section for Alternative 2 in a single direction.



Figure ES-2: Cross Section for Alternative 2

Source: (WSP 2021).

S.2.4.3 Alternative 3—Build Alternative: Convert Existing HOV Lane to Two ExpressLanes

Alternative 3 would convert the existing HOV lane to an EL and add a second EL in each direction between I-10 and US-101 with nonstandard lane and shoulder widths (11- to 12-foot-wide ELs, 11- to 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, a 2- to 8-foot-wide inside shoulder, a 10-foot-wide outside shoulder, and a 2-foot buffer, respectively). The freeway would be widened and restriped to accommodate the two ELs with a buffer to separate the ELs from the GP lanes. One 12-foot GP lane would remain in the outermost lane to accommodate heavy truck traffic. The traffic analysis assumed that for this alternative, EL vehicles with 2+ occupants would pay no toll. The proposed ExpressLanes would also be available for use by eligible express bus services, supporting regional transit operations and providing a reliable travel option through the corridor.

The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane EL facility without substantial proposed roadway widening. However, in locations with the following conditions, additional roadway widening may be required:

- 12-foot-wide weaving lane at EL ingress/egress locations
- Widening of inside/outside shoulders to maintain sight distance
- The area around I-405/Sunset Boulevard/Church Lane would be reconfigured by removing the southbound on-ramp south of Sunset Boulevard, adding a new right-turn lane on westbound Sunset Boulevard between I-405 and Church Lane and lengthening the existing left turn lanes on eastbound Sunset Boulevard to northbound Church Lane. The southbound on-ramp north of Sunset Boulevard would be retained and improved. Traffic signal modifications at the Sunset Boulevard/Church Lane intersection would also be made to facilitate vehicle movements onto southbound I-405. This reconfiguration would maintain access to southbound I-405 for drivers from both eastbound and westbound Sunset Boulevard and improve traffic operations on I-405.

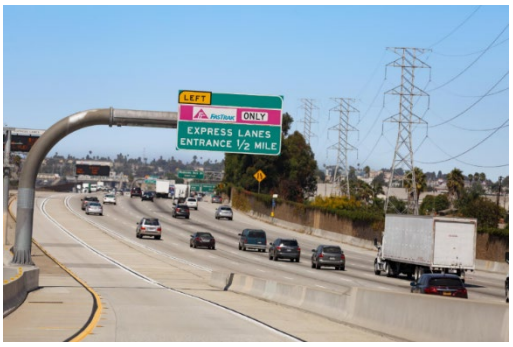


Figure ES-3 provides a schematic cross section for Alternative 3 in a single direction.

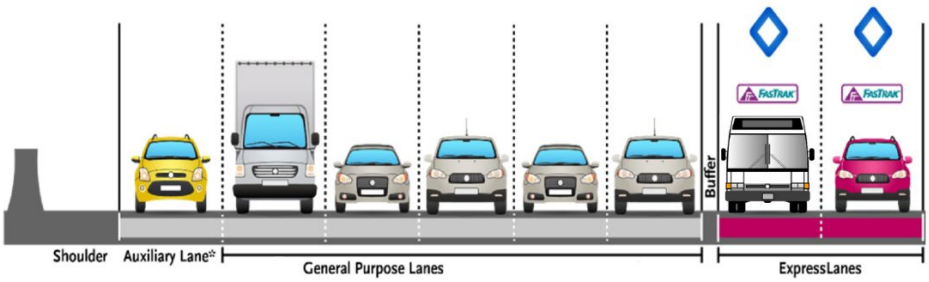


Figure ES-3: Cross Section for Alternative 3

Source: WSP (2026).

S.2.4.4 Alternative 5—Build Alternative: Construct Additional HOV Lane

Alternative 5 would add an additional HOV lane, from I-10 to US-101, in each direction with nonstandard lane and shoulder widths varying from 11- to 12-foot-wide HOV lanes, 11- to 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, a 2- to 8-foot-wide inside shoulder, a 10-foot-wide outside shoulder, and a 2-foot buffer, respectively. Alternative 5 would not include the addition of any ELs. The freeway would be widened and restriped to accommodate the two HOV lanes with a buffer separating the HOV lanes from the GP lanes. Similar to Alternative 3, one 12-foot GP lane would remain in the outermost lane to accommodate heavy truck traffic. Alternative 5 proposes to widen the freeway to the outside to accommodate the proposed two-lane HOV facility as described.

The traffic analysis assumed that for this alternative, vehicles with 2+ occupants can travel the HOV lanes. The proposed HOV lanes would also be available for use by eligible express bus services, supporting regional transit operations and providing a reliable travel option through the corridor.

The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane HOV facility without substantial proposed roadway widening. However, in locations with the following conditions, additional roadway widening may be required:

- 12-foot-wide weaving lane at HOV ingress/egress locations
- Widening of inside/outside shoulders to maintain sight distance

- The area around I-405/Sunset Boulevard/Church Lane would be reconfigured by removing the southbound on-ramp south of Sunset Boulevard, adding a new right-turn lane on westbound Sunset Boulevard between I-405 and Church Lane and lengthening the existing left turn lanes on eastbound Sunset Boulevard to northbound Church Lane. The southbound on ramp north of Sunset Boulevard will be retained and improved. Traffic signal modifications at the Sunset Boulevard/Church Lane intersection will also be made to facilitate vehicle movements onto southbound I-405. This reconfiguration will maintain access to southbound I-405 for drivers from both eastbound and westbound Sunset Boulevard and improve traffic operations on I-405.

Figure ES-4 provides a schematic cross section for Alternative 5 in a single direction.

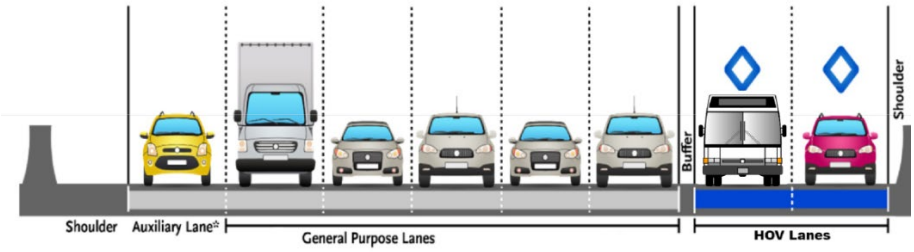


Figure ES-4: Cross Section for Alternative 5

Source: WSP (2021).

Transportation Systems Management/Transportation Demand Management (TSM/TDM) measures such as ramp metering, intelligent transportation systems, California Highway Patrol observation and enforcement areas, incentives for carpool/transit/electric vehicles, and funding of TDM projects through excess toll revenues, have been incorporated into the Build Alternatives.

S.3 Project Impacts

The following sections summarize the impacts documented in the environmental analysis provided in Chapter 3 of this EIR/EIS. The environmental commitments and measures to minimize harm are listed in each topical section of Chapter 3 and the Environmental Commitments Record in Appendix E. Table ES.1 summarizes the Project's impacts for the No Build and Build Alternatives.

S.3.1 Land Use

S.3.1.1 Existing and Future Land Use

Build Alternatives

Alternative 2 would require staging areas within I-405 right-of-way (ROW) and to allow access for potential HOV lane restriping and signage changes during construction. This alternative would not require the use of temporary construction easements (TCEs).

Alternatives 3 and 5 would result in temporary ROW impacts to properties that are owned by the City of Los Angeles (City) or private property owners. Alternatives 3 and 5 would require a total of six TCEs on privately owned properties and seven permits would be required from the City. The Build Alternatives' incorporation of Measure LU-1, as outlined in Section 3.1, Land Use, of this EIR/EIS, would ensure that land subject to TCEs is returned to the property owner in a condition equal to or better than the pre-construction condition. Figure 3.4-1 in Section 3.4, Relocations and Real Property Acquisition, various TCEs and City permits that would be required to be obtained within the study area. No displacements of residents or businesses would occur due to the easements.

Construction activities for the Build Alternatives may result in temporary increases in dust, noise, and vibration levels in the immediate vicinity of the I-405 mainline, potentially disrupting adjacent land uses. Also, elements associated with the construction of the Build Alternatives could be visible to travelers passing through the area as well as to neighboring uses to active construction zones. However, impacts would be minimized through applicable Caltrans and regional regulations and compliance with federal, State, and local regulations, including Project Feature PF-AQ-1 identified in Section 3.14, Air Quality, and Project Feature PF-N-1 and Minimization Measure N-2 as identified in Section 3.15, Noise, and Measures VIS-8 through VIS-10 as outlined in Section 3.7, Visual/Aesthetics, of this EIR/EIS. As such, construction activities related to the Build Alternatives are not anticipated to result in any temporary conflicts with existing land uses on adjacent properties serving different land uses, and temporary impacts due to construction of the Build Alternatives would not result in adverse effects.

Road and facility closures may result in construction-related delays due to temporary road closures, and operation of construction equipment. However, access to all nearby businesses and other land use types would be maintained during any freeway, ramp, and/or local street closures through the identification of detour routes on alternate freeway off-ramps and local streets via the transportation management strategies identified in Project Feature PF-TR-1 (TMP) in Section 3.6, Transportation, of this EIR/EIS.

Alternative 2 would involve two permits from the City of Los Angeles for the construction of retaining walls and barriers associated with the transition to an EL in place of the existing HOV lane. The permitted areas for the retaining walls and barriers consist of narrow strips of land parallel to the I-405 mainline and would not result in permanent land use changes affecting adjacent parcels.

Alternatives 3 and 5 would result in the same ROW impacts, as discussed in Chapter 3, Section 3.4, Relocations and Real Property

Table ES.1: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
Number of Lanes	1 high-occupancy vehicle (HOV) lane (between I-10 and US-101), separated by a buffer from the 5 general- purpose (GP) lanes, and auxiliary lanes provided at some locations	1 ExpressLane (EL) (between I-10 and US-101), separated by a buffer from the 5 GP lanes, and auxiliary lanes provided at some locations	2 ELs (between I-10 and US-101), separated by a buffer from the 5 GP lanes, and auxiliary lanes provided at some locations	2 HOV lanes (between I-10 and US-101), separated by a buffer from the 5 GP lanes, and auxiliary lanes provided at some locations
Travel Lanes consistent with the standards in Caltrans *Highway Design Manual*?	No	No*	No*	No*
Shoulders consistent with the standards in Caltrans *Highway Design Manual*?	No	No (spot locations)*	No*	No*
Horizontal clearances consistent with the standards in Caltrans *Highway Design Manual*?	No	No*	No*	No*
Number of freeway segments (mainline) operating at unacceptable LOS (E or F) in AM/PM peak hours	36 out of 56 NB in 2030 38 out of 56 NB in 2050 40 out of 53 SB in 2030 43 out of 53 SB in 2050	32 out of 46 NB in 2030 34 out of 46 NB in 2050 41 out of 45 SB in 2030 41 out of 45 SB in 2050	25 out of 46 NB in 2030 31 out of 46 NB in 2050 37 out of 48 SB in 2030 42 out of 48 SB in 2050	34 out of 51 NB in 2030 35 out of 51 NB in 2050 46 out of 49 SB in 2030 46 out of 49 SB in 2050
Number of Parcels (Full/Partial/TCE) Impacted	None	0/0/2	2/7/7	2/7/7
Total Project Cost	None	Current Cost Estimate: $555.8 million Escalated Cost Estimate: $661.4 million (construction, right-of-way [ROW], and support costs)	Current Cost Estimate: $1,603.6 million Escalated Cost Estimate: $1,908.6 million (construction, ROW, and support costs)	Current Cost Estimate: $1,221.2 million Escalated Cost Estimate: $1,451.5 million (construction, ROW, and support costs)
Construction Duration	None	1 year and 7 months	2 years and 11 months	2 years and 11 months
Potential Environmental Impacts				
Land Use *Compatibility/Acquisitions*	No temporary or permanent adverse effects associated with compatibility/acquisitions.	All temporary construction staging would be within the existing I-405 ROW; no TCEs are identified for Alternative 2. Access to all nearby businesses and other land use types would be maintained during any freeway off-ramps and local streets via the transportation management strategies in Project Feature PF-TR-1 (TMP). Dust and noise effects would be minimized through applicable Caltrans and regional regulations and compliance with federal, State, and local regulations, including Project Features PF-AQ-1 and PF-N-1, and Minimization Measure N-1. Alternative 2 would involve two permits from the City of Los Angeles for the construction of retaining walls and barriers. These permits would not result in permanent land use changes.	Alternatives 3 and 5 would require a total of six TCEs on privately owned properties. No displacements of residents or businesses would occur due to the easements. Incorporation of Measure LU-1 would ensure that land subject to TCEs shall be returned to the property owner would be in a condition equal to or better than the pre-construction condition. Access to all nearby businesses and other land use types would be maintained during any freeway off-ramps and local streets via the transportation management strategies in Project Feature PF-TR-1 (TMP). Dust and noise effects would be minimized through applicable Caltrans and regional regulations and compliance with federal, State, and local regulations, including Project Features PF-AQ-1 and PF-N-1, and Minimization Measure N-1. Alternatives 3 and 5 would require the acquisition of public property in the form of six permanent City relinquishments. These relinquishments would generally occur on small strips of vacant land and are therefore not anticipated to result in substantial adverse land use changes. Additionally, two full and seven partial ROW acquisitions of private property would occur under Alternatives 3 and 5, resulting in the permanent displacement of one paint supply business. However, compliance with federal and State relocation regulations would ensure that this commercial storefront could relocate to a compatible property within the same general area.
Land Use *Consistency with State, Regional, and Local Plans and Programs*	No temporary or permanent adverse effects associated with consistency with State, Regional, and Local Plans and Programs.	The Build Alternatives would be consistent with the goals and policies contained in the General Plans of the city of Los Angeles; the Southern California Association of Governments' (SCAG) Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS); applicable Airport Planning Areas; the 2020 Long-Range Transportation Plan (LRTP) of the Metro, and all other applicable land use regulations.		
Land Use *Parks and Recreational Facilities*	No temporary or permanent adverse effects associated with existing or future parks and recreational facilities.	The Build Alternatives would not entail construction staging areas that would adversely affect any park or recreational facility within the study area. Construction of the Build Alternatives, including lane repainting, signage work, and freeway widening, may result in temporary increased travel times for the public in accessing local parks and recreation facilities, but access would be maintained throughout the duration of construction via the transportation management strategies in Project Feature PF-TR-1 (TMP). The Build Alternatives would result in the permanent acquisition of 0.42 acre and an additional 0.28 acre of TCE included in the Santa Monica Mountains Recreation Area (SMMRA). However, this acquisition of land would not affect the uses and activities of the SMMRA and therefore, would not have a substantial adverse effect to parks and recreational facilities. As discussed in Appendix A,		

Table ES.1: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		Section 4(f) Evaluation, implementation of the Build Alternatives would result in a Section 4(f) de minimis use determination for the Santa Monica Mountains Recreation Area. This determination may be made if the Federal Highway Administration (FHWA) and Mountain Recreation Conservancy Authority (MRCA) conclude that the transportation project will not adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f) after mitigation.		
Growth	The No Build Alternative would not influence the rate, type, or amount of growth and would not result in unplanned growth.	Although the Build Alternatives may make growth in the study area more attractive by reducing congestion, a substantial amount of development projects were proposed and approved prior to initiation of the Project, indicating that development is not dependent on implementation of any of these alternatives. This planned growth has already been accounted for in local and regional planning documents. Accordingly, the Build Alternatives would accommodate existing and planned growth but would not influence the rate, type, amount, or location of growth beyond what is currently planned for the region and therefore would not result in growth-related impacts on resources of concern.		
Community Character and Cohesion	The continuance or worsening of HOV degradation and congestion levels along I-405 could negatively affect the ability of the public to travel easily within the study area and may result in other permanent impacts to community character and cohesion factors	No temporary or permanent substantially adverse effects to existing pedestrian/ bicycle facilities or community facilities are anticipated with incorporation of Project Feature PF-TR-1 (TMP), as well as compliance with Caltrans standards pertaining to construction noise and emissions. The visual character of communities surrounding the I-405 during construction phases may be slightly affected; however, the sensitivity of viewers to these construction-related changes is anticipated to be moderate. However, factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. Implementation of Measures VIS-8 through VIS-10 as identified in Section 3.7, would avoid and/or mitigate temporary visual impacts to community character. Within the Mountain Visual Assessment Unit (VAU), Alternative 2 would include the expansion of the I-405 mainline over Bel Air Crest Road, the renovation of the Bel Air Crest bridge structure, construction of a new retaining wall, and removal of vegetation. Alternative 2 would implement Measures VIS-1 through VIS-4, VIS-6, VIS-7, VIS-11, and MM-VIS-12. However, even with implementation of these measures, Alternative 2 would result in adverse visual impacts to community character within the Mountain VAU. Once operational, Alternative 2 would improve trip reliability along the I-405 mainline within the study area, thus making it easier for travelers to reach homes, businesses, and community facilities within the study area. Additionally, Build Alternatives would not create a new physical or geographic barrier between communities, and would not result in any residential displacements from existing communities.	No temporary or permanent substantially adverse effects to existing pedestrian/ bicycle facilities or community facilities are anticipated with incorporation of Project Feature PF-TR-1 (TMP), as well as compliance with Caltrans standards pertaining to construction noise and emissions. The visual character of communities surrounding I-405 during construction phases may be slightly affected and the sensitivity of viewers to these construction-related changes is anticipated to be moderate. However, factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. Implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7, would avoid and/or mitigate temporary visual impacts to community character. Within the Mountain VAU, Alternatives 3 and 5 would include the expansion of the I-405 mainline over Bel Air Crest Road, the renovation of the Bel Air Crest bridge structure, construction of a new retaining wall, and removal of vegetation. Within the West Los Angeles Residential VAU, Alternatives 3 and 5 would shift the I-405 mainline, remove vegetation, and reconstruct a retaining wall and noise barrier increasing the noise barrier's total height to 16 feet. Alternatives 3 and 5 would implement Measures VIS-1 through VIS-4, VIS-6, VIS-7, VIS-11, and MM-VIS-12. However, even with implementation of these measures, Alternatives 3 and 5 would result in adverse visual impacts to community character within the Mountain and West Los Angeles Residential VAUs. The area around I-405/Sunset Boulevard/Church Lane would be reconfigured by removing the southbound on-ramp south of Sunset Boulevard, adding a new right-turn lane on westbound Sunset Boulevard between I-405 and Church Lane and lengthening the existing left turn lanes on eastbound Sunset Boulevard to northbound Church Lane. The southbound on-ramp north of Sunset Boulevard would be retained and improved. Traffic signal modifications at the Sunset Boulevard/Church Lane intersection would also be made to facilitate vehicle movements onto southbound I-405. This reconfiguration would maintain access to southbound I-405 for drivers from both eastbound and westbound Sunset Boulevard and improve traffic operations on I-405. Once operational, Alternatives 3 and 5 would improve trip reliability along the I-405 mainline within the study area, making it easier for travelers to reach homes, businesses, and community facilities within the study area. Additionally, the Build Alternatives would not create a new physical or geographic barrier between communities, and would not result in any residential displacements from existing communities. However, Alternatives 3 and 5 would result in the full ROW acquisition of one paint supply business, which would necessitate its relocation. Compliance with the Federal Uniform Relocation Assistance Act of 1970 (as amended) and the Caltrans' California Relocation Assistance Program (RAP) would assist this business both informationally and financially to ensure its successful reestablishment within the community. Under Alternative 3, an existing HOV lane would be converted into a tolled EL. This change of a lane from HOV lane to a EL could have adverse effects on household disposable income and increase the financial burden for previous HOV lane users. However, toll users meeting the applicable vehicle occupancy requirements may use the ELs with no charge. The Build Alternatives would maintain the Metro ExpressLanes Low-Income Assistance Plan. Therefore, the financial burden of changing free lanes to tolled access lanes under Alternatives 3 and 5 would not have a substantial adverse financial effect Alternative 5 does not involve the addition of any tolled ELs.

Table ES.1: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		Under Alternative 2, an existing HOV lane would be converted into a tolled EL. This change of a lane from HOV lane to a tolled EL access could have adverse effects on household disposable income and increase the financial burden for previous HOV lane users. However, toll users meeting the applicable vehicle occupancy requirements may use the ELs with no charge. Alternative 2 would maintain Metro's ExpressLanes Low-Income Assistance Plan; therefore, the financial burden of changing free lanes to tolled access lanes under Alternative 2 would not have a substantial adverse financial effect.		
Relocations *Housing Displacements*	None			
Relocations *Business Displacements*	None		One paint supply business would be displaced. Compliance with federal and State business relocation regulations, including the Uniform Act and Caltrans' Relocation Assistance Program, would provide to ensure that the business can successfully re-establish.	One paint supply business would be displaced. Compliance with federal and State business relocation regulations, including the Uniform Act and Caltrans' Relocation Assistance Program, would provide to ensure that the business can successfully re-establish.
Utilities/Emergency Services	Existing operation and capacity constraints on the current Project Corridor and its HOV lanes would remain, which may adversely affect response times of emergency vehicles utilizing the Project Corridor.	The Build Alternatives would avoid conflicts with the space occupied by major utilities to the extent feasible, but some proposed improvements under the Build Alternatives would require that conflicting utilities be relocated, modified, or protected in place and completion of utility work may result in temporary service disruptions to some utility users in the vicinity of the study area. Project Features PF-UES-1 through PF-UES-3, included in Section 3.5, Utilities/ Emergency Services, of this EIR/EIS, would be incorporated into the Build Alternatives to minimize the potential temporary substantial adverse effects of construction on utilities. Construction may result in temporary delays in emergency response time but would be minimized through transportation management strategies in Project Feature PF-TR-1 (TMP) and Measure UES-2. All Build Alternatives would improve long-term operations on the I-405 facility within the Project Corridor, which would benefit emergency service providers as they travel within and through the study area.		
Transportation	The No Build Alternative would result in slightly worse GP lane conditions in 2030 and 2050 compared to 2019 existing conditions. The 2030 No Build Alternative would result in improved traffic conditions at several HOV segments in the southbound direction but slightly worse conditions in the northbound direction compared to 2019 existing conditions. The 2050 No Build Alternative is expected to improve in the northbound direction at several managed lane segments compared to 2019 existing conditions but would worsen in the southbound direction compared to 2019 existing conditions. Additionally, several ramps and local and ramp intersections would operate at unacceptable LOS under the No Build Alternative in 2030 and 2050.	Alternative 2 would convert the existing HOV lane to one EL in each direction. Alternative 2 would result in slightly worse general purpose (GP) lane conditions and improved managed lane (ML) conditions in 2030 and 2050 compared to the No Build Alternative. Improvements such as retiming signals and implementing advanced/adaptive traffic signal systems are recommended under all Build Alternatives to improve operations at local and ramp intersections.	Alternative 3 would convert the existing HOV lane to one EL and add a second EL in each direction. Alternative 3 would result in improved GP lane and ML conditions in 2030 and 2050 compared to the No Build Alternative and demonstrated the highest reduction in delay. Improvements such as retiming signals and implementing advanced/adaptive traffic signal systems are recommended under all Build Alternatives to improve operations at local and ramp intersections.	Alternative 5 would construct an additional HOV lane in each direction. Alternative 5 would result in slightly worse general purpose (GP) lane conditions and improved managed lane (ML) conditions in 2030 and 2050 compared to the No Build Alternative. Improvements such as retiming signals and implementing advanced/adaptive traffic signal systems are recommended under all Build Alternatives to improve operations at local and ramp intersections.
Visual/Aesthetics	No temporary or permanent adverse effects to visual/aesthetic resources.	Alternative 2 includes minimal construction. However, views of the study area during construction may be slightly affected and the sensitivity of viewers to these construction-related changes is anticipated to be moderate. Factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during	Views of the study area during construction of Alternative 3 may be slightly affected (more so than Alternative 2) and the sensitivity of viewers to these construction-related changes is anticipated to be moderate. However, factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during	Views of the study area during construction of Alternative 5 may be slightly affected (more so than Alternative 2) and the sensitivity of viewers to these construction-related changes is anticipated to be moderate. However, factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction

Table ES.1: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. The Mountain VAU and West Los Angeles Residential VAU are likely to experience temporary adverse effects during construction. Removal of retaining walls, soundwalls, and construction activities would result in temporary adverse effects. However, these impacts would be temporary in nature. Implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7.4, would avoid and/or mitigate temporary visual impacts for these viewers, but viewers would still experience a moderate level of change in resources in these VAUs. Permanent Project elements such as reconstruction and installation of noise barriers, removal of existing vegetation, tolling infrastructure and delineators, and renovation of the Bel Air Crest bridge structure would result in a visual impact. With implementation of Measures VIS-1 through VIS-7, VIS-11, MM-VIS-12 (North Los Angeles Residential and Mountain VAUs only), Alternative 2 would not result in a substantial adverse visual impact within all of the VAUs except for the Mountain VAU for KV3.	the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. The Mountain VAU and West Los Angeles Residential VAU are likely to experience adverse effects during construction. Removal of retaining walls, soundwalls, and construction activities would result in temporary adverse effects. However, these impacts would be temporary in nature. Implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7.4, would avoid and/or mitigate temporary visual for these viewers, but viewers would still experience a moderate to high level of change in resources in this VAU. Permanent Project elements such as reconstruction and installation of noise barriers, introduction of additional visible infrastructure elements, including extended road pavement, lane markings, and barriers, removal of existing vegetation, new retaining walls, renovation of the Bel Air Crest bridge structure, realignment of Sepulveda Boulevard, and relocation and construction of the new retaining wall and noise barrier closer to Church Lane would result in visual impacts. With implementation of Measures VIS-1 through VIS-7, VIS-11, MM-VIS-12 (North Los Angeles Residential and Mountain VAUs only), Alternative 3 would not result in a substantial visual impact within all of the VAUs except for the Mountain VAU for KV3 and the West Los Angeles Residential VAU for KV5.	phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. The Mountain VAU and West Los Angeles Residential VAU are likely to experience adverse effects during construction. Removal of retaining walls, soundwalls, and construction activities would result in temporary adverse effects. However, these impacts would be temporary in nature. Implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7.4, would avoid and/or mitigate temporary visual for these viewers, but viewers would still experience a moderate to high level of change in resources in this VAU. Permanent Project elements such as introduction of additional visible infrastructure elements, including extended road pavement, lane markings, and barriers, removal of existing vegetation, new retaining walls, renovation of the Bel Air Crest bridge structure, realignment of Sepulveda Boulevard, and relocation and construction of the new retaining wall and noise barrier closer to Church Lane would result in visual impacts. With implementation of Measures VIS-1 through VIS-7, VIS-11, MM-VIS-12 (North Los Angeles Residential and Mountain VAUs only), Alternative 5 would not result in a substantial visual impact within all of the VAUs except for the Mountain VAU for KV3 and the West Los Angeles Residential VAU for KV5.
Cultural Resources	No temporary or permanent adverse effects to cultural resources.	The Build Alternatives would have the potential to encounter unknown cultural resources during construction. Although there is low potential that previously undocumented cultural materials or human remains be unearthed during construction, potential effects would be avoided or minimized through Project Features PF-CR-1 and PF-CR-2. The Build Alternatives would not result in long-term substantial adverse effects to cultural resources.		
Hydrology and Floodplains	No temporary or permanent adverse effects to hydrology or floodplain resources.	The Build Alternatives would have no adverse effect on beneficial floodplain values or result in changes to 100-year floodplains. The Build Alternatives would not affect channel hydraulics or water surface elevations. During construction, temporary measures that would be taken to minimize impacts to natural and beneficial floodplain values include staging, implementing biological monitoring, and implementing construction Best Management Practices (BMPs) aimed at reducing pollutants of concern in stormwater runoff as required by the Construction General Permit (CGP). Additionally, under the CGP, the Contractor would be required to install temporary concentrated flow conveyance controls such as earth dikes/drainage swales and lined ditches along roadways and facility improvements subject to flood drainage, per Caltrans BMP SS-9 specifications. Implementation of Project Features PF-HYD-1 through PF-HYD-3 and Measure NC-1 would ensure that temporary impacts on floodplains would not have a substantial adverse effect. Impacts in the form of future 100-year storm precipitation events are not anticipated to have a major effect on hydrology and floodplains within the Project Corridor.		
Water Quality and Stormwater Runoff	No temporary or permanent adverse effects to water quality and stormwater runoff.	No adverse water quality effects are anticipated during construction of the Build Alternatives. Temporary effects from construction activities include the potential increase of pollutants (soils, chemicals, debris, nuisance water, etc.) in stormwater runoff that could affect water quality. Under the CGP, preparation of a SWPPP and implementation of construction BMPs would be required. Implementation of Project Features PF-HYD-1 and PF-HYD-2 would ensure that the Build Alternatives would not result in substantial adverse short-term effects to water quality during construction. Alternative 2 would result in an NNI area of 3.75 acres, Alternative 3 would result in an NNI area of 14.95 acres, and Alternative 5 would result in an NNI area of 13.03 acres. The increase in impervious surface area would increase the volume of stormwater runoff. However, permanent BMPs in the form of pollution prevention, treatment, and maintenance will be implemented to manage and treat stormwater runoff from impervious surfaces. Treatment BMPs include infiltration areas and biofiltration swales. Project Features PF-WQ-1 through PF-WQ-3 would ensure that the Build Alternatives would not result in substantial adverse long-term effects to water quality during operation.		

Table ES.1: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
Geology/Soils/Seismic/ Topography	No temporary or permanent adverse effects to geology/soils/seismic/ topography.	During construction, soil would be disturbed during excavation, grading, and other construction activities. All of the Build Alternatives would include ground disturbance, but Alternative 2 to a lesser extent. Compliance with the CGP and implementation of a SWPPP and BMPs for erosion and sediment control, would ensure that construction of the Build Alternatives would not result in a substantial adverse effect related to geology/soils/ topography. The Build Alternatives would not result in permanent substantive changes to the topography in the Project Corridor. In the event of an earthquake, surface settlement could occur, which could damage the proposed roadway and compromise the integrity of proposed embankments, ramps, retaining walls, and other structures. As identified in Measure GEO-1, soils and groundwater conditions along the Project Corridor would be evaluated through a site-specific investigation as part of the engineering design of the Build Alternatives. The results of this investigation would inform the final engineering design of the Build Alternatives. Additionally, graded slopes would be revegetated, as described in Project Feature PF-GEO-1, to address soil erodibility. Although excavation may take place in areas mapped with high-sensitivity geologic units, with implementation of Measure GEO-1, Alternatives 2, 3, and 5 would be designed to conform to Caltrans' seismic and design criteria, and they would not result in substantial adverse effects related to geology/soils/seismic/topography.		
Paleontology	No temporary or permanent adverse effects to paleontological resources.	The Build Alternatives would have the potential to encounter unknown paleontological resources during construction because excavation for the bridge footings, new signage, and sounds walls for Alternatives 2, 3, and 5, and toll infrastructure for Alternatives 2 and 3, is expected to extend up to 30 feet below the surface. Excavation would affect high sensitivity sediments at the surface and at depth. In the event that unanticipated paleontological resources are identified during construction, Project Feature PF-PAL-1 would be implemented to proceed accordingly. Excavation would affect high sensitivity sediments at the surface and at depth. Measure MM-PAL-1 would require the development of the Paleontological Mitigation Plan for the Build Alternatives in order to ensure no substantial adverse effect to paleontological resources.		
Hazardous Waste/Materials	No temporary or permanent adverse effects to hazardous materials and wastes.	Ground disturbance associated with the Build Alternatives could result in potential effects related to unknown hazardous materials and wastes. Project Features PF-HAZ-1 through PF-HAZ-5, and PF-AQ-1 would ensure effects from aerially deposited lead (ADL), metals lead chromate, asbestos-containing material (ACMs), lead-based paint (LBP), unknown hazards, and treated wood waste would not be substantially adverse. Additionally, Measure HAZ-1 would minimize the effects of polychlorinated biphenyls (PCB) hazards during construction. One recognized environmental condition (REC) was identified adjacent to the proposed I-405 ROW that is in proximity of the Build Alternatives. However, the site would not be affected by the Build Alternatives. If Project limits are modified during final design so that construction would impact the parcel or soils adjacent to the parcel, Measure HAZ-2 would be implemented. With implementation of Measure HAZ-2, the Build Alternatives would not result in substantial adverse effects related to hydrocarbons contamination. Operation of the Build Alternatives would not result in substantial adverse permanent effects related to hazardous wastes or materials.		
Air Quality	No temporary or permanent adverse effects related to air quality.	During construction, emissions include carbon monoxide (CO), nitrogen oxides (NOX), volatile organic compounds (VOCs), directly emitted particulate matter (particulate matter less than 10 microns in size [PM_{10}] and particulate matter less than 2.5 microns in size [$PM_{2.5}$]), diesel exhaust particulate matter (PM_{10} and $PM_{2.5}$), soot particulate (PM_{10} and $PM_{2.5}$), sulfur dioxide (SO_2), dust, and odor. However, implementation of the Project Features PF-AQ-1 through PF-AQ-3 would reduce these emissions. All 2030 and 2050 mobile-source air toxic (MSAT) emissions for the Build Alternatives would be less than the 2019 existing MSAT emissions and most would either stay the same or decrease compared to the same year No Build Alternative. The only exceptions are that diesel particulate matter (DPM) emissions for Alternative 3 in 2050 would increase from 3.2 to 3.4 pounds per day (lbs/day) overall for the entire project when compared to the No Build Alternative. Additionally, benzene, acetaldehyde, ethylbenzene, formaldehyde, and polycyclic organic matter (POM) emissions for Alternative 5 in 2030 would show increases of 0.1 or 0.2 lbs/day when compared to the No Build Alternative, For all Build Alternative scenarios in 2030 and 2050, the emissions of CO, VOCs, NO_X, and $PM_{2.5}$ would be lower than the 2019 Existing scenario. As the three Build Alternatives all would have greater vehicle miles traveled (VMT) than the existing condition and the No Build Alternative, the emissions of PM_{10} show increases. Compared to the No Build Alternative in the opening year 2030, Alternative 2 would result in decreases to CO and VOCs and increases to NO_X by 2 lbs/day, PM_{10} by 8 lbs/day, and $PM_{2.5}$ by 2 lbs/day. Alternative 3 would also result in decreases to CO and VOCs and increases to NO_X by 5 lbs/day, PM_{10} by 13 lbs/day, and $PM_{2.5}$ by 1 lbs/day. Alternative 5 would result in increases to all criteria pollutants by 101 lbs/day of CO, 8 lbs/day of VOCs, 19 lbs/day of NO_X, 14 lbs/day of PM_{10}, and 3 lbs/day of $PM_{2.5}$. Compared to the No Build Alternative in the horizon year 2050, Alternative 2 would result in decreases to CO, VOCs, and NO_X, while PM_{10} and $PM_{2.5}$ would increase by 4 lbs/day and 1 lbs/day, respectively. Alternative 3 would also result in decreases to CO, VOCs, and NO_X, while PM_{10} and $PM_{2.5}$ would increase by 24 lbs/day and 3 lbs/day, respectively. Alternative 5 would result in increases to all emissions by 45 lbs/day of CO, 2 lbs/day of VOCs, 10 lbs/day of NO_X, 11 lbs/day of PM_{10}, and 2 lbs/day of $PM_{2.5}$. These CO, VOCs, NO_X, PM_{10} and $PM_{2.5}$ emission increases are all lower than the SCAQMD thresholds. All 2030 and 2050 greenhouse gas (GHG) emissions for the Build Alternatives would be less than the 2019 existing GHG emissions. Alternative 2 GHG emissions would be lower than the same year No Build Alternative, but Alternatives 3 and 5 would be greater. However, the increase in GHG emissions for the Project would be consistent with the Connect SoCal 2024 RTP/SCS. Therefore, the Build Alternatives would not produce substantial operational air quality effects (CEQA only analysis). Pursuant to the transportation conformity rules and regulations, all nonexempt projects must go through review by the Transportation Conformity Working Group (TCWG). The U.S. Environmental Protection Agency (USEPA) guidance for particulate matter (PM) hot-spot analysis and interagency consultation was used to determine whether the Build Alternatives are a project of air quality concern (POAQC). On December 21, 2023, the SCAG TCWG concurred		

Table ES.1: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		that none of the Build Alternatives are a POAQC. Therefore, the Project meets the Federal Clean Air Act (FCAA) requirements and 40 Code of Federal Regulations (CFR), Section 93.116 without any explicit hot-spot analysis. The Proposed Project is listed in the Connect SoCal 2024 RTP and 2025 Federal Transportation Improvement Program (FTIP) under ID No. 1162S012. Thus, the Proposed Project was included in the regional emissions analysis that was used to meet regional conformity and would not delay timely attainment of the PM_{10} or $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) for the Basin. On May 10, 2024, the FHWA published its determination that Connect SoCal 2024 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) conforms to the State Implementation Plan in accordance with 40 CFR, Part 93. Construction and long-term operation of the Proposed Project would, therefore, be considered consistent with the purpose of the State Implementation Plan, and the Proposed Project would conform to the requirements of the FCAA.		
Noise and Vibration	No temporary or permanent adverse effects related to noise.	Construction crew commutes and the transport of construction equipment/materials to the Project site would incrementally raise noise levels on access roads; however, this traffic would be minimal in comparison to existing traffic. The Build Alternatives are expected to require the use of graders, bulldozers, water trucks, and pickup trucks. Noise associated with the use of this construction equipment is estimated to be between 75 and 85 maximum A-weighted sound level (dBA L_{max}) at a distance of 50 feet from the active construction area However, compliance with Caltrans' Standard Specifications Section 14-8.02 (Caltrans 2022), Project Feature PF-N-1, and Measures N-1 through N-8 would be required to minimize construction noise impacts on sensitive land uses adjacent to the Project site. Of the 1,362 modeled receptors, 284, 376, and 369 receptors would approach or exceed the Noise Abatement Criteria (NAC) for Alternatives 2, 3, and 5, respectively. Under Alternative 2, none of the 1,362 modeled receptors would experience a substantial noise increase of 12 dBA or more over their corresponding existing noise levels. Under Alternatives 3 and 5, five receptors would still approach or exceed the NAC and would experience a substantial noise increase of 12 dBA or more over their corresponding existing noise levels. The increase is caused by the demolition of existing walls to accommodate Alternatives 3 and 5. Once these walls are reconstructed to match the existing height at a minimum, there would not be a substantial increase of 12 dBA over the existing noise level. As discussed in Section 4.8.13, Noise, construction of the Build Alternatives could result in the generation of excessive ground-borne vibration or ground-borne noise levels. However, the impacts would be temporary, and ground vibration levels would not exceed the damage threshold of 0.3 PPV (in/sec) for old residential structures. The Build Alternatives would implement Measure MM-N-10, which restricts heavy construction equipment (e.g., large bulldozers) or requires the use of light construction equipment (e.g., small bulldozers and trucks) within 13 feet of residential structures.		
Energy	No temporary or permanent adverse effects related to energy.	Construction of the Build Alternatives would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. Construction-related energy consumption would be temporary and not a permanent new source of energy demand. As outlined in Project Feature PF-TR-1, a TMP would be developed and implemented, which would reduce gasoline consumption by limiting traffic congestion and reducing the length of detours. In addition, Project Features PF-AQ-1 and PF-AQ-2 would reduce substantial adverse effects related to energy resulting from construction activities. Operational energy effects would occur from use of streetlights and vehicle fuel consumption. LED fixtures would be used wherever streetlights are installed or replaced. The Build Alternatives are intended to encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and GP lanes, increase person throughput, and apply technology to help manage traffic on I-405. Compared to Existing (2019) conditions, operation of any of the Build Alternatives or the No Build Alternative under both Opening and Horizon Year conditions would decrease direct energy. The total energy consumption of any of the Build Alternatives would be lower than the Existing (2019) conditions even with the background growth in VMT. However, all Build Alternatives would result in total energy consumption increases compared to the No Build Alternative, resulting in greater background VMT increases in both 2030 and 2050. Ultimately, the travel time improvements achieved by reduced congestion under any of the Build Alternatives would enhance systemwide operational productivity and associated energy efficiency. As such the Build Alternatives would not result in a wasteful, inefficient, or unnecessary consumption of energy.		
Natural Communities	No temporary or permanent adverse effects related to natural communities or wildlife corridors.	Alternatives 2, 3, and 5 would result in 6.62, 14.09, and 14.20 acres of temporary effects and 37.05, 86.85, and 73.76 acres of permanent effects to natural communities during construction, respectively. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 would ensure effects related to vegetation communities are not substantially adverse. Implementation of the Build Alternatives is anticipated to directly affect the wildlife movement corridors located at the Sepulveda Boulevard undercrossing, the Bel Air Crest Road undercrossing, the Skirball Center Drive overcrossing, and Mulholland Drive Bridge. Measures NC-9 through NC-13 would address effects to wildlife movement and the wildlife corridors would be mitigated, replaced, and/or enhanced as a result of construction activities.		
Wetlands and Other Waters	No temporary or permanent adverse effects to wetlands and other waters.	Construction of the Build Alternatives has the potential for temporary indirect water quality effects through sediment introduction and transport downstream. However, identification and implementation of erosion, sedimentation, and pollution prevention BMPs in the SWPPP for the Project would avoid or minimize indirect effects to jurisdictional areas during construction.		

Table ES.1: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		Build Alternatives 2, 3, and 5 would permanently affect 0.0003, 0.0178, and 0.0028 acre of non-wetland waters of USACE and RWQCB jurisdictional area and 0.0001, 0.025, and 0.01 acres of CDFW jurisdictional area, respectively. With implementation of Project Features PF-HYD-1 through PF-HYD-3, PF-WQ-1 through PF-WQ-3, PF-NC-1 through PF-NC-3, and PF-WET-1, and Measures NC-1 through NC-3, MM-NC-4, and WET-1 through WET-4; the Build Alternatives would not result in substantial adverse effects related to Wetlands and Other Waters.		
Plant Species	No temporary or permanent adverse effects related to special-status plant species or tree species.	The Build Alternatives would temporarily affect marginally suitable habitat for special-status plant species, but they are not likely to result in temporary effects to individuals. To address potential adverse temporary effects to suitable habitat for special-status species, Measure PS-1 would be implemented. Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 would also be implemented to protect plant and tree species. No southern California black walnut would be permanently affected under the Build Alternatives. Coast live oak trees would be permanently affected through potential tree removal. Existing trees that are not in areas of removal would be protected in place by the implementation of Project Feature PF-NC-1 and the removal of large trees would be offset by implementation of Measure NC-5.		
Animal Species	No temporary or permanent adverse effects related to special-status animal species.	The Build Alternatives have the potential to temporarily effect suitable habitat for the southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, American badger, nesting birds protected under the Migratory Bird Treaty Act (MBTA), and bats. With implementation of Measure PS-1, Project Features PF-AS-1 and PF-AS-2, and Measures MM-AS-1, AS-2 through AS-11, and MM-AS-12, potential direct and indirect permanent effects to these species resulting from implementation of the Build Alternatives would not be substantially adverse. Wildlife corridors would be permanently affected through the modifications of wildlife corridors. With implementation of Measures NC-9 through NC-13, permanent effects to wildlife corridors would not be substantially adverse.		
Threatened and Endangered Species	No temporary or permanent adverse effects related to threatened and endangered species.	Construction of the Build Alternatives is not anticipated to result in temporary or permanent effects on threatened or endangered plant species during construction. However, to address potential temporary and permanent effects to suitable habitat for threatened or endangered plant species, Measures PS-1 through PS-2, and MM-PS-3 would be implemented In addition, Project Features PF-NC-1 through PF-NC-3, PF-AS-1, and Measures NC-1 through NC-3, MM-NC-4, and NC -5 through NC-8 would also protect threatened or endangered plant species. Least Bell's vireo (LBVI) and southwestern willow flycatcher (SWWF) are not expected to be temporarily or permanently impacted by the Build Alternatives. However, temporary impacts to CAGN and monarch would include indirect temporary impacts from noise, vibration, dust, and lighting during construction. These impacts are expected to be minimal and implementation of Project Features PF-NC-1 through PF NC-3 and Measures NC-1 through NC-3, and MM-NC-4 and PF-AS-1 would ensure that indirect impacts to suitable habitat for these species would be avoided or minimized and would not result in substantial adverse effects. In addition, the Build Alternatives may result in temporary impacts to mountain lion habitat through ground disturbance and removal of vegetation to potential denning habitat. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 would be implemented to address temporary impacts to mountain lion habitat. In addition, implementation of Measure TE-1 would require a pre-construction survey for denning mountain lions. With implementation of these measures, temporary impacts would not result in substantial adverse effects to mountain lion habitat during construction of the Build Alternatives. There is a potential for Crotch's bumble bee to forage in and around the BSA. Indirect temporary impacts to suitable Crotch's bumble bee habitat through implementation of the Build Alternatives may include increased noise, vibration, dust, and lighting during construction activities. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM -NC-4 would be implemented to address temporary impacts to Crotch's bumble bee habitat. Implementation of Measure TE-2 would require a pre-construction survey for Crotch's bumble bee. With implementation of these measures, temporary impacts to Crotch's bumble bee would not result in substantial adverse effects. Although the Build Alternatives are anticipated to permanently impact habit for CAGN, monarch, and Crotch's bumble bee, these species were not observed or otherwise detected during the surveys conducted within the BSA. Therefore, these species are unlikely to occur in the BSA, and direct impacts are not expected due to the limited habitat present. With implementation of Measures PS-1 through PS-2, and MM-PS-3, Project Features PF-AS-1, and Project Features PF-NC-1 through PF-NC-3, and Measures NC-1 through NC-3, and MM-NC-4, potential direct and indirect permanent impacts to CAGN, monarch butterfly, and Crotch's bumble bee resulting from implementation of the Build Alternatives would not result in substantial adverse effects. Suitable mountain lion habitat and wildlife corridors would be permanently impacted through the modifications of wildlife corridors and vegetation removal. Impacts to mountain lion habitat and wildlife corridors would be addressed through the implementation of Measures NC-9 through NC-12, and permanent impacts to mountain lions and mountain lion habitat would not result in substantial adverse effects.		
Invasive Species	No temporary or permanent adverse effects related to invasive species.	Implementation of the Build Alternatives have the potential to spread invasive species to adjacent native habitats in the Biological Study Area (BSA) through the entering and exiting of contaminated construction equipment, the inclusion of invasive species in seed mixtures and mulch, and the improper removal and disposal of invasive species causing seed to be spread along the highway. With implementation of Project Feature PF-IS-1, potential permanent effects under the Build Alternatives related to invasive species would not be substantially adverse.		
Greenhouse Gas (CEQA Analysis)	The GHG emissions from operation of No Build and Build Alternatives would all result in a net decrease in CO_2 emissions in 2030 and 2050 compared to the existing (2019) condition.	All 2030 and 2050 GHG emissions for the Build Alternatives would be less than the 2019 existing GHG emissions. Alternative 2 GHG emissions would be lower than the same year No Build Alternative, but Alternatives 3 and 5 would be greater. However, the increase in GHG emissions for the Project would be consistent with the Connect SoCal 2024 RTP/SCS. Therefore, the Build Alternatives would not produce substantial operational air quality effects (CEQA only analysis).		

Table ES.1: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
Vehicle Miles Traveled (CEQA Only Analysis)	The No Build Alternative and Alternative 2 were found unlikely to generate significant induced demand as they do not increase capacity. Therefore, no VMT mitigation plan is required.		Alternatives 3 and 5 are anticipated to result in an induced demand of 79,000,000 VMT per year. Therefore, a VMT Mitigation Plan is required to offset the project-generated VMT for Alternatives 3 and 5. The Draft VMT Mitigation Plan (July 2026) includes planned funding for Project-required mitigation. Project-required mitigation would include increasing existing bus service frequency and time-of-day span, Metrolink Service Expansion, implementation of a new Express Bus Line on the I-405 corridor, and continuing the expansion of the LA Metro One Car Challenge Program and Vanpool Programs through enhanced subsidies and outreach using net toll revenue generated by I-405 ExpressLanes. Project-funded mitigation measure MM-TR-1 would offset approximately half of the Project's estimated induced demand of Alternative 3 or 5. Therefore, additional mitigation would be needed to address the remaining VMT impact. The remaining half of the estimated induced demand of Alternative 3 or 5 is proposed to be mitigated by the Sepulveda Transit Corridor Project. This project would provide a high-capacity, high-frequency transit connection between the San Fernando Valley and the Westside through the Santa Monica Mountains and could reduce regional VMT by up to 252,000,000 miles annually. As the Proposed Project and Sepulveda Transit Corridor Project are in the same corridor, the Proposed Project and Sepulveda Transit Corridor are the first and second phase, respectively, of LA Metro's broader mobility strategy for the Sepulveda Pass. LA Metro has initial funding for the Sepulveda Transit Corridor project from local sales tax measures and is currently seeking additional funding for the project. The Sepulveda Transit Corridor Project, together with project-funded mitigation measure MM-TR-1, could collectively mitigate the I-405 Sepulveda Pass ExpressLanes Project's induced travel demand and associated VMT impacts if implemented as anticipated. However, since the timing for funding and implementation of the Sepulveda Transit Corridor Project is not finalized, the impacts related to induced travel demand and VMT under Alternatives 3 and 5 would remain significant and unavoidable under CEQA.	
Cumulative Impacts (CEQA Analysis)	None.	Current or planned projects would be subject to discretionary environmental review to ensure that individual traffic, public service impacts, and other environmental concerns would not be compounded with the Build Alternatives. With implementation of avoidance, minimization, and/or mitigation measures, the Build Alternatives, for the purposes of CEQA, would not have cumulatively considerable permanent environmental effects.		

* Alternative contains existing non-standard design features that would be maintained. The engineering analysis performed during the PA&ED phase is preliminary and based on a low level of design detail and as such, the list of non-standard features is not comprehensive. As a result, many of the potential non-standard design features have been identified using engineering judgment and past experiences on similar projects rather than detailed analysis. Likewise, the probability of design exception approval has been assessed using engineering judgment. The Headquarters Project Delivery Coordinator and District 7 approval authority have been consulted early during the PA&ED phase to discuss potential design exceptions and reassess the probability of design exception approval.

Acquisition. Alternatives 3 and 5 would require the acquisition of public property in the form of six permanent City relinquishments. These relinquishments would generally occur on small strips of vacant land and are therefore not anticipated to result in substantial permanent land use changes. Additionally, two full and seven partial ROW acquisitions of private property would occur under Alternatives 3 and 5, resulting in the permanent displacement of one paint supply business. However, the Build Alternative's compliance with federal and State relocation regulations would ensure that this commercial storefront could relocate to a compatible property within the same general area. As such, the proposed full and partial property acquisitions under the Build Alternatives would not result in substantial land use changes with the potential to cause adverse effects.

All Build Alternatives are anticipated to result in visual changes to the Project Corridor from existing conditions as a result of the proposed improvements. This could potentially affect views from nearby land uses, including major activity centers. However, the avoidance and minimization measures identified in Section 3.7, Visual/Aesthetics, of this EIR EIS, would be incorporated into the Build Alternatives in order to address potential visual impacts. Pursuant to these measures, the Build Alternatives would incorporate consistent landscaping, coloring, and aesthetic features in order to visually blend project features with the surrounding landscape. Therefore, there would be no substantial adverse effects to land use.

No Build Alternative

Under the No Build Alternative, there would be no action, and the improvements associated with the Build Alternatives would not be constructed. Therefore, no temporary or permanent adverse effects to existing or planned land uses or land use compatibility would occur.

S.3.1.2 Consistency with State, Regional, and Local Plans and Programs

Build Alternatives

The Build Alternatives would remain consistent with any State, regional, or local plans and policies. Once operational, all three Build Alternatives would be consistent with applicable land use plans, including the SCAG 2024 Connect SoCal RTP/SCS, the SCAG Federal Transportation Improvement Program (FTIP), the Los Angeles County Long Range Transportation Plan, and nearby Airport Land Use Compatibility Plans. Although Alternative 5 proposes an additional HOV lane in each direction instead of the ExpressLanes and therefore does not directly match the Project's description under FTIP ID 1162S012 in the 2025 FTIP Volume III Part A and the 2024 Connect SoCal RTP/SCS Project List Technical Report as "I-405 Sepulveda Pass (Phase 1) ExpressLanes between U.S. 101 and I-10", it is intended to address the identified current and future traffic demand along the I-405 corridor and increase vehicular throughput, similar to the purpose of the ExpressLanes. If Alternative 5 is identified as the Preferred Alternative, the project listing in the FTIP and current FTIP will be amended prior to the FHWA air quality conformity determination and the Final EIR/EIS will be updated appropriately. Therefore, Alternative 5 would result in a comparable outcome and would not result in a potentially adverse effect resulting from the conflict. As such, the Build Alternatives would not result in any permanent adverse effects pertaining to compatibility with State, regional, and local plans and programs.

No Build Alternative

Under the No Build Alternative, there would be no action, and the improvements associated with the Build Alternatives would not be constructed. The No Build Alternative would generally be consistent with applicable goals and policies. However, as previously stated, the Project is described in the 2025 FTIP and the 2024 Connect SoCal RTP/SCS Project List Technical Report as "I-405 Sepulveda Pass (Phase 1) ExpressLanes between U.S. 101 and I-10". The No Build Alternative does not match this description and does not include any of the improvements proposed under the Build Alternatives or address the current traffic demand. Therefore, the No Build Alternative is inconsistent with the 2025 FTIP and the 2024 Connect SoCal RTP/SCS. Because the No Build Alternative does not meet all goals and policies outlined in state, regional and local plans, an adverse effect could occur.

S.3.1.3 Parks and Recreation

Build Alternatives

The Build Alternatives would not entail construction staging areas that would adversely affect any park or recreational facility within the study area. Construction of the Build Alternatives (including lane repainting, signage work, and freeway widening) may result in temporary increased travel times for the public in accessing local parks and recreation facilities, but access would be maintained throughout the duration of construction via the transportation management strategies identified in Project Feature PF-TR-1 (TMP) in Section 3.6, Transportation, of this EIR/EIS. Pedestrian and bicycle access would be maintained throughout the duration of construction, including through temporary bicycle facilities or traffic control measures where needed, in local arterial areas where advance signage improvements are identified to occur. Because these temporary accommodations would not result in the permanent incorporation of park or recreational land into the transportation facility or adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f), they would not constitute a Section 4(f) use.

As discussed in Appendix A, Section 4(f) Evaluation, implementation of the Build Alternatives would result in a Section 4(f) de minimis use determinations for the Santa Monica Mountains Recreation Area. This determination may be made if the FHWA and Mountain Recreation Conservancy Authority (MRCA) conclude that the transportation project will not adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f) after mitigation.

The acquired ROW would be between Sepulveda Boulevard and Promontory Road along the western edge of the recreation area. Within this area, there are numerous pre-existing, infrastructure-related easements. These include easements related to access, drainage, and storm drains located near the Project, and an easement for future roadway expansion that overlaps with a portion the Project's proposed ROW. This is due to acquisition of ROW to widen I-405, shift the Sepulveda Boulevard alignment up to 25 feet west towards Promontory Road, and construct a new retaining wall. The Build Alternatives would permanently acquire

approximately 0.42 acre (18,476 square feet) from the Santa Monica Mountains National Recreation Area with an additional 0.28 acre (12,405 square feet) needed as a TCE. The area associated with the TCE would be fully restored following construction.

Promontory Road and these easements highlight the collaborative use of this Section 4(f) resource, balancing both infrastructure and preservation needs to ensure that the intended purpose of the recreational resource is not impaired. The overlap of the Build Alternatives with the existing future road easement totals approximately 0.19 acre (8,353 square feet). Because this overlap represents an area previously reserved for non-recreational use, the overall permanent ROW acquisition resulting in a change in use would be approximately 0.23 acre. This represents less than 0.001 percent of the 153,075 acres of open space associated with the Santa Monica Mountains National Recreation Area.

As discussed in Appendix A, implementation of the Build Alternatives is not anticipated to adversely affect the activities, features, and attributes qualifying the Santa Monica Mountains Recreation Area for protection under Section 4(f) with implementation of the avoidance, minimization, and mitigation measures identified in this EIR/EIS.

No Build Alternative

The No Build Alternative would not result in any of the improvements on I-405 associated with the Build Alternatives. As a result, the No Build Alternative would not result in temporary construction impacts related to parks and recreation facilities, or Section 4(f) resources; therefore, there would be no adverse effects to parks and recreational facilities.

S.3.2 Growth

S.3.2.1 Build Alternatives

All three Build Alternatives would alleviate existing HOV lane deficiencies and accommodate projected future traffic volumes in the study area, consistent with adopted local land use and transportation plans. The Build Alternatives would not provide new transportation facilities or influence the rate, type, amount, or location of growth in the study area, and no new barriers to neighboring communities would be created, so accessibility to the transportation system within the study area would not substantially change.

Alternatives 2, 3, and 5 are each intended to accommodate approved and planned growth within the study area by improving traffic operations along I-405. Alternative 2 would convert the existing HOV lane to an ExpressLane (EL) in each direction with dynamic pricing to maintain reliable traffic flow, while Alternatives 3 and 5 would add capacity through freeway widening (with Alternative 3 adding an EL in each direction and Alternative 5 adding an HOV lane in each direction). Although these improvements may make growth in the study area more attractive by reducing congestion, a substantial number of development projects were proposed and approved prior to initiation of the Project, indicating that development is not dependent on implementation of any of these alternatives. This planned growth has already been accounted for in local and regional planning documents. Accordingly, Alternatives 2, 3, and 5 would accommodate existing and planned growth but would not influence the rate, type, amount, or location of growth beyond what is currently planned for the region and therefore would not result in growth-related impacts on resources of concern.

The Build Alternatives would not result in any growth-related adverse effects on any resources of concern.

S.3.2.2 No Build Alternative

The No Build Alternative would maintain the existing I-405 facility and the current configuration of ramps, HOV lanes, and signage, with the exception of other proposed projects that are either under development or currently under construction. The No Build Alternative would not change accessibility around the Project Corridor in the study area and would not reduce delays and congestion along the Project Corridor. Over time, forecasted growth of the study area and the surrounding areas may be constrained due to continued HOV lane degradation and conditions on I-405. Without additional capacity, the increase in volume due to ambient growth alone is expected to extend the congested period in both directions, to begin earlier in the day and extend later into the evening. Vehicles traveling during the congested period would experience increased delay, with longer travel times between the same origin and destination. Therefore, the No Build Alternative would not influence growth patterns and would not result in adverse effects on resources of concern in the study area.

S.3.3 Community Character and Cohesion

S.3.3.1 Build Alternatives

Construction activities related to the Build Alternatives may result in temporary impacts associated with construction equipment noise and air emissions that could affect businesses and residents in the study area. This would be minimized through compliance with Caltrans standards for noise (Caltrans Standard Specifications, Section 14-8.02), emission control (Caltrans Standard Specifications, Sections 7-1.02A and 7-1.02C), air pollution control (Caltrans Standard Specifications, Section 14-9.02), and City standards for management of staging areas.

Proposed construction activities under Alternative 2 are not anticipated to cause major disruptions to regional business patterns, as I-405 and surrounding local arterials would remain operational during the construction of Alternative 2. Construction may result in temporary access restrictions and detours for residents and those traveling to businesses and community facilities within the study area but would be minimized through transportation management strategies identified in Project Feature PF-TR-1 (TMP) in Section 3.6, Transportation, of this EIR/EIS.

Construction of Alternative 2 could be visible to travelers passing through the study area as well as to neighboring land uses near active construction zones. The visual character of communities surrounding I-405 during construction phases may be slightly affected; however, the sensitivity of viewers to these construction-related changes is anticipated to be low. Implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7, Visual/Aesthetics, would avoid and/or mitigate temporary visual impacts. Alternative 2 would not involve the establishment of additional retaining walls with the potential to visually disrupt

community character within the study area and would not result in any long-term visual impacts to community character.

Permanent elements of Alternative 2 would result in a visual impact. However, with implementation of Measures VIS-1 through VIS-7, VIS-11, and MM-VIS-12 (North Los Angeles Residential and Mountain VAUs only), Alternative 2 would not result in a substantial visual impact within all of the Visual Assessment Units (VAUs) except for the Mountain VAU for KV3.

Alternatives 3 and 5 are anticipated to result in a longer duration and greater volume of temporary construction lane and ramp closures causing temporary delays in travel time to and from homes, businesses, and community facilities, Incorporation of the transportation management strategies identified in Project Feature PF-TR-1 (TMP) would ensure that access to community facilities and features would be preserved throughout construction. Elements associated with the construction of Alternatives 3 and 5 could be visible to travelers passing through the area as well as to neighboring uses near active construction zones. This could have temporary implications for communities within the study area, particularly within the Mountain and West Los Angeles Residential VAUs. The visual character of communities surrounding I-405 during construction phases may be slightly affected; however, the sensitivity of viewers to these construction-related changes is anticipated to be moderate and implementation of Measures VIS-8 through VIS-10, identified in Section 3.7, Visual/Aesthetics, would reduce the potential for substantial temporary adverse effects to occur.

Examples of permanent visual changes anticipated to occur under Alternatives 3 and 5 include bridge structure expansion, realignment of retaining walls closer to adjacent land uses, and revised ramp locations, which could permanently affect the visual character of nearby communities. However, Measures VIS-1 through VIS-7, VIS-11, and MM-VIS-12 (North Los Angeles Residential and Mountain VAUs only), as identified in Section 3.7, would be incorporated into Alternatives 3 and 5 in order to address potential visual effects. Pursuant to these measures, Alternatives 3 and 5 would incorporate consistent landscaping, coloring, and aesthetic features in order to visually blend Project features with the surrounding landscape. Further, planting design for landscaping under Alternatives 3 and 5 would consider safety, maintainability, and aesthetic compatibility with adjacent urban communities and would not deviate substantially from the existing planting theme.

Construction of all three Build Alternatives would provide short-term construction jobs specific to the variety of construction activities. Construction workers would only be present on site within the time frame in which their specific skills are needed to complete that phase of construction and would not be expected to relocate their household's place of residence. The construction employment associated with the Build Alternatives would be a net benefit for the region as it would spur additional economic and business activities, including increased fuel sales at local gas stations, dining at local restaurants, and business at local motels and hotels if necessary.

The area around I-405/Sunset Boulevard/Church Lane would be reconfigured by removing the southbound on-ramp south of Sunset Boulevard, adding a new right-turn lane on westbound Sunset Boulevard between I-405 and Church Lane and lengthening the existing left turn lanes on eastbound Sunset Boulevard to northbound Church Lane. The southbound on-ramp north of Sunset Boulevard would be retained and improved. Traffic signal modifications at the Sunset Boulevard/Church Lane intersection would also be made to facilitate vehicle movements onto southbound I-405. This reconfiguration would maintain access to southbound I-405 for drivers from both eastbound and westbound Sunset Boulevard and improve traffic operations on I-405.Once operational, the Build Alternatives would improve trip reliability along the I-405 mainline, making it easier for travelers to reach homes, businesses, and community facilities within the study area.

The Build Alternatives would improve regional traffic congestion along I-405, which would allow improved regional access to homes, businesses, and community facilities that may be difficult to reach under No Build conditions. All three Build Alternatives present an opportunity for the alleviation of the negative effects to regional growth and the economy associated with current HOV lane degradation and congestion levels along I-405, as described under the No Build Alternative.

Under Alternatives 2 and 3, an existing HOV lane would be converted into a tolled EL. This change of a lane from HOV lane to a EL could have adverse effects on household disposable income and increase the financial burden for previous HOV lane users. However, toll users meeting the applicable vehicle occupancy requirements may use the ELs with no charge. The traffic analysis assumed that under Alternative 2, vehicles with 3 or more occupants can use the EL with no charge, whereas under Alternative 3, vehicles with 2 or more occupants can use the ELs with no charge. As further discussed in Section 3.3, Community Character and Cohesion, of this EIR/EIS, the Build Alternatives would maintain Metro's ExpressLanes Low-Income Assistance Plan; therefore, the financial burden of changing free lanes to tolled access lanes under the Project would not have a substantial adverse financial effect.

No new roads or freeways are proposed under the Build Alternatives, and no existing neighborhoods would be divided; therefore, no short- or long-term substantial adverse effects to patronage of businesses or community facilities would occur within the study area. Alternatives 3 and 5 would result in the full ROW acquisition of one paint supply business, which would necessitate its relocation. However, compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and Caltrans' Relocation Assistance Program (RAP) would assist this business both informationally and financially to ensure its successful reestablishment within the community. Other property acquisitions under Alternatives 3 and 5 are generally limited to partial acquisitions of land slivers that would not displace homes, businesses, or community facilities. Therefore, property/sales tax losses associated with Alternatives 3 and 5 would be nominal. Based on the information presented above, Alternatives 3 and 5 would not result in substantial effects to community character and cohesion within the study area.

The Build Alternatives will incorporate Project Feature PF-TR-1 and Measures VIS-1 through VIS-12, as outlined in Section 3.7,

Visual/Aesthetics, to avoid and/or minimize potentially adverse effects to community character and cohesion.

S.3.3.2 No Build Alternative

The No Build Alternative proposes no improvements to I-405, maintaining the existing four GP lanes throughout the Project Corridor in the northbound and southbound directions. The freeway facility would remain as is, with the exception of other proposed projects that are either under development or currently under construction. No permanent acquisitions or displacement of residents or businesses would occur. For the above reasons, there would be no permanent adverse effects on community character and cohesion.

Although the No Build Alternative would not create a physical or geographic barrier between communities, the continuance or worsening of HOV lane degradation and congestion levels along I-405 could negatively affect the ability of the public to travel easily within the City of Los Angeles or Los Angeles County and may result in other permanent adverse effects to community character and cohesion factors.

S.3.4 Relocations and Real Property Acquisition

S.3.4.1 Build Alternatives

Alternative 2 would involve two permits from the City of Los Angeles for the construction of retaining walls and barriers associated with widening to accommodate the proposed weaving lane. The permitted areas for the retaining walls and barriers consist of narrow strips of land parallel to the I-405 mainline and would not result in the displacement of any residences, businesses, or other structures; therefore, no relocations would be necessary, and no substantial adverse effects would occur during construction or operation related to relocations and real property acquisition.

As previously stated, Alternatives 3 and 5 would result in the same ROW impacts. Alternatives 3 and 5 involve seven temporary construction permits from the City of Los Angeles for the construction of retaining walls and barriers associated with the proposed widening to accommodate an additional lane in each direction. The permitted areas for the retaining walls and barriers consist of narrow strips of land parallel to the I-405 mainline and would not result in the displacement of any residences, businesses, or other structures. Seven privately owned parcels are proposed TCEs during construction only and any effects on properties would be reverted after construction is finished. These TCEs would occur within narrow strips of land adjacent to the I-405 Project Corridor and would not necessitate any relocations. TCEs would remain during construction only, and any effects on properties would be reverted after construction is finished. Specifically, the Build Alternatives' incorporation of Measure LU-1, as outlined in Section 3.1, Land Use, of this EIR/EIS, would ensure that land subject to TCEs is returned to the property owner in a condition equal to or better than the pre-construction condition. As such, no relocation or real property acquisition impacts would occur during construction of Alternatives 3 and 5.

Alternatives 3 and 5 would require the ROW acquisition of public property in the form of six permanent City relinquishments. These relinquishments would generally occur on narrow strips of vacant land and are not anticipated to have adverse effects relating to displacement or relocation. In addition, seven privately owned parcels would be subject to partial ROW acquisitions and two privately owned parcels are proposed for full ROW acquisitions; one is currently vacant and would not result in any displacements. The second full parcel acquisition would result in the displacement of an existing commercial paint supply business. Partial property acquisitions would generally consist of narrow strips of land adjacent to the I-405 mainline and would not result in the displacement of any residences, businesses, or other structures. However, compliance with the Uniform Act and Caltrans' RAP would ensure that the business owner is assisted throughout the relocation process to ensure its successful reestablishment. In addition, the temporary sales tax loss from the displacement of this business would be nominal within the context of the City and the County. Therefore, Alternatives 3 and 5 would not result in permanent substantial adverse effects pertaining to relocations and real property acquisition.

S.3.4.2 No Build Alternative

The No Build Alternative proposes no improvements to I-405 and would preserve the existing lane configuration along the Project Corridor. The freeway facility would remain as is, with the exception of other proposed projects that are either under development or currently under construction. Therefore, the No Build Alternative would not require the establishment of construction staging areas. No partial or full property acquisitions would occur under, and there would be no relocations of residential or commercial properties or property or sales tax revenue losses. Therefore, no temporary or permanent adverse effects related to relocations and real property acquisition would occur.

S.3.5 Utilities and Emergency Services

S.3.5.1 Build Alternatives

Existing surface or subsurface utility facilities would be protected in-place, removed, or relocated during construction, and completion of utility work may result in temporary service disruptions to some utility users in the vicinity of the study area. Project Features PF-UES-1 through PF-UES-3, included in Section 3.5, Utilities/Emergency Services, of this EIR/EIS, would be incorporated into the Build Alternatives to minimize the potential temporary adverse effects of construction on utilities. Therefore, the Build Alternatives would not result in substantial temporary adverse effects on utility providers or their facilities.

The same number of existing mainline lanes would be maintained open to traffic during construction whenever feasible. However, during construction, emergency service providers (including local fire and police departments and the California Highway Patrol [CHP]) may experience temporary delays as they travel within and through the study area. Temporary construction impacts to emergency services would be minimized by implementation of Project Feature PF-TR-1, identified in Section 3.6, Transportation (which requires a TMP), during construction of the Build

Alternatives to address traffic delays; maintain traffic flow in the Project Corridor; manage detours and temporary road, lane, and ramp closures; provide ongoing information to the public regarding construction activities, closures, and detours; and maintain a safe environment for construction workers and travelers.

Since, as stated above under temporary impacts, existing surface or subsurface utility facilities would be protected in-place, removed, or relocated during construction, all existing utility facilities are anticipated to be maintained during operation of the Build Alternatives. For instance, Metropolitan Water District (MWD) water transmission lines within the study area would be protected through measures such as protection slabs and encasement, as appropriate, to maintain continued service. Therefore, the Build Alternatives would not result in permanent adverse effects on utility providers or their facilities. As required by Caltrans and the respective standards of the affected cities, emergency access would be maintained or provided as part of the final design of the Build Alternatives. All Build Alternatives would improve long-term operations on the I-405 facility within the study area, which would benefit emergency service providers as they travel within and through the study area. Therefore, the Build Alternatives would not result in permanent adverse effects on emergency services or providers.

S.3.5.2 No Build Alternative

No improvements to I-405 are proposed under the No Build Alternative other than routine maintenance. Therefore, the No Build Alternative would not result in temporary or permanent adverse effects related to utility or emergency services and their facilities. However, demands on the system would continue to increase and operations would continue to deteriorate. Without implementation of the Build Alternatives, the benefits of the Build Alternatives, such as improving the capacity and operation of the freeway facilities in the study area, would not be realized. Therefore, there is a potential for adverse effects to emergency response times under the No Build Alternative.

S.3.6 Transportation

S.3.6.1 Build Alternatives

Construction of the Build Alternatives would require temporary on-ramp, off-ramp, lane, and shoulder closures. Full and partial closures would be coordinated with local jurisdictions as outlined in the TMP (Project Feature PF-TR-1). Construction of the Build Alternatives may temporarily affect pedestrian access across the Project Corridor. However, short distance detours would be available at the ramp intersections temporarily affected to maintain pedestrian access. Bicycle facilities would not be affected by construction of Alternative 2. Construction of Alternative 3 or 5 would require temporary closure of the Class II bicycle lanes along Ohio Avenue; however, an alternative route would be provided with sufficient advance notice. Detailed traffic control, and construction signing and detour plans will be prepared during final design.

As identified in Section 3.6, Transportation, implementation of Project Feature PF-TR-1 will address the potential for short-term impacts related to transportation during construction of the Build Alternatives.

Alternative 2 would convert the existing HOV lane to one EL in each direction, Alternative 3 would convert the existing HOV lane to one EL and add a second EL in each direction, and Alternative 5 would construct an additional HOV lane in each direction. Alternatives 2 and 5 would result in slightly worse GP lane conditions and improved managed lane (ML) conditions in 2030 and 2050 compared to the No Build Alternative. Alternative 3 would result in improved GP lane and ML conditions in 2030 and 2050 compared to the No Build Alternative and demonstrated the highest reduction in delay. Improvements such as retiming signals and implementing advanced/adaptive traffic signal systems are recommended under all Build Alternatives to improve operations at local and ramp intersections.

The Build Alternatives would not include any modifications to arterials at their intersections with I-405 that would permanently affect bicycle and pedestrian facilities. The Build Alternatives would potentially result in temporary detours and increased travel times for local bus services that intersect with the Project Corridor. Implementation of the TMP (Project Feature PF-TR-1) will ensure coordination with Metro, Los Angeles Department of Transportation (LADOT), Los Angeles Airport (LAX) FlyAway, and various municipal transit lines to alert transit patrons of any changes prior to temporary bus stop relocations, temporary detours, increased travel times, and changes in service schedule. Intermittent roadway lane closures and detours would not prevent the use of pedestrian and bicycle facilities and would allow unimpeded access to public transit facilities during construction activities.

S.3.6.2 No Build Alternative

Under the No Build Alternative, no additional roadway improvements would occur. The No Build Alternative would result in slightly worse GP lane conditions in 2030 and 2050 compared to 2019 Existing conditions. Although the No Build Alternative would not include any improvements associated with the Build Alternatives, improved traffic conditions would occur at several HOV segments in the southbound direction but slightly worse conditions would occur in the northbound direction compared to 2019 Existing conditions. This is due to implementation of other projects on the financially constrained project list in the adopted SCAG 2020–2045 RTP/SCS on I-405. The 2050 No Build Alternative is expected to improve in the northbound direction at several managed lane segments compared to 2019 Existing conditions but would worsen in the southbound direction compared to 2019 Existing conditions. Additionally, several ramps and local and ramp intersections would operate at unacceptable LOS under the No Build Alternative in 2030 and 2050. Under the No Build Alternative, existing operation and capacity constraints on the current I-405 mainline and its HOV lanes would remain.

S.3.7 Visual/Aesthetics

S.3.7.1 Build Alternatives

The Build Alternatives would occur in multiple stages, spanning approximately 10 months per stage. Paint removal equipment and revised lane painting equipment, trucks and cranes for sign installation, and other construction equipment may be visible to both traveling viewers and neighbors within areas under active

construction. Freshly graded shoulders and slopes, construction signage, traffic control devices, flaggers, dust, and other temporary impacts would also likely affect views in areas indicated for lane widening. Night lighting would be used to avoid construction activities during periods of heaviest congestion. Modifications to bridge structures and noise barriers may involve cranes, scaffolding, and other temporary construction equipment and materials. Construction associated with Alternatives 3 and 5 would likely cause short-term visual impacts compared to Alternative 2 since Alternative 2 includes minimal construction. Mountain VAU and West Los Angeles Residential VAU are likely to experience temporary adverse effects during construction. Removal of retaining walls, soundwalls, and construction activities would result in temporary adverse effects. However, these impacts would be temporary in nature. Viewer sensitivity is moderate, and overall position, proximity, and frequency would not change. Measures VIS-8 through VIS-10 would be implemented during construction to reduce visual impacts from construction staging areas and lighting.

Implementation of the Build Alternatives would add human-made visual elements to the existing Project Corridor, but in most cases would not substantially change viewer exposure or sensitivity. Proposed pavement, pavement delineation, median dividers, roadway shoulders, noise barriers, and other highway elements are present in the existing visual environment. The duration of time during which highway users would view the elements of the Build Alternatives would potentially decrease as congestion eases. Existing vegetation, land cover, and topography would continue to block or obscure most views of the Build Alternatives for most highway neighbors. Replacement of existing lighting with new light-emitting diode (LED) lighting may slightly change how the study area looks at night, and additional safety lighting would be provided for new ELs. Therefore, the visual changes under the Build Alternatives would not substantially change viewer activities or awareness.

Alternative 3 encompasses the most notable physical transformations, encompassing adjustments to HOV lanes, the implementation of ELs in both directions, modifications to GP lanes, auxiliary lanes, shoulders, weave lanes, and various other elements across the Project Corridor. Depending on the VAU, Alternative 5 typically has fewer visual effects than Alternative 3 with Alternative 2 having the least amount of visual effects.

In the North Los Angeles Urban VAU (Key View [KV]1), Alternatives 2 and 3 would include the expansion of the I-405 mainline, construction of a noise barrier atop a retaining wall, and removal of existing vegetation. The change in visual quality for Alternatives 2 and 3 is anticipated to be Low and the overall viewer response for motorists in this VAU is anticipated to be Low to Moderate. Alternatives 2 and 3 would implement Measures VIS-7 and VIS-11 which require removal of only necessary vegetation, Measure VIS-4 which requires a consistent aesthetic treatment to structures, Measures VIS-2, VIS-3, and VIS-6 which requires a consistent landscape treatment, and Measures VIS-1 and MM-VIS-12 which require a Project Aesthetics and Landscape Master Plan (VIS-1) and close collaboration among stakeholder agencies during PS&E to create a unified aesthetic theme and to support the various communities' aesthetic goals (MM-VIS-12). With implementation of these measures, Alternatives 2 and 3 would not result in a substantial visual impact. Within this VAU, Alternative 5 would not include reconstruction of the noise barrier, and no alterations to the current conditions are foreseen. Therefore, Alternative 5 would not result in a visual impact.

In the North Los Angeles Residential VAU (KV2), Alternative 2 would add tolling infrastructure and Alternatives 3 and 5 would introduce additional infrastructure elements and the removal of vegetation. The change in visual quality for Alternative 2 is anticipated to be Low and the change in visual quality for Alternatives 3 and 5 is anticipated to be Low to Moderate. Since the views of travelers and motorists would be limited in this VAU, the overall viewer response is anticipated to be Low. Alternatives 3 and 5 would implement Measures VIS-7 and VIS-11 and all Build Alternatives would implement Measure VIS-4, Measures VIS-2, VIS-3, and VIS-6, and Measures VIS-1 and MM-VIS-12. With implementation of these measures, the Build Alternatives would not result in a substantial visual impact within this VAU.

There are two key views located within the Mountain VAU; KVs 3 and 4. Within KV3, Alternatives 3 and 5 would expand the I-405 mainline over Bel Air Crest Road which would require the renovation of the Bel Air Crest bridge structure. In addition, a retaining wall on the northbound side of Sepulveda Boulevard would be constructed to accommodate the additional width of the mainline and existing vegetation would be removed. The improvements under Alternative 2 would be similar but would require the removal of less vegetation. Within KV4, Alternatives 3 and 5 would expand the I-405 mainline affecting Sepulveda Boulevard resulting in construction of a steep retaining wall. In addition, reconstruction of on- and off-ramps would be required. The improvements within KV4 for Alternative 2 are considered the same as the No Build. Due to the substantial improvements within this VAU for KV3, the change in visual quality for Alternatives 3 and 5 is anticipated to be Moderate to High and for Alternative 2 is anticipated to be Moderate. Although there is a high number of traveling viewers along Sepulveda Boulevard with a low level of response to changes in the visual environment and a smaller number of traveling viewers along Bel Air Crest Road with a high level of response, the overall sensitivity would not completely balance. Therefore, the overall viewer response under the Build Alternatives at KV3 would be Moderate to High. Since there are less improvements within KV4, the change in visual quality and overall viewer response is anticipated to be Low. The Build Alternatives would implement Measures VIS-1 through VIS-4, VIS-6 through VIS-11, and MM-VIS-12. With implementation of these measures, the Build Alternatives could result in a visual impact within this VAU for both KVs 3 and 4.

Within the West Los Angeles Residential VAU (KV5), Alternatives 3 and 5 would shift the I-405 mainline westward, remove existing vegetation, construct a new retaining wall, and reconstruct and noise barrier with an increased total height of 16 feet. No perceptible improvements would occur under Alternative 2. Travelers along Church Lane and viewers at the Village Lutheran Church would have direct views of the retaining wall and noise barrier. Therefore, the change in visual quality and overall viewer response within this VAU under Alternatives 3 and 5, is anticipated to be High. Alternatives 3 and 5 would implement Measures VIS-1

through VIS-4, VIS-6 through VIS-11, and MM-VIS-12. Even with implementation of these measures, Alternatives 3 and 5 would result in a substantial visual impact within this VAU for KV5.

Within the Institutional VAU (KV6), Alternatives 3 and 5 would shift the I-405 mainline, reconstruct existing retaining walls and noise barriers, and remove existing vegetation. No perceptible improvements would occur under Alternative 2. The change in visual quality under Alternatives 3 and 5 is anticipated to be Low. While viewers visiting the National Cemetery typically have a high sensitivity to visual changes, most visits to the cemetery would not be a regular/daily occurrence for most individuals except for a small number of cemetery workers. As a result, these viewers would likely not notice minor changes in the visual environment over time. Therefore, the overall viewer response is anticipated to be Low. Alternatives 3 and 5 would implement Measures VIS-1 through VIS-4, VIS-6 through VIS-11, and MM-VIS-12. In addition, Alternatives 3 and 5 would implement Measure VIS-5 which would require the installation of decorative screening at sensitive locations such as the National Cemetery. With implementation of these measures, Alternatives 3 and 5 would not result in a substantial visual impact within this VAU for KV6. As stated previously, Alternative 2 would not have any visual impact.

Within the West Los Angeles VAU (KV7), Alternatives 3 and 5 would expand the I-405 mainline including additional visible infrastructure (retaining walls and toll facilities). Alternative 2 would include the toll infrastructure only. The change in visual quality and overall viewer response within the VAU is anticipated to be Low. The Build Alternatives would implement Measures VIS-1 through VIS-3, VIS-6 through VIS-11, and MM-VIS-12. Measure VIS-4 would be required under Alternatives 3 and 5 only. With implementation of these measures, the Build Alternatives would not result in a substantial visual impact within this VAU for KV7.

Measures VIS-1 through VIS-11, MM-VIS-1, and MM-VIS-2, described in Section 3.7, Visual/Aesthetics, would lessen or compensate for a loss in visual quality. However, as described above, implementation of the Build Alternatives would still have a substantial visual impact within the Mountain VAU and implementation of Alternatives 3 and 5 would still result in a substantial visual impact within the West Los Angeles Residential VAU, even with implementation of these measures.

S.3.7.2 No Build Alternative

The No Build Alternative would not include the construction of any of the improvements on I-405 related to the Build Alternatives and, therefore, would not result in changes in views to/from the Area of Visual Effect (AVE). Projects outlined in approved regional transportation plans, including those listed on the financially constrained project list within the I-405 Project limits, would likely continue to be implemented and would have associated visual impacts; however, little if any change to the physical environment would be expected within the AVE under the No Build Alternative. Therefore, the No Build Alternative would not result in adverse effects on and in the vicinity of the AVE.

S.3.8 Cultural Resources

S.3.8.1 Build Alternatives

The Build Alternatives would require ground disturbance for new or replaced roadway pavement, minor roadway grading, retaining and sound wall construction, stormwater Best Management Practices (BMPs), new and reconstructed surface drainage systems, new and reconstructed overhead sign foundations, and lighting.

Two historic properties that have the potential to be affected by the Project: the Brentwood Glenn Historic District (BGHD) and the Hotel Angeleno. As described in Section 3.8, Cultural Resources, of this EIR/EIS, the Project would not result in any adverse effect to the National Register of Historic Places (NRHP) eligibility of these historic properties. Caltrans, pursuant to Section 106 Programmatic Agreement (PA) Stipulation IX.B, has determined that the Project would have No Adverse Effect without Standard Conditions. The State Historic Preservation Officer (SHPO) concurred with effect determinations on July 31, 2024. Native American consultation was conducted to federal-level standards per Section 106 of the National Historic Preservation Act (NHPA) and to CEQA-level standards per Assembly Bill (AB) 52. Six responses were received, including declining to consult as the Area of Potential Effects (APE) was outside of ancestral lands, requests to review the Project reporting, requests to conduct sensitivity analysis and discuss the Project, and a recommendation for Project monitoring. Based on the request for a Sensitivity Analysis, the sensitivity, or likelihood, that the Project APE may contain buried resources was reviewed using record and literature search results of nearby cultural resources and native village locations; geology maps; Caltrans geotechnical reports from prior projects; and Caltrans Project Engineer knowledge of freeway construction techniques. The analysis concluded that the APE in general contained a low likelihood for buried cultural resources and that it is highly unlikely that such resources would be found in the limited ground disturbance created by the deepest construction activities within the area of concern. Therefore, no adverse effects to cultural resources are anticipated due to construction of the Build Alternatives.

Although a low potential has been determined, in general, it is possible that previously undocumented cultural materials or human remains to be unearthed during site preparation, grading, or excavation for any of the Build Alternatives. Those potential effects would be avoided or minimized through Project Feature PF-CR-1 and Project Feature PF-CR-2 identified in Section 3.8, Cultural Resources.

Caltrans, pursuant to Section 106 PA Stipulation IX.B, has determined that the Build Alternatives would have No Adverse Effect without Standard Conditions. The SHPO has concurred with the effect determinations on July 31, 2024. Based on the findings of the Historic Property Survey Report (HPSR) and pursuant to Section 106 PA Stipulation IX.B, the Build Alternatives would not affect historic properties per 36 CRF 800.4. Therefore, the Build Alternatives would not result in permanent adverse effects to cultural resources.

S.3.8.2 No Build Alternative

Under the No Build Alternative, none of the improvements to I-405 proposed under the Build Alternatives would be constructed. Therefore, the No Build Alternative would not result in temporary or permanent adverse effects related to cultural resources.

S.3.9 Hydrology and Floodplains

S.3.9.1 Build Alternatives

Proposed construction under the Build Alternatives would include grading, paving, retaining walls, bridges, and drainage system improvements. Construction activities for Alternative 2 would disturb a total of approximately 4 acres. Construction of Alternatives 3 and 5 would disturb a total of approximately 79 acres. During construction, the placement of fill in floodplains and the realignment or modification of waterbodies in floodplains would not be required. The Project limits are primarily confined to Caltrans ROW, and construction of the Build Alternatives would not result in the widening of existing bridges that would result in encroachment into existing floodplains. Minor changes to on-site watersheds due to the construction activities associated with the Build Alternatives are insignificant compared to the off-site watershed area. As such, construction activities associated with the Build Alternatives would have a negligible impact on the peak flow rates of the off-site systems. Since no temporary change in peak flow rates and no encroachments would occur during construction of the Build Alternatives, no temporary change in base flood elevations or maximum water surface elevations would occur, and floodwaters would continue to be contained in the channels.

During construction, temporary measures that would be taken to minimize impacts to natural and beneficial floodplain values include staging, implementing biological monitoring, and implementing construction BMPs aimed at reducing pollutants of concern in stormwater runoff as required by the Construction General Permit (CGP). Staging consists of implementing a plan to provide safe and efficient construction operations as well as to minimize community impacts during construction. These measures would include appropriate signage, detours, and public notices. As detailed in Measure NC-1 in Section 3.17, Natural Communities, biological monitoring would ensure that practicable measures are being employed to avoid and minimize incidental disturbance of habitat and covered species inside and outside the Project footprint. Additionally, the Build Alternatives would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement construction BMPs aimed at reducing pollutants of concern in stormwater runoff as required by the CGP and as described in Project Features PF-HYD-1 and PF-HYD-2. The construction BMPs would include Erosion Control, Sediment Control, and Good Housekeeping BMPs designed to minimize erosion, retain sediment on site, and prevent spills. Additionally, under the CGP, the Contractor would be required to install temporary concentrated flow conveyance controls such as earth dikes/drainage swales and lined ditches along roadways and facility improvements subject to flood drainage, per Caltrans BMP SS-9 specifications as described in Project Feature PF-HYD-3. Implementation of Project Features PF-HYD-1 through PF-HYD-3, as identified in Section 3.9, Hydrology and Floodplains, and Measure NC-1, as identified in Section 3.17, Natural Communities, would ensure temporary impacts on floodplains would not have an adverse effect.

The Build Alternatives would not result in a change in the 100-year floodplain elevations. The Build Alternatives do not constitute a significant floodplain encroachment. The combined assessed level of risk associated with risks to life and property, risks to natural and beneficial floodplain values, and risks of probable incompatible floodplain development is minimal.

During operation of the Build Alternatives, a substantial increase in pollutant load is not expected to occur, and BMPs would be included in the design of the Build Alternatives to capture and treat stormwater runoff before it reaches drainages. Therefore, no operational adverse effects to channel areas are expected.

S.3.9.2 No Build Alternative

The No Build Alternative would not include the construction of any of the Build Alternatives' improvements. Therefore, the No Build Alternative would not result in temporary or permanent adverse effects to hydrology and floodplains in the study area.

S.3.10 Water Quality and Storm Water Runoff

S.3.10.1 Build Alternatives

During construction, Alternative 2 would disturb a total of 3.91 acres of surface area and Alternatives 3 and 5 would each disturb 78.95 acres. Construction activities would expose soil and there would be a potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate.

During pavement delineation, there is a potential for construction-related pollutants to be spilled or leaked or to be transported via storm runoff into drainages adjacent to the Project Corridor and into downstream receiving waters. Petroleum products (e.g., paints and/or thermoplastic materials) may be spilled or leaked and have the potential to be transported via storm runoff into receiving waters. Other pollutants of concern during construction of the Build Alternatives include sediments, trash, concrete waste (dry and wet), sanitary waste, and chemicals.

Temporary or portable sanitary facilities provided for construction workers would be a source of sanitary waste that could be transported to downstream receiving waters. Construction workers would also generate trash and debris (e.g., food wrappers) that could also be transported to receiving waters. If water is detained at the construction site, it has the potential to reach ambient air temperatures and, if discharged to receiving waters, could contribute to the increase in water temperatures.

Construction activities associated with the Build Alternatives would comply with the requirements of the CGP, a SWPPP, and Construction BMPs. The Build Alternatives are anticipated to be a Risk Level 2 under the CGP; therefore, effluent monitoring for percentage of hydrogen (pH) and turbidity levels would be required during storm events. This would ensure that pH and turbidity levels remain below Numeric Action Levels (NALs). Discharges of stormwater and authorized nonstormwater discharges are not anticipated to cause or contribute to any

violations of applicable water quality standards or objectives, or adversely affect human health. In addition, runoff during construction would not contain pollutants in quantities that would create a condition of nuisance or adversely affect beneficial uses of waters of the State. Properly implemented Construction BMPs, with appropriate installation, inspection, and maintenance, as incorporated by Project Features PF-HYD-1 and PF-HYD-2, identified in Section 3.9, Hydrology and Floodplains, would retain pollutants on site and prevent them from entering receiving waters. Therefore, no adverse effects to water quality are anticipated during construction of the Build Alternatives.

Operation of the Build Alternatives would result in a net new impervious (NNI) area of 3.75 acres for Alternative 2, an NNI area of 14.95 acres for Alternative 3, and an NNI area of 13.03 acres for Alternative 5. An increase in impervious surface area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters. In addition, an increase in impervious surface area would also increase the total amount of pollutants in the stormwater runoff and nonstormwater runoff, which would increase the amount of pollutants traveling to on-site drainages and downstream receiving waters. Pollutants of concern during operation of transportation facilities include suspended solids/sediments, nutrients, pesticides, heavy metals, oil and grease, toxic organic compounds, and trash and debris. The Build Alternatives involve improvements to existing transportation facilities; therefore, the types of pollutants of concern would be the same for all the Build Alternatives.

The existing BMPs would be maintained and continue to provide required treatment. In addition, consistent with the requirements outlined in Project Features PF-WQ-1 through PF-WQ-3 as identified in Section 3.10, Water Quality and Storm Water Runoff, the Build Alternatives would implement Caltrans' MS4 requirements and Caltrans-approved Design Pollution Prevention, Treatment, and Maintenance BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable, including the construction of a new infiltration basin, infiltration galleries, and Design Pollution Prevention Infiltration Areas (DPPIAs) to collect stormwater runoff and provide treatment to improve water quality. Therefore, the Build Alternatives would not result in long-term adverse effects to water quality during operation with the inclusion of Project Features PF-WQ-1 through PF-WQ-3.

S.3.10.2 No Build Alternative

No temporary impacts to water quality and stormwater runoff are anticipated under the No Build Alternative because there would be no work constructed within the Caltrans transportation corridor. Any planned residential, commercial, or industrial development adjacent to the transportation corridor would be responsible for its own temporary drainage conveyance facilities and are excluded from conveying off-site runoff into the Caltrans drainage facility. Any planned residential, commercial, or industrial development adjacent to the transportation corridor is also responsible for obtaining coverage under the CGP and/or implementing construction BMPs and are excluded from introducing pollutants into the Caltrans drainage facility. Under the No Build Alternative, there would not be an increase in impervious area or change in land use in the Project Corridor. Therefore, the No Build Alternative would not have adverse effects to water quality and stormwater runoff.

S.3.11 Geology/Soils/Seismic/Topography

S.3.11.1 Build Alternatives

During construction, Alternative 2 would disturb a total of 3.91 acres of surface area, and Alternatives 3 and 5 would disturb a total area of 78.95 acres. Soil eroded from the land, which may include pesticides and other chemicals, has the potential to wash into streams and waterways. Additionally, during a storm event, soil erosion could occur at an accelerated rate. During all construction activities for the Build Alternatives, the construction contractor would be required to adhere to the requirements of the CGP and to implement soil erosion and sediment control BMPs specifically identified in the SWPPP to keep sediment from moving off site into receiving waters and affecting water quality. Worker safety hazards resulting from erosion during construction of the Build Alternatives would be minimized based on implementation of the requirements in the CGP and erosion and sediment control BMPs in the SWPPP.

Implementation of safe construction practices and compliance with Caltrans and the California Division of Occupational Safety and Health (Cal-OSHA) safety requirements would minimize impacts to worker safety during construction activities.

The Build Alternatives would not result in permanent substantive changes to the topography in the Project Corridor because the improvements would generally be constructed at or close to the same grade as the existing facility and would be designed to conform to current design standards, and erosion potential is considered low to moderate.

However, in the event of an earthquake, surface settlement could occur, which could damage the proposed roadway and compromise the integrity of proposed embankments, ramps, retaining walls, and other structures. soils and groundwater conditions along the Project Corridor would be evaluated through a site-specific investigation as part of the engineering design of the Build Alternatives. Design and construction of the proposed improvements would adhere to the Caltrans *Highway Design Manual* (HDM) and other required standards, as well as recommendations from the Structure Foundation Report and the Geotechnical Design Report, as included in Minimization Measure GEO-1. Additionally, revegetation of graded slopes as specified in Project Feature PF-GEO-1 would be performed prior to construction of the Build Alternatives to address soil erodibility.

The Project Corridor is located within the Los Angeles Basin, which is known to be seismically active. Depending on site-specific conditions, the Build Alternatives have the potential to also be underlain by liquefiable soil, thus potentially exposing the traveling public to hazards such as earthquakes and liquefaction. Based on the preliminary plans, the majority of fill placement for embankment construction is expected to be minor (5 feet or less in height). Excavation for the roadway grading, new pavement, retaining walls, utility improvements, and drainage improvements is expected to range in depth from 1 to 10 feet for the Build Alternatives. Excavation for the bridge footings, new signage, and

noise barriers for the Build Alternatives, and toll infrastructure for Alternatives 2 and 3 is expected to extend up to 30 feet below the surface and would affect high sensitivity sediments at the surface and at depth. With implementation of Minimization Measure GEO-1, the Build Alternatives would be designed to conform to Caltrans' seismic and design criteria.

S.3.11.2 No Build Alternative

Under the No Build Alternative, no temporary construction-related or permanent adverse effects to geology, soils, seismicity, or topography would occur, as there would be no construction or improvements to I-405.

S.3.12 Paleontology

S.3.12.1 Build Alternatives

The construction of the Build Alternatives would require ground disturbance, excavation, and modifications to existing freeway and local street facilities and structures. Specifically, if construction of the Build Alternatives requires excavation that extends into geologic units with high paleontological sensitivity, those activities could result in adverse effects to paleontological resources.

Excavation for the roadway grading, new pavement, retaining walls, utility improvements, and drainage improvements is expected to range in depth from 1 to 10 feet. The majority of these activities would not reach deposits with high paleontological sensitivity and thus would have no to low potential to impact paleontological resources. However, some of these activities would take place in areas mapped at the surface with high-sensitivity geologic units. As such, excavation for roadway grading, new pavement, retaining walls, utility improvements, and drainage improvements that take place in these areas would have the potential to impact paleontological resources. Excavation for the bridge footings, new signage, and noise barriers for the Build Alternatives, and toll infrastructure for Alternatives 2 and 3 is expected to extend up to 30 feet below the surface and would affect high sensitivity sediments at the surface and at depth. Therefore, these activities likewise have the potential to impact paleontological resources.

Implementation of Project Feature PF-PAL-1 and Measure MM-PAL-1 described in Section 3.12, Paleontology, of this EIR/EIS, would avoid, minimize, or mitigate adverse effects to paleontological resources. Measure MM-PAL-1 includes preparation of a Paleontological Mitigation Plan (PMP) which would include the work plan for mitigating impacts to paleontological resources, decision thresholds for monitoring levels and fossil collections, and a recommended repository for recovered fossils, any necessary permits, and the appropriate documentation at the end of the monitoring program.

S.3.12.2 No Build Alternative

Under the No Build Alternative, none of the proposed improvements to I-405 proposed under the Build Alternatives would be constructed. The No Build Alternative would maintain the existing conditions; therefore, the No Build Alternative would not result in temporary or permanent adverse effects related to paleontological resources.

S.3.13 Hazardous Waste/Materials

S.3.13.1 Build Alternatives

Temporary impacts related to hazardous waste/materials during construction could occur within the maximum disturbance limits for the Build Alternatives. As discussed in Section 3.13, Hazardous Waste/Materials, of this EIR/EIS, aerially deposited lead (ADL) was not identified during studies conducted along the I-405 ROW within the proposed disturbance limits. Although ADL was not identified during the survey, Project Feature PF-HAZ-1 requires proper removal, handling, and disposal of ADL if it is identified during construction. If site conditions or Project limits change during final design of any Build Alternative, additional ADL studies will be performed to determine whether contamination exists in association with ADL.

Typical hazardous materials anticipated to be used during construction of the Build Alternatives (e.g., solvents, paints, fuels) and hazardous wastes generated during construction would be handled in accordance with applicable federal, State, and local regulations and Caltrans policies regarding the use, storage, handling, disposal, and transport of those materials. As a result, the Build Alternatives would not result in adverse effects related to the use of hazardous materials or the generation of hazardous wastes during construction.

There may be polychlorinated biphenyls (PCBs) in pad- and pole-mounted transformers within the maximum disturbance limits for the Build Alternatives. Leaking transformers were not observed during the site reconnaissance visit. No electrical transformers or equipment are anticipated to be removed or relocated under the Build Alternatives. If any leaking transformers are noted during construction of the Build Alternatives, those leaks would be considered a PCB hazard unless tested and confirmed otherwise and must be handled accordingly. Measure HAZ-1, as identified in Section 3.13, Hazardous Waste/Materials, would minimize the effects of PCB hazards during construction of the Build Alternatives. As a result of implementing Measure HAZ-1, the Build Alternatives would not result in adverse effects related to PCBs.

Yellow traffic striping and pavement-marking materials (e.g., paint, thermoplastic, permanent tape, and temporary tape) that would be removed from the I-405 mainline and ramps during construction of the Build Alternatives may contain elevated concentrations of metals lead chromate. Removal of these materials during construction could affect construction workers and the surrounding environment. Implementation of Project Feature PF-HAZ-2 would ensure this effect is minimal and the Build Alternatives would not result in adverse effects related to traffic striping and pavement making materials.

Asbestos-Containing Materials (ACMs) and Lead Based Paint (LBP) were not directly observed within the study area. According to the Asbestos and Lead-Based Paint Survey Report (April 2024), a survey conducted on March 11, 2024, found that ACMs were not present in the existing bearing pads of the bridge structures crossing I-405 within the study area. Although LBP and ACMs were not identified during the survey, Project Feature PF-HAZ-3 requires proper testing, monitoring, removal, and disposal of ACMs and LBP if identified during project construction. In

addition, Project Feature PF-AQ-1 would require the contractor to comply with all applicable air-pollution-control rules including the air quality management district's rules and regulations. This includes the South Coast Air Quality Management District (SCAQMD) Rule 1403, which incorporates the requirements of the federal asbestos requirements found in the National Emission Standards for Hazardous Air Pollutants (NESHAP). As a result, the Build Alternatives would not result in substantial adverse effects related to ACMs and LBP.

During construction of the Build Alternatives, there is the potential for discovery of unknown hazards. Project Feature PF-HAZ-4 will ensure adverse effects related to unknown hazards are not substantial.

The study area could contain treated wood waste from existing and historical guardrail posts, and utility poles in the maximum disturbance limits. Treated wood waste has the potential to contain hazardous materials. Implementation of Project Feature PF-HAZ-5 would ensure proper management or disposal of treated wood waste if removed during construction of the Build Alternatives. As a result, the Build Alternatives would not result in adverse effects related to treated wood waste.

No soil or groundwater contamination has been identified within the study area, and groundwater dewatering would not be required during construction. As a result, the Build Alternatives would not result in adverse effects related to contaminated soil and/or groundwater.

One recognized environmental condition (REC) was identified adjacent to the proposed I-405 ROW that is in proximity of the Build Alternatives. However, the site would not be affected by the Build Alternatives. If Project limits are modified during final design of any Build Alternative so that construction would impact the parcel or soils adjacent to the parcel, Measure HAZ-2 would be implemented. With implementation of Measure HAZ-2, the Build Alternatives would not result in adverse effects related to hydrocarbons contamination.

Routine maintenance activities during operation of the Build Alternatives would be required to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials. Therefore, the operation of the Build Alternatives would not result in adverse effects related to hazardous waste or materials.

S.3.13.2 No Build Alternative

The No Build Alternative would not result in the disturbance or removal of any soils, groundwater, or structures and, therefore, would not result in temporary impacts related to hazardous waste and materials. The No Build Alternative would not change the existing physical environment; therefore, there would be no permanent adverse effects related to hazardous waste under this alternative. Similar to the Build Alternatives, routine maintenance activities would continue under the No Build Alternative, including compliance with applicable regulations regarding the handling and disposal of potentially hazardous materials.

S.3.14 Air Quality

S.3.14.1 Build Alternatives

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (e.g., airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing, or improving existing roadways, and paving roadway surfaces. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include carbon monoxide (CO), nitrogen dioxide (NO_X), volatile organic compounds (VOC), directly emitted particulate matter less than 10 microns in size (PM_{10}), particulate matter less than 2.5 microns in size ($PM_{2.5}$), and toxic air contaminants (TACs) such as diesel exhaust particulate matter. Construction activities are also expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site. With the implementation of standard construction measures as well as Project Features PF-AQ-1 through PF-AQ-3, as identified in Section 3.14, Air Quality, fugitive dust and exhaust emissions from construction activities associated with the Build Alternatives would not result in any adverse air quality effects.

The Build Alternatives would implement staged construction strategies to help minimize delays and congestion associated with construction activities. However, certain locations within the Build Alternatives would require a full lane closure, speed reductions, or temporary construction. The Build Alternatives would implement a Transportation Management Plan (TMP) with detailed goals to minimize disruption to the traveling public during construction or other planned activities on the State Highway System. While these construction traffic congestion measures would have an impact on vehicle emissions by increasing congestion, the effects would be short-term (i.e., less than a 30-minute delay) and thus would not have a long-term adverse effect on air quality. The Build Alternatives would not likely encounter naturally occurring asbestos (NOA) during construction, as the materials and region are not known to contain NOA. The impact from NOA during construction would be minimal to none. In the unlikely event that NOA, serpentine, or ultramafic rock is discovered, SCAQMD will be notified per Section 93105, Title 17 of the California Code of Regulations (CCR). There are no known soils containing high levels of ADL in the disturbed area associated with the Build Alternatives, nor do the Build Alternatives include painting or modification of structures with lead-based coatings. Thus, there is no requirement for an analysis of lead emissions.

In accordance with 40 CFR, Section 93.126 and Section 93.127, because the Build Alternatives would widen an existing highway, it is not exempt from regional emissions analysis. The Project is in a nonattainment area for the federal ozone (O_3) standard; therefore, it is subject to a regional conformity determination. The Project is included in the 2025 FTIP and in the financially constrained list of projects in the Connect SoCal 2024 RTP/SCS under ID No. 1162S012 (see Table 3.6 and Appendix B of the Draft

Air Quality Report [February 2025] for this Project). The Connect SoCal 2024 RTP/SCS was approved by the SCAG Regional Council on April 4, 2024.

Pursuant to the transportation conformity rules and regulations, all nonexempt projects must go through review by the TCWG. The USEPA guidance for particulate matter (PM) hot-spot analysis and interagency consultation was used to determine whether the Build Alternatives are a project of air quality concern (POAQC). On December 21, 2023, the SCAG Transportation Conformity Working Group (TCWG) concurred that none of the Build Alternatives are a POAQC. Therefore, the Project meets the FCAA requirements and 40 CFR, Section 93.116 without any explicit hot-spot analysis. The Proposed Project is listed in the Connect SoCal 2024 RTP and 2025 FTIP under ID No. 1162S012. Thus, the Proposed Project was included in the regional emissions analysis that was used to meet regional conformity and would not delay timely attainment of the PM_{10} or $PM_{2.5}$ NAAQS for the Basin. On May 10, 2024, the FHWA published its determination that Connect SoCal 2024 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) conforms to the State Implementation Plan in accordance with 40 CFR, Part 93. Construction and long-term operation of the Proposed Project would, therefore, be considered consistent with the purpose of the State Implementation Plan, and the Proposed Project would conform to the requirements of the FCAA.

The Project is located in an attainment/maintenance area for federal CO standards, a nonattainment area for federal $PM_{2.5}$, and an attainment/maintenance area for federal PM_{10} standards. The Project is designated as exempt/modeled in the State Implementation Plan (SIP), complies with all $PM_{2.5}$ and PM_{10} measures in the plan, and implements measures relied upon in the RTP/FTIP regional conformity analysis in a timely matter. The Project would not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay timely attainment of any National Ambient Air Quality Standards (NAAQS) or any required interim emission reductions or other milestones during the timeframe of the transportation plan (or regional emissions analysis). Additionally, a CO local analysis conducted pursuant to the Caltrans *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol), Sections 3 (Determination of Project Requirements) and 4 (Local Analysis), identified that the Project would be considered satisfactory and no further analysis is required. The Build Alternatives meet the Federal Clean Air Act (FCAA) requirements and 40 CFR 93.116 without any explicit hot-spot analysis. None of the Build Alternatives would create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation. Construction and long-term operation of the Build Alternatives would be considered consistent with the purpose of the SIP in accordance with 40 CFR, Part 93, and the Build Alternatives would conform to the requirements of the FCAA.

All 2030 and 2050 Mobile-Source Air Toxic (MSAT) emissions for the Build Alternatives would be less than the 2019 existing MSAT emissions and most would either stay the same or decrease compared to the same year No Build Alternative. The only exceptions are that diesel particulate matter (DPM) emissions for Alternative 3 in 2050 would increase from 3.2 to 3.4 pounds per day (lbs/day) overall for the entire project when compared to the No Build Alternative. Additionally, benzene, acetaldehyde, ethylbenzene, formaldehyde, and polycyclic organic matter (POM) emissions for Alternative 5 in 2030 would show increases of 0.1 or 0.2 lbs/day when compared to the No Build Alternative.

All alternatives including the No Build Alternative would result in decreases to CO, VOCs, NO_X, and $PM_{2.5}$, but increases to PM_{10} in both 2030 and 2050. While vehicle exhaust emissions of criteria pollutants would generally be reduced in all three Build Alternatives over the Existing condition in both 2030 and 2050, PM_{10} from vehicle movement (tire and brake wear and entrained dust) would show small increases due to increased traffic volumes. Compared to the No Build Alternative, Alternatives 2 and 3 would result in decreases to CO and VOCs but increases to NO_X, PM_{10}, and $PM_{2.5}$ in the opening year 2030. In the horizon year 2050, Alternatives 2 and 3 would result in decreases to CO, VOCs, and NO_X but increases to PM_{10} and $PM_{2.5}$. Alternative 5 would result in increases across all pollutants in both 2030 and 2050. For comparison purposes, these increases were shown to be less than the respective SCAQMD mass emissions and localized significance thresholds. It should also be noted that these increases in emissions were accounted for in the conforming RTP/SCS.

S.3.14.2 No Build Alternative

The No Build Alternative would not result in the construction of any improvements to I-405 in the Project Corridor except for ongoing and planned projects and, therefore, would not result in temporary adverse effects to air quality. The long-term air pollutant and MSAT emissions for the No Build Alternative are forecast to be lower than existing conditions except for PM_{10} emissions. Compared to the No Build Alternative, Alternatives 2 and 3 would result in decreases to CO and VOCs but increases to NO_X, PM_{10}, and $PM_{2.5}$ in the opening year 2030. In the horizon year 2050, Alternatives 2 and 3 would result in decreases to CO, VOCs, and NO_X but increases to PM_{10} and $PM_{2.5}$. Alternative 5 would result in increases across all pollutants in both 2030 and 2050. However, overall, the No Build Alternative would result in slightly higher air pollutant emissions compared to the Build Alternatives. Other current or planned projects are subject to discretionary review to ensure that no long-term adverse air quality impacts would occur. Therefore, the No Build Alternative would not result in permanent adverse effects to air quality.

S.3.15 Noise

S.3.15.1 Build Alternatives

During the construction phases of the Build Alternatives, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction crew commutes and the transport of construction equipment and materials to the Project Corridor would incrementally raise noise levels on access roads leading to the site. A high single-event noise exposure potential at a maximum level of 75 maximum instantaneous noise level measured in A-weighted decibels (dBA L_{max}) from trucks passing at 50 feet would exist. However, the projected construction traffic would be minimal when compared to existing traffic volumes on I-405 and other affected streets, and its associated long-term noise level change would not be perceptible. The Build Alternatives are

expected to require the use of graders, bulldozers, water trucks, and pickup trucks. Therefore, noise associated with the use of this construction equipment is estimated to be between 75 and 85 dBA L_{max} at a distance of 50 feet from the active construction area.

Temporary construction noise impacts related to the Build Alternatives would be unavoidable to areas immediately adjacent to the Project Corridor. Project Feature PF-N-1 identified in Section 3.15, Noise, requires compliance with Caltrans Standard Specifications and would address construction noise impacts on sensitive land uses adjacent to the Project Corridor. With implementation of Project Feature PF-N-1, the Build Alternatives would not result in temporary adverse noise effects.

Under Alternative 2, none of the 1,362 modeled receptors would experience a substantial noise increase of 12 dBA or more over their corresponding existing noise levels. For Alternatives 3 and 5, five receptors, which approach or exceed the Noise Abatement Criteria (NAC), would experience a substantial noise increase of 12 dBA or more over its corresponding existing noise level. The substantial noise increase of 12 dBA or more over the corresponding existing noise level is caused by the demolition of existing walls to accommodate the Build Alternatives. Once these walls are reconstructed to match the existing height at a minimum, the substantial increase of 12 dBA or more would cease.

Noise abatement measures such as noise barriers were considered in order to shield receptors within the study area that would become or would continue to be exposed to traffic noise levels approaching or exceeding the NAC. The preliminary recommendations and decisions of the feasible and reasonable noise barriers are provided in Section 3.15, Noise, of this EIR/EIS. All of the preliminary recommended noise barriers are considered to be replaced in-kind because the recommended height of 14 feet is the same height as the existing wall with the exception of Noise Barrier (NB) No. 18-2. Minimization Measures N-1 through N-8 would incorporate the feasible and reasonable noise abatement measures in the form of noise barriers from the Build Alternatives to address impacted receptors in the Project's Noise Study Area. Therefore, the Build Alternatives, with the inclusion of noise abatement, would not result in adverse operational noise effects.

S.3.15.2 No Build Alternative

The No Build Alternative would not result in the construction of improvements within the Project Corridor as proposed under the Build Alternatives. Potential long-term noise effects under the No Build Alternative would be solely from traffic noise. Receptors would continue to approach or exceed the NAC under the No Build Alternative.

S.3.16 Energy

S.3.16.1 Build Alternative

Construction of the Build Alternatives would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. Temporary construction trailers and site lighting would also consume electricity (kilowatt-hours [kWh]). The energy use estimates for construction activities represent a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete. Construction-related energy consumption would be temporary and not a permanent new source of energy demand. As outlined in Project Feature PF-TR-1 (TMP) in Section 3.6, Transportation, a TMP would be developed and implemented, which would reduce gasoline consumption by limiting traffic congestion and reducing the length of detours. In addition, Project Features PF-AQ-1 (Contractor shall comply with the Caltrans' Standard Specifications) and PF-AQ-2 (Contractor shall use Tier 4 Interim or Tier 4 Final engines) in Section 3.14, Air Quality, would reduce energy impacts resulting from construction activities.

Long-term maintenance of the various roadways within the Project footprint would occur under the Build Alternatives. These activities would require gasoline and diesel equipment, such as trimmers and pavers and light-duty work trucks would be required for site access. The improvements proposed under the Build Alternatives would reduce the frequency of required maintenance, compared to the No Build Alternative and existing conditions. Thus, implementation of any of the Build Alternatives would reduce indirect maintenance energy compared to the No Build Alternative and existing conditions. Therefore, the Build Alternatives would not result in an inefficient, wasteful, or unnecessary consumption of energy due to maintenance.

Operation of the Build Alternatives would result in electricity use by streetlights and fuel consumption by mobile sources. LED fixtures would be used wherever streetlights are installed or replaced. Under the No Build Alternative, less-efficient technology would continue to be used in area lighting for a longer period. Thus, despite the net increase in the number of streetlights, the Build Alternatives have been designed to conserve energy with LED fixtures, resulting in an overall lower consumption of indirect energy for the same amount of lighting. The purpose of the Project is to improve traffic conditions on I-405, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and GP lanes, increase person throughput, and apply technology to help manage traffic. Compared to Existing (2019) conditions, operation of any of the Build Alternatives or the No Build Alternative under both Opening and Horizon Year conditions would decrease direct energy. Therefore, the Build Alternatives would not result in adverse effects related to direct energy.

The total energy consumption of any of the Build Alternatives would be lower than the Existing (2019) conditions even with the background growth in VMT. However, all Build Alternatives would result in total energy consumption increases compared to the No Build Alternative, resulting in greater background VMT increases in both 2030 and 2050. Ultimately, the travel time improvements achieved by reduced congestion under any of the Build Alternatives would enhance systemwide operational productivity and associated energy efficiency. As such the Build Alternatives would not result in a wasteful, inefficient, or unnecessary consumption of energy.

The Build Alternatives would improve travel time reliability within the I-405 corridor and improve traffic flow by reducing congestion and increasing vehicle speeds. Additionally, Project design features and BMPs would be implemented to conserve energy

and reduce diesel fuel consumption during construction. Future maintenance equipment would use renewable diesel, consistent with the State's In-Use Regulation and the new and replaced streetlights would use LED fixtures, thus achieving operational improvements in energy efficiency. The project design features and energy conservation measures included in all Build Alternatives are consistent with energy regulations and policies promoting energy efficiency and renewable energy. Therefore, the Build Alternatives would not conflict with or obstruct regional plans for renewable energy or energy efficiency.

Therefore, there would be no adverse effects related to energy.

S.3.16.2 No Build Alternative

The No Build Alternative would not result in the construction of any improvements to I-405 in the Project Corridor except for ongoing and planned projects. Regular maintenance of I-405 occurs under existing conditions and would continue under the No Build Alternative. However, because I-405 would not be improved under the No Build Alternative, the frequency of required maintenance would likely increase under the No Build Alternative, resulting in additional energy consumption. Newer and more fuel-efficient equipment and vehicles, including zero-emissions vehicles, are anticipated to operate in the future due to energy policies and legislation. This more efficient maintenance fleet has the potential to reduce or offset additional energy consumption from increased maintenance activity under the No Build Alternative, relative to existing conditions and, therefore, would not result in temporary impacts to energy.

Additionally, the annual diesel fuel and gasoline fuel consumption for the Existing (2019) condition would be higher than the No Build Alternative and all of the Build Alternative conditions. Alternative 3 in 2030 and 2050 and Alternative 5 in 2030 would consume increased diesel fuel compared to the No Build Alternative. Additionally, Build Alternatives 3 and 5 would result in an increase in gasoline fuel consumption compared to the No Build Alternative. Other current or planned projects are subject to discretionary review to ensure that long-term energy impacts would be evaluated and appropriate project features and avoidance, minimization, and/or mitigation measures would be incorporated into their project design. Therefore, the No Build Alternative would not result in permanent adverse energy impacts.

S.3.17 Natural Communities

S.3.17.1 Build Alternatives

Temporary construction impacts to natural communities would be similar for all Build Alternatives, and would result in temporary impacts to coastal sage/chaparral scrub ecotone, coast live oak woodland and forest, mixed mid elevation chaparral, laurel sumac scrub, and mixed scrub. Construction activities that would result in temporary impacts to natural communities include construction staging, laydown areas, and TCEs where vegetation removal, grubbing, and/or grading would occur. Indirect temporary impacts include those generated from construction-related activities (e.g., dust, potential fuel spills from construction equipment, construction-related runoff, or erosion). However, impacts associated with construction activities are temporary in nature and therefore would cease after the completion of construction. In addition, implementation of Project Feature PF-NC-1 identified in Section 3.17, Natural Communities, would install Environmentally Sensitive Area (ESA) fencing along the edge of the habitat and adjacent to the construction area that would protect natural communities from potential adverse effects associated with construction. Construction of the Build Alternatives would result in incremental increases in night lighting, noise, and human activity, which may temporarily deter wildlife movement due to increased noise and human activity. However, wildlife would likely continue to utilize the biological study area (BSA) when construction workers are not present, and equipment is not operating, particularly at dawn and dusk. Therefore, the Build Alternatives would not result in substantial temporary adverse effects to natural communities or wildlife corridors.

Permanent impacts to natural communities are anticipated due to the new proposed Caltrans ROW, retaining walls, new pavement, bridges, and roadway grading. Natural cover types that would be permanently affected by the Build Alternatives include California buckwheat scrub, California buckwheat scrub/annual grassland ecotone, coastal sage/chaparral scrub ecotone, coast live oak woodland and forest, coast live oak woodland/ornamental, mixed mid elevation chaparral, laurel sumac scrub, mulefat scrub, mixed scrub, and sycamore woodland. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3 would protect natural communities from potential adverse effects associated with construction. Additionally, implementation of Measure MM-NC-4 would require compensation for permanent and temporary project-related effects on mapped sensitive natural communities.

Native protected trees are proposed to be removed and/or trimmed for the Build Alternatives. Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 identified in Section 3.17, Natural Communities, would be implemented to further avoid and minimize adverse effects to coast live oaks and native woodland habitats. Therefore, the Build Alternatives would not result in any substantial permanent adverse effects related to natural communities.

Implementation of the Build Alternatives is anticipated to directly impact the wildlife corridors for the Sepulveda Boulevard undercrossing, the Bel Air Crest Road undercrossing, the Skirball Center Drive overcrossing, and Mulholland Drive Bridge. Additionally, the Build Alternatives would impact the exclusionary wildlife fencing installed along the length of Sepulveda Pass by removing the fencing as a result of widening I-405. Temporary removal of the fencing may result in increased exposure, potentially allowing animals to cross areas that were previously protected. However, with implementation of Measures NC-9 through NC-13 identified in Section 3.17, Natural Communities, the exclusionary fencing would be reinstalled in-kind, meaning it would be replaced in the same location and to the same specifications as the original. Therefore, the wildlife corridor would ultimately remain unchanged in terms of its effectiveness and would maintain its existing function.



S.3.17.2 No Build Alternative

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in any temporary or permanent adverse effects related to natural communities or wildlife corridors.

S.3.18 Wetlands and Other Waters

S.3.18.1 Build Alternatives

There is the potential for temporary indirect water quality impacts through sediment introduction and transport downstream. Identification and implementation of erosion, sedimentation, and pollution prevention BMPs in the SWPPP would avoid or minimize indirect impacts to jurisdictional areas during construction. With implementation of Project Features PF-HYD-1 and PF-HYD-2 in Section 3.9, Hydrology and Floodplains, PF-WQ-1 through PF-WQ-3 in Section 3.10, Water Quality and Storm Water Runoff, Measures NC-1 through NC-3 and Project Features PF-NC-1 through PF-NC-3 in Section 3.17, Natural Communities, and Project Feature PF-WET-1 and Measure WET-1 as described in Section 3.18, Wetlands and Other Waters, potential temporary indirect impacts to jurisdictional areas would not be adverse.

Alternative 2 would result in 0.0003 acre (13.1 square feet) of permanent impacts, Alternative 3 would result in 0.0178 acre (775.4 square feet) of permanent impacts, and Alternative 5 would result in 0.0028 acre (122.0 square feet) of permanent impacts to nonwetland waters subject to United States Army Corps of Engineers (USACE) jurisdiction. The permanent impacts to Regional Water Quality Control Board (RWQCB) jurisdictional areas would be the same.

Alternative 2 would result in 0.001 acre (43.6 square feet) of permanent impacts, Alternative 3 would result in 0.025 acre (1,089 square feet) of permanent impacts, and Alternative 5 would result in 0.01 acre (435.6 square feet) of permanent impacts to drainages subject to California Department of Fish and Wildlife (CDFW) jurisdiction.

Implementation of the Build Alternatives would result in permanent impacts to nonwetland waters of the United States/waters of the State. Therefore, jurisdictional authorizations or permits from the USACE, RWQCB, and CDFW are anticipated. Compensatory mitigation would be required to compensate for the permanent impacts to jurisdictional aquatic resources and vegetation removal. With implementation of Measures WET-2 through WET-4 identified in Section 3.18, Wetlands and Other Waters, it is anticipated that there would not be substantial adverse effects to wetlands and other waters.

S.3.18.2 No Build Alternative

Under the No Build Alternative, none of the improvements to I-405 proposed under the Build Alternatives would be constructed or implemented. Therefore, the No Build Alternative would not result in adverse effects to USACE, CDFW, or RWQCB areas in the BSA.

S.3.19 Plant Species

S.3.19.1 Build Alternatives

Alternative 2 would temporarily impact up to 0.14 acre of coast live oak woodland and forest, 0.39 acre of coastal sage scrub/chaparral scrub ecotone, 0.002 acre of mixed mid-elevation chaparral, and 0.02 acre of mixed scrub. Alternative 3 would temporarily impact up to 0.18 acre of coast live oak woodland and forest, 0.43 acre of coastal sage/chaparral scrub ecotone, 0.05 acre of laurel sumac scrub, 0.21 acre of mixed mid-elevation chaparral, and 0.20 acre of mixed scrub. Alternative 5 would temporarily impact up to 0.18 acre of coast live oak woodland and forest, 0.44 acre of coastal sage/chaparral scrub ecotone, 0.05 acre of laurel sumac scrub, and 0.21 acre of mixed mid-elevation chaparral, and 0.20 acre of mixed scrub.

Temporary indirect impacts during construction activities associated with the Build Alternative may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species during construction. These impacts would not be new to the BSA but would temporarily increase the level of indirect disturbance near these habitats during construction activities associated with the Build Alternatives. As a result, construction of the Build Alternatives is not anticipated to result in temporary adverse effects to special-status plant species. No southern California black walnut would be affected. Coast live oak trees would be temporarily affected under the Build Alternatives through tree trimming or where temporary ground disturbance would occur.

The Build Alternatives would temporarily impact marginally suitable habitat for special-status plant species, but they are not likely to result in temporary impacts to individuals. To address potential temporary impacts to suitable habitat for special-status species, Measures PS-1 and PS-2 would be implemented as part of the Build Alternatives as described in Section 3.19, Plant Species. In addition, Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 (Section 3.17, Natural Communities) would also protect plant and tree species.

Alternative 2 would permanently impact up to 0.19 acre of coast live oak woodland and forest, 0.69 acre of coastal sage/chaparral scrub ecotone, and 0.15 acre of mixed scrub. Alternative 3 would permanently impact up to 0.001 acre California buckwheat scrub,

0.00004 acre of California buckwheat scrub/ annual grassland ecotone, 2.10 acres of coast live oak woodland and forest, 0.0004 acre of coast live oak woodland/ornamental, 3.40 acres of coastal sage/chaparral scrub ecotone, 0.15 acre of laurel sumac scrub, 0.70 acre of mixed mid-elevation chaparral, 5.74 acres of mixed scrub, 0.02 acre mulefat scrub, and 0.0005 acre of sycamore woodland. Alternative 5 would permanently impact up to 0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 2.10 acres of coast live oak woodland and forest, 0.0004 acre of coast live oak woodland/ornamental, 3.37 acres of coastal sage/chaparral scrub ecotone, 0.15 acre of laurel sumac scrub, 0.69 acre of mixed mid-elevation chaparral, 5.77 acres of mixed scrub, 0.02 acre of mulefat scrub, and 0.0005 acre of sycamore woodland. No southern California black walnut would be permanently affected. Coast live oak and sycamore trees would be permanently affected through potential tree removal under all Build Alternatives.

No special-status plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, special-status plant species are considered unlikely to occur in the BSA and adverse effects are not anticipated. However, to address potential permanent impacts to suitable habitat for special-status species, Measures PS-1 and PS-2 would be implemented which require pre-construction surveys to confirm the absence of sensitive botanical resources within work areas and avoidance of special-status plant species through installation of exclusionary fencing. If impacts to special-status plant species cannot be avoided, MM-PS-3 would be implemented to compensate for permanent impacts to special-status plant species that cannot be avoided. Existing trees that are not in areas of removal would be protected in place by the implementation of Project Feature PF-NC-1, and the removal of large trees would be offset by implementation of Measure NC-5 in Section 3.17, Natural Communities, which would replace mature trees removed within Caltrans ROW at a 1:1 ratio and would replace oak trees and other protected native tree species removed within or outside Caltrans ROW at a 3:1 ratio (i.e., three trees planted for each one removed). Replacement trees would consist of, at a minimum, 10- or 15-gallon container plants or container (“boxed”) trees depending on the tree species to be removed.

S.3.19.2 No Build Alternative

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in any adverse effects related to special-status plant species or tree species.

S.3.20 Animal Species

S.3.20.1 Build Alternatives

The Build Alternatives are anticipated to temporarily impact suitable habitat for the southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, and American badger. Up to 0.41 acre of temporary impacts to suitable habitats for these species in the form of coastal sage/ chaparral scrub ecotone (0.39 acre), mixed scrub (0.02 acre), and mixed-mid elevation chaparral (0.002 acre) are anticipated to occur with construction of Alternative 2. Temporary impacts as a result of Alternative 3 consist of up to 0.89 acre of coastal sage scrub/chaparral scrub, 0.20 acre of mixed scrub, 0.05 acre of laurel sumac scrub, and 0.21 acre of mixed mid-elevation chaparral. Temporary impacts of Alternative 5 consist of up to 0.91 acre of suitable habitat in the form of coastal sage scrub and chaparral (0.44 acre of coastal sage scrub/chaparral scrub ecotone, 0.21 acre of mixed scrub, 0.05 acre of laurel sumac scrub, and 0.21 acre of mixed mid-elevation chaparral). In addition, these areas could be indirectly impacted by dust, changes in hydrology, erosion, siltation, increased runoff, and invasion by non-native species introduction and spreading during construction of the Build Alternatives. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, as identified in Section 3.17, Natural Communities, would ensure that indirect impacts to suitable habitat would be minimal and would ensure that adverse effects to suitable habitat for these species are avoided and minimized.

Construction of the Build Alternatives could also temporarily impact nesting birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code either directly as a result of the removal of trees occupied by nesting birds or disturbances to bridge and crevice habitat, or indirectly as a result of disturbances near trees occupied by nesting birds. Implementation of Project Feature PF-AS-1 identified in Section 3.20, Animal Species, which would restrict tree removal and trimming to the nonbreeding season and would protect nesting birds, would reduce potential temporary adverse effects to nesting birds during construction.

Bat-roosting habitat would be subject to temporary impacts, as construction activities would occur on roadways below several bridges and remove several trees that may provide suitable day-roosting and/or night-roosting habitat. Construction activities proposed on top of the bridges where bats are likely to roost are not anticipated to directly impact bat-roosting habitat.

Indirect construction-related impacts could temporarily deter access to roost sites in the crevices of adjacent bridges, culverts, and overhead structures. Because those activities would be performed adjacent to highly traveled roadways, indirect impacts (i.e., noise, dust, night lighting, and human encroachment) are expected to be minimal.

The Build Alternatives include Project Features and avoidance, minimization, and/or mitigation measures to avoid adverse effects to roosting bats to the fullest extent practicable. With implementation of Project Feature PF-AS-2, Measures AS-2 through AS-11, MM-AS-2, and MM-AS-12 identified in Section 3.20, Animal Species, potential temporary impacts to bats and bridge- and crevice-nesting species during construction of the Build Alternatives would not be substantially adverse.

The Build Alternatives would not result in permanent impacts to southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, and American badger that have the potential but are not expected to occur within the BSA.

The Build Alternatives would not result in any permanent direct impacts on nesting birds. Humane eviction and exclusion of bats from a roost would be considered a permanent impact if the roost site remained sealed. Indirect noise impacts on bats and nesting birds from traffic on I-405 and area streets would be expected to be the same as under existing conditions.

With implementation of Measure PS-1, identified in Section 3.19, Plant Species, Project Features PF-AS-1 and PF-AS-2, Measures AS-1 through AS-11, and Measures MM-AS-1 and AS-12, identified in Section 3.20, Animal Species, potential direct and indirect permanent impacts to southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, American badger, nesting birds, and bats and bridge- and crevice-nesting species resulting from implementation of the Build Alternatives would not be substantially adverse.

Wildlife corridors would be permanently affected through the modifications of wildlife corridors as discussed in Section 3.17, Natural Communities. Impacts to wildlife corridors would be addressed through the implementation of Measures NC-9 through NC-13 identified in Section 3.17, Natural Communities, and permanent effects wildlife corridors would not be substantially adverse.

S.3.20.2 No Build Alternative

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in any temporary or permanent adverse effects related to special-status animal species.

S.3.21 Threatened and Endangered Species

S.3.21.1 Build Alternatives

Threatened and/or Endangered Plant Species

Alternative 2 would temporarily impact up to 0.14 acre of coast live oak woodland and forest, 0.39 acre of coastal sage/chaparral scrub ecotone, 0.002 acre of mixed mid-elevation chaparral, and 0.02 acre of mixed scrub and would permanently impact up to 0.19 acre of coast live oak woodland and forest, 0.69 acre of coastal sage/chaparral scrub ecotone, and 0.15 acre of mixed scrub. Alternative 3 would temporarily impact up to 0.18 acre of coast live oak woodland and forest, 0.43 acre of coastal sage/chaparral scrub ecotone, 0.05 acre of laurel sumac scrub, 0.21 acre of mixed mid-elevation chaparral, and 0.20 acre of mixed scrub and would permanently impact up to 0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 2.10 acres of coast live oak woodland and forest, 0.0004 acre of coast live oak woodland/ornamental, 3.40 acres of coastal sage/chaparral scrub ecotone, 0.15 acre of laurel sumac scrub, 0.70 acre of mixed mid-elevation chaparral, 5.74 acres of mixed scrub, 0.02 acre of mulefat scrub, and 0.0005 acre of sycamore woodland. Alternative 5 would temporarily impact up to 0.18 acre coast live oak woodland and forest, 0.44 acre of coastal sage/chaparral scrub ecotone, 0.05 acre of laurel sumac scrub, 0.21 acre of mixed mid-elevation chaparral, and 0.20 acre of mixed scrub and would permanently impact up to 0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 2.10 acres of coast live oak woodland and forest, 0.0004 acre of coast live oak woodland/ornamental, 3.37 acres of coastal sage/chaparral scrub ecotone, 0.15 acre of laurel sumac scrub, 0.69 acre of mixed mid-elevation chaparral, 5.77 acres of mixed scrub, 0.02 acre of mulefat scrub, and 0.0005 acre of sycamore woodland.

However, no threatened or endangered plant species were observed or otherwise detected during the surveys conducted within the BSA. Threatened or endangered plant species are considered unlikely to occur in the BSA, and the Build Alternatives would not result in temporary or permanent impacts to threatened or endangered plant species. The Build Alternatives would temporarily impact marginally suitable habitat for threatened or endangered plant species but are not likely to result in temporary adverse effects to individual species.

Temporary indirect impacts during construction activities associated with the Build Alternatives may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. These impacts would not be new to the BSA but would temporarily increase the level of indirect disturbance near these habitats during construction activities associated with the Build Alternatives. As a result, construction of the Build Alternatives is not anticipated to result in temporary substantial adverse effects on threatened or endangered plant species during construction. To address potential temporary indirect and temporary impacts to suitable habitat for threatened or endangered plant species, Measures PS-1 through PS-2, and MM-PS-3 would be implemented as described in Section 3.19.4, which requires pre-construction surveys to confirm the absence of sensitive botanical resources within work areas. In addition, Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 from Section 3.17, Natural Communities, would also protect threatened or endangered plant species.

In addition, with implementation of Measures PS-1 through PS-2, and MM-PS-3 (as noted in Section 3.19.4), Project Feature PF-AS-1 (as noted in Section 3.20.3.1) and Project Features PF-NC-1 through PF-NC-3 (as noted in Section 3.17.3.1), and Measures NC-1 through NC-3 and MM-NC-4 in Section 3.17.4, Natural Communities, potential direct and indirect permanent impacts to plant species resulting from implementation of the Build Alternatives would not result in substantial adverse effects.

Threatened and/or Endangered Animal Species

Least Bell's vireo (LBVI) and southwestern willow flycatcher (SWWF) are not expected to be temporarily impacted by the Build Alternatives as no temporary impacts to marginally suitable riparian habitat for LBVI and SWWF would occur.

Alternative 2 would result in temporary impacts to monarch habitat consisting of up to 0.402 acre of coastal sage scrub (CSS) and chaparral (0.39 acre of coastal sage/chaparral scrub ecotone, 0.01 acre of mixed scrub, and 0.002 acre of mixed-mid elevation chaparral) and up to 0.06 acre of ornamental. Alternative 3 would result in temporary impacts to monarch habitat consisting of up to 0.43 acre of coastal sage scrub/chaparral scrub, 0.20 acre of mixed scrub, 0.05 acre of laurel sumac scrub, 0.21 acre of mixed mid-elevation chaparral, 0.75 acre of mixed ornamental plantings,

and 0.24 acre of ornamental. Alternative 5 would result in temporary impacts to monarch habitat consisting of up to 0.91 acre of suitable habitat in the form of CSS and chaparral (0.44 acre of coastal sage scrub/chaparral scrub ecotone, 0.21 acre of mixed scrub, 0.05 acre of laurel sumac scrub, and 0.21 acre of mixed elevation chaparral) and up to 0.98 acre of ornamental habitat (0.74 mixed ornamental plantings and 0.24 acre of ornamental). Monarch butterfly is not anticipated to occur within the coastal sage scrub, chaparral, or landscaped habitat that would be temporarily removed by the Build Alternatives. However, indirect temporary impacts to suitable monarch butterfly and California gnatcatcher (CAGN) habitat through implementation of the Build Alternatives may include increased noise, vibration, dust, and lighting during construction activities. However, because those activities would be performed adjacent to highly traveled portions of I-405 and surface streets and the monarch butterfly and CAGN already experience noise, vibration, dust, and lighting, indirect impacts are expected to be minimal, if present. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) and PF-AS-1 (detailed in Section 3.20.4) would ensure that indirect impacts to suitable habitat for these species would be avoided or minimized, and would not result in substantial adverse effects.

The Build Alternatives may result in temporary impacts to mountain lion habitat through ground disturbance and removal of vegetation to potential denning habitat. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 as identified in Section 3.17, would be implemented to address temporary impacts to mountain lion habitat. In addition, implementation of Measure TE-1, identified in Section 3.20, Animal Species, would require a pre-construction survey for denning mountain lions. With implementation of these project features and measures, temporary effects to mountain lions would not be substantially adverse.

It is unlikely that Crotch's bumble bee would nest within the CSS, chaparral, and annual brome grassland habitats that would be temporarily affected by the Build Alternatives; however, there is potential for the species to forage in and around the BSA. Temporary impacts under Alternative 2 would consist of up to 0.402 acre of CSS and chaparral (0.39 acre of coastal sage/chaparral scrub ecotone, 0.01 acre of mixed scrub, and 0.002 acre of mixed-mid-elevation chaparral). Temporary impacts under Alternative 3 would consist of up to 0.43 acre of coastal sage scrub chaparral scrub ecotone, 0.20 acre of mixed scrub, 0.05 acre of laurel sumac scrub, and 0.21 acre of mixed mid-elevation chaparral. Temporary impacts under Alternative 5 consist of up to 0.91 acre of suitable habitat in the form of CSS and chaparral (0.44 acre of coastal sage scrub/chaparral scrub ecotone, 0.21 acre of mixed scrub, 0.05 acre of laurel sumac scrub, and 0.21 acre of mixed-elevation chaparral). No temporary impacts to annual brome grassland would occur with implementation of the Build Alternatives. Indirect temporary impacts to suitable Crotch's bumble bee habitat through implementation of the Build Alternatives may include increased noise, vibration, dust, and lighting during construction activities. Because those activities would be performed on and/or along highly traveled portions of I-405, indirect impacts are expected to be minimal. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC 4 identified in Section 3.17, Natural Communities, would be implemented to address temporary adverse effects to Crotch's bumble bee habitat. In addition, implementation of Measure TE-2 identified in Section 3.20, Animal Species, would require a pre-construction survey for Crotch's bumble bee. With implementation of these project features and measures, temporary effects to Crotch's bumble bee would not be substantially adverse.

Alternative 2 is anticipated to permanently impact 0.69 acre of coastal sage/chaparral scrub ecotone and 0.15 acre of mixed scrub habit for CAGN and Crotch's bumble bee. Similarly, Alternative 2 is anticipated to permanently impact 6.15 acres of suitable monarch habitat in the form of CSS and ornamental (0.69 acre of coastal sage/chaparral scrub ecotone, 0.15 acre of mixed scrub, 0.06 acre of mixed ornamental plantings, and 5.25 acres of ornamental).

Alternative 3 is anticipated to permanently impact 0.02 acre of mulefat and 0.0005 acre of sycamore woodland habitat for LBVI or SWWF. Additionally, Alternative 3 is anticipated to permanently impact 0.001 acre of California buckwheat scrub, 0.00003 acre of California buckwheat scrub/annual grassland ecotone, 3.37 acres of coastal sage scrub/chaparral scrub ecotone, and 5.77 acres of mixed scrub for CAGN. Alternative 3 would impact 9.14 acres of suitable habitat of Crotch's bumble bee in the form of CSS and chaparral (0.001 acre of California buckwheat scrub, 0.00003 acre of California buckwheat scrub/annual grassland ecotone, 3.40 acres of coastal sage scrub/chaparral scrub ecotone, 5.74 acres of mixed scrub, 0.15 acre of laurel sumac scrub, and 0.69 acre of mixed mid-elevation chaparral) as well as up to 0.01 acre of suitable habitat in the form of annual brome grassland. Similarly, Alternative 3 is anticipated to permanently impact 9.14 acres of suitable habitat in the form of CSS and chaparral (0.001 acre of California buckwheat scrub, 0.00003 acre of California buckwheat scrub/annual grassland ecotone, 3.40 acres of coastal sage scrub/chaparral scrub ecotone, 5.74 acres of mixed scrub, 0.15 acre of laurel sumac scrub, and 0.69 acre of mixed mid elevation chaparral) and up to 11.73 acres of suitable habitat in the form of ornamental habitat (2.21 acres of mixed ornamental plantings, and 9.52 acres of ornamental) of suitable habitat for monarch butterfly.

Alternative 5 would permanently impact 0.02 acre of mulefat and 0.0005 acre of sycamore woodland habitat for LBVI or SWWF. Alternative 5 is anticipated to permanently impact up to 9.14 acres of CSS habitats in the form of California buckwheat scrub (0.001 acre), California buckwheat scrub/annual grassland ecotone (0.00004 acre), coastal sage scrub/chaparral scrub ecotone (3.37 acres), and mixed scrub (5.77 acres) habitat for CAGN. Alternative 5 would impact 9.98 acres of suitable habitat of Crotch's bumble bee in the form of CSS and chaparral (0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 3.37 acres of coastal sage scrub/chaparral scrub ecotone, 5.77 acres of mixed scrub, 0.15 acre of laurel sumac scrub, and 0.69 acre of mixed mid-elevation chaparral) as well as up to 0.01 acre of suitable

habitat in the form of annual brome grassland. Similarly, Alternative 5 is anticipated to permanently impact 9.98 acres of suitable monarch butterfly habitat in the form of CSS and chaparral (0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 3.37 acres of coastal sage scrub/chaparral scrub ecotone, 5.77 acres of mixed scrub, 0.15 acre of laurel sumac scrub, and 0.69 acre of mixed mid elevation chaparral) and up to 7.61 acres of suitable habitat in the form of ornamental habitat (2.21 acres of mixed ornamental plantings, and 5.40 acres of ornamental).

However, LBVI, SWWF, CAGN, monarch butterfly, or Crotch's bumble bee were not observed or otherwise detected during the surveys conducted within the BSA. Therefore, these species are unlikely to occur in the BSA, and direct impacts are not expected due to the limited habitat present.

With implementation of Measures PS-1 through PS-2, and MM-PS-3 (as noted in Section 3.19), Project Feature PF-AS-1 (as noted in Section 3.20), and Project Features PF-NC-1 through PF-NC-3 (as noted in Section 3.17), and Measures NC-1 through NC-3, and MM-NC-4 in Section 3.17, potential direct and indirect permanent impacts to LBVI (Alternatives 3 and 5), SWWF (Alternatives 3 and 5), CAGN, monarch butterfly, and Crotch's bumble bee resulting from implementation of the Build Alternatives would not result in substantial adverse effects.

S.3.21.2 No Build Alternative

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in temporary or permanent effects related to threatened and/or endangered plant or animal species.

S.3.22 Invasive Species

S.3.22.1 Build Alternatives

Potential impacts from invasive species associated with the construction and operation of transportation projects are considered permanent. Implementation of the Build Alternatives has the potential to spread invasive species to adjacent native habitats in the BSA through the entering and exiting of contaminated construction equipment, the inclusion of invasive species in seed mixtures and mulch, and the improper removal and disposal of invasive species causing seed to be spread along the highway. With implementation of Project Feature PF-IS-1 identified in Section 3.22, Invasive Species, requiring compliance with Executive Order (EO) 13112, potential permanent effects under the Build Alternatives related to invasive species would be minor.

S.3.22.2 No Build Alternative

The No Build Alternative would not include construction or operation of any of the improvements associated with the Build Alternatives. The No Build Alternative would not result in new adverse effects related to invasive species, and locations within the I-405 ROW where invasive species currently occur would not be modified under the No Build Alternative.

S.3.23 Greenhouse Gas (CEQA Analysis)

S.3.23.1 Build Alternatives

All 2030 and 2050 GHG emissions for the Build Alternatives would be less than the 2019 existing GHG emissions. Alternative 2 GHG emissions would be lower than the same year No Build Alternative, but Alternatives 3 and 5 would be greater. However, the increase in GHG emissions for the Project would be consistent with the Connect SoCal 2024 RTP/SCS. Therefore, the Build Alternatives would not produce substantial operational air quality effects.

S.3.23.2 No Build Alternative

The GHG emissions from operation of No Build and Build Alternatives would all result in a net decrease in CO_2 emissions in 2030 and 2050 compared to the existing (2019) condition.

S.3.24 Vehicle Miles Traveled (CEQA Analysis)

S.3.24.1 Build Alternatives

Alternatives 3 and 5 add capacity to the State Highway System and are subject to a vehicle miles traveled (VMT) analysis according to the Transportation Analysis under CEQA. The No Build Alternative and Alternative 2 were found unlikely to generate significant induced demand. However, Alternatives 3 and 5 are anticipated to result in an induced demand of 79,000,000 VMT per year.

To reduce these impacts, a Draft VMT Mitigation Plan (July 2026) was prepared that includes planned funding for Project-required mitigation. Project-required mitigation would include increasing existing bus service frequency and time-of-day span, Metrolink service expansion, implementation of a new Express Bus Line on the I-405 corridor, and continuing the expansion of the LA Metro One Car Challenge and Metro Vanpool Programs through enhanced subsidies and outreach using net toll revenue generated by I-405 ExpressLanes.

As discussed in Chapter 4, implementation of Measure MM-TR-1 would reduce approximately half of the total VMT generated by Alternatives 3 and 5. Therefore, additional mitigation would be needed to address the remaining VMT impact. The remaining half of the estimated induced demand of Alternative 3 or 5 is proposed to be mitigated by the Sepulveda Transit Corridor Project. This project would provide a high-capacity, high-frequency transit connection between the San Fernando Valley and the Westside through the Santa Monica Mountains and could reduce regional VMT by up to 252,000,000 miles annually. As the Proposed Project and Sepulveda Transit Corridor Project are in the same corridor, the Proposed Project and Sepulveda Transit Corridor are the first and second phase, respectively, of LA Metro's broader mobility strategy for the Sepulveda Pass.

LA Metro has initial funding for the Sepulveda Transit Corridor project from local sales tax measures and is currently seeking additional funding for the project. The Sepulveda Transit Corridor Project, together with project-funded mitigation measure MM-TR-1, could collectively mitigate the I-405 Sepulveda Pass ExpressLanes Project's induced travel demand and associated

VMT impacts if implemented as anticipated. However, since the timing for funding and implementation of the Sepulveda Transit Corridor Project is not finalized, the impacts related to induced travel demand and VMT under Alternatives 3 and 5 would remain significant and unavoidable under CEQA.

S.3.24.2 No Build Alternative

The No Build Alternative and Alternative 2 were found unlikely to generate significant induced demand as they do not increase capacity. Therefore, no VMT Mitigation Plan is required.

S.3.25 Cumulative Impacts (CEQA Analysis)

S.3.25.1 Build Alternatives

For the purposes of CEQA, those resources for which cumulative effects are not anticipated or for which the impacts were already analyzed in a cumulative context, are Agriculture and Forestry Resources, Mineral Resources, and Recreation.

The following resources were evaluated for cumulative impacts under CEQA: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. Of these, although unlikely, impacts to paleontological resources as a result of the Build Alternatives could be cumulatively considerable. In addition, the Build Alternatives, during construction, could have a cumulatively considerable noise impact. Lastly, due to potential unknown discovery of tribal cultural materials, the Build Alternatives could potentially result in cumulatively considerable impacts related to tribal cultural resources.

Refer to Section 4.5.4 in Chapter 4 of this EIR/EIS for a detailed analysis of cumulative effects.

S.3.25.2 No Build Alternative

Under the No Build Alternative, none of the proposed improvements to I-405 would be constructed or implemented. The No Build Alternative would maintain the existing I-405 facility and the current configuration of ramps, HOV lanes, and signage, with the exception of other proposed projects that are either under development or currently under construction. The No Build Alternative would not change accessibility around the Project Corridor in the study area and would not reduce delays and congestion along the Project Corridor. Over time, forecasted growth of the study area and the surrounding areas may be constrained due to continued HOV lane degradation and conditions on I-405. Similar to the Build Alternatives, routine maintenance activities would continue under the No Build Alternative, including compliance with applicable regulations. Any planned residential, commercial, or industrial development adjacent to the transportation corridor would be responsible for compliance with federal, State, and local regulations.

S.4 Coordination with Public and Other Agencies

Table ES-2, below, lists the permits, licenses, agreements, and certifications required for construction of the Build Alternatives. Unless otherwise specified, permit applications would be submitted during the design phase.

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. This coordination helps planners to determine the scope of environmental documentation and the level of analysis required, as well as identify any potential impacts; avoidance, minimization, and/or mitigation measures; and related environmental requirements. As shown in Table ES-3, agency consultation and public participation for this Project have been accomplished through a variety of formal and informal methods, public scoping meetings, and interagency coordination meetings. Notable issues of concern raised during these meetings include traffic impacts, impacts related to community impacts, and the construction of proposed park-and-ride facilities. Chapter 5 summarizes the results of the efforts by Caltrans to fully identify, address, and resolve project-related issues through early and continuing coordination.



Table ES.2: PLACs within the Project Limits

No.	PLAC	Agency	Status
1	Clean Water Act Section 401 Water Quality Certification and Waste Discharge Requirements**	Los Angeles RWQCB	Not Initiated / Application to be submitted after approval of ED/ROD and prior to construction.
2	NPDES Statewide Stormwater Permit and Waste Discharge Requirements for State of California Department of Transportation (Order No. 2022-0033-DWQ, NPDES No. CAS000003 [effective January 1, 2023])	SWRCB	Adopted June 22, 2022 / Effective January 1, 2023
3	NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order WQ 2022-0057-DWQ, NPDES No. CAS000002 [effective September 1, 2023])	SWRCB	Not Initiated / Notice of Intent to be submitted prior to construction.
4	General NPDES Permit No. CAG994004 Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Los Angeles RWQCB, Order No. R4-2018-0125, NPDES No. CAG994004 [effective November 13, 2018])	Los Angeles RWQCB	Not Initiated / Prior to any construction where discharge of treated or untreated groundwater generated from permanent or temporary groundwater dewatering areas, if required.
5	Clean Water Act Section 404 Nationwide Permit */**	USACE	Not Initiated / Application to be submitted after approval of ED/ROD.
6	Clean Water Act Section 404 Letter of Permission within Special Area Management Plan area */**	USACE	Not Initiated / Application to be submitted after approval of ED/ROD.
7	Section 1602 Lake or Streambed Alteration Agreement */**	CDFW	Not Initiated / Application to be submitted after approval of ED/ROD and prior to construction.
8	Section 2081 Incidental Take Permit	CDFW	Not Initiated / Application to be submitted after approval of ED/ROD and prior to construction.
9	Encroachment Permit	LACDPW	Not Initiated / Letter or Permit will be obtained during PS&E phase or construction within LACDPW property.
10	Freeway Agreement	Caltrans / City of Los Angeles	Not Initiated / Submitted Prior to Construction; Agreements would be concluded with each of the cities in which Project construction will take place.
11	Air Quality Conformity Approval Letter	FHWA	Not Initiated / Air Quality Conformity Report will be submitted to FHWA after receipt of public comments on the EIR/EIS; FHWA will make a conformity determination prior to final approval of the Final EIR/EIS.
12	CTC Application for Toll Facility	CTC/ Metro	Not Initiated / Application to be submitted after approval of ED/ROD and Prior to Construction.
13	Toll Operating Agreement	Caltrans/ Metro	Not Initiated / Submitted Prior to Construction
14	Operations and Maintenance Agreement	Caltrans/ Metro	Not Initiated / Submitted Prior to Construction
15	Cooperative Agreements	Caltrans/ Metro	Not Initiated / Submitted Prior to PS&E, Construction, Operation, and Maintenance Phases
16	Enforcement Agreements	CHP/ Metro	Not Initiated / Submitted Prior to Construction
17	Approvals to relocate, protect in place, or remove utility facilities (e.g., Positive Location Agreements, Utility Agreements, and/or Joint Use Agreements or Consent to Common Use Agreements)	Affected Utilities	Not Initiated / Prior to any construction within utility conflict areas.
18	Determination of Engineering and Operational Acceptability	FHWA	Not Initiated / Application to be submitted after approval of ED/ROD and prior to construction.

Table ES.2: PLACs within the Project Limits

No.	PLAC	Agency	Status
19	Draft and Final Project Management Plan	FHWA	Draft - At least 60 days prior to approval of the Record of Decision (ROD). Final - 90 days after approval of the ROD.
20	Initial Financial Plan and Financial Plan Annual Update	FHWA	Initial Financial Plan - After approval of the ROD. Financial Plan Annual Update - Approved annually after approval of the Initial Financial Plan.

Notes: */** Not anticipated at this stage, coordination would be required if impacts are found during subsequent phases of the project.
Caltrans = California Department of Transportation; CDFW = California Department of Fish and Wildlife; CHP = California Highway Patrol; CTC = California Transportation Commission; ED = Environmental Document; LACDPW= Los Angeles County Department of Public Works; LACFD = Los Angeles County Flood Control District; NPDES = National Pollutant Discharge Elimination System; PLACS = Permits, Licenses, Agreements, and Certifications; PS&E = Plans, Specifications, and Estimate; ROD = Record of Decision; RWQCB = Regional Water Quality Control Board; SWRCB = State Water Resources Control Board; USACE = U.S. Army Corps of Engineers; WQ = Water Quality

Table ES.3: Community Outreach and Engagement Summary

Event	Date	Location
Public Scoping Meeting #1	08/14/2021	Virtual
Public Scoping Meeting #2	08/17/2021	Virtual
Public Scoping Meeting #3	08/18/2021	Virtual
EFC Outreach: UCLA First Thursday	10/6/2022	UCLA Broxton Ave Los Angeles, CA 90024
EFC Outreach: Pick Pico	5/21/2023	Overland Ave/Selby Ave Los Angeles, CA 90064
EFC Outreach: The LA Zoo goes to the Library	7/10/2023	Panorama City Branch Library 14345 Roscoe Blvd Panorama City, CA 91402
EFC Outreach: Flavor of Origins Food Festival	7/15/2023	Boys and Girls Club Mar Vista Gardens 4901 Marionwood Dr Culver City, CA 90230
EFC Outreach: Back to School Backpack Giveaway	8/12/2023	Gledhill Street Elementary School 16030 Gledhill St North Hills, CA 91343
EFC Outreach: Back to School Night	8/31/2023	Panorama High School 8015 Van Nuys Blvd Panorama City, CA 91402
Community Update Meeting #1	10/23/2023	Westwood United Methodist Church 10497 Wilshire Blvd Los Angeles, CA 90024
Community Update Meeting #2	10/28/2023	Marvin Braude Center 6262 Van Nuys Blvd Van Nuys, CA 91401
Community Update Meeting #3	10/30/2023	Virtual
Community Update Meeting #4	11/08/2023	Virtual
Community Based Organization targeted outreach to Equity Focused Communities	January – December 2024	13 pop-up events, 14 schools, and three business corridors in Equity Focused Communities

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Chapter 1 – Proposed Project

1.1 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro), in coordination with the California Department of Transportation (Caltrans) District 7, is proposing the I-405 Sepulveda Pass ExpressLanes Project (Project). The Project proposes to reduce congestion, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general purpose (GP) lanes, increase person throughput, and apply technology to help manage traffic within the Interstate 405 (I-405) corridor between U.S. Highway 101 (US-101) and Interstate 10 (I-10) in the cities of Culver City and Los Angeles, and unincorporated areas of Los Angeles County, also known as the Project limits. Figure 1-1 shows the Project vicinity and location.

This Project has been included in the financially constrained portion of the adopted Southern California Association of Governments (SCAG) 2024–2050 Regional Transportation Plan/Sustainability Communities Strategy (RTP/SCS), also referred to as Connect SoCal, under RTP ID 1162S012 as the I-405 Sepulveda Pass (Phase 1) ExpressLanes between US-101 and I-10. It is also included as a Tier 1 (near-term) priority corridor in Metro's 2017 *Countywide ExpressLanes Strategic Plan*, representing the first of a network of new ExpressLane facilities in Los Angeles County.

Caltrans, as assigned by the Federal Highway Administration (FHWA), is the lead agency under both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

1.1.1 Existing Facility

I-405 is a major north-south interstate freeway in Southern California, connecting the southern and western parts of the Greater Los Angeles urban area from the San Fernando Valley in the north to Orange County in the south. The Project Corridor, the portion of I-405 between the Project limits, is heavily traveled by both commuters and freight haulers for its entire length. The I-405 Corridor has been recognized as an essential link in a multimodal transportation network and is designated as part of the road system networks including: California Routes on the Rural and Single Interstate Routing System, as a result of agreements between the FHWA and Department of Defense; Federal Aid Interstate System, which is a subset of the National Highway System and California Freeway and Expressway System (functional classification P1P—Urban Principal Arterial), adopted by the California Transportation Commission; the National Network for Surface Transportation Assistance Act Trucks and Subsystem of Highway for the Movement of Extra Legal Permit Loads; and the Strategic Highway Network.

The study area for the Project Corridor includes the portion of the I-405 from US-101 to I-10, a distance of approximately 14 miles, and includes the cities of Los Angeles and Culver City and the communities of Mar Vista, Palms, Sawtelle, Rancho Park, West Los Angeles, Brentwood, Westwood, Bel Air, Encino, Sherman Oaks, Lake Balboa, and Van Nuys in Los Angeles County (see Figure 1-1). This is the general study area for the Project Corridor. Specific study areas have been established for individual environmental analyses (e.g., the Biological Study Area and the Community Impact study area).

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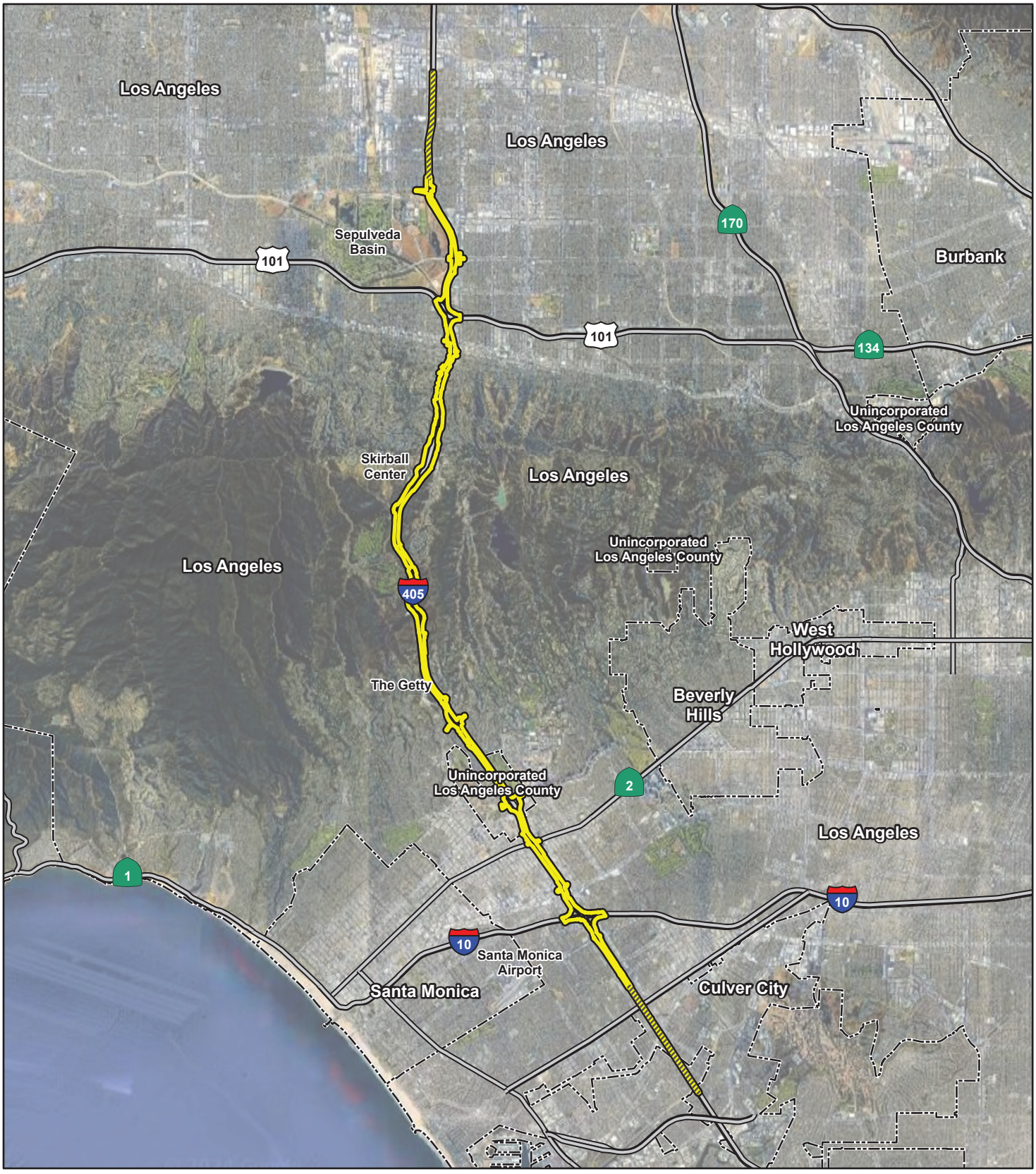

LEGEND

- Project Location
- Temporary Advanced Signage
- City Boundary

N

0 1 2

MILES

SOURCE: Google Maps (2023); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (7/29/2024)

FIGURE 1-1

I-405 Sepulveda Pass ExpressLanes Project

Project Vicinity and Location

07-LA-405 R28.4/R41.4

EA 354330; EFIS 0720000070

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The existing I-405 freeway mainline has five GP lanes, with auxiliary lanes between many on-ramps and off-ramps, and a high-occupancy vehicle (HOV) lane in each direction. The Project Corridor GP lanes currently experience recurring congestion and heavy demand during peak commute hours that exceed the freeway's maximum operational capacity. In addition, sections of the northbound and southbound I-405 HOV lanes are classified as degraded as defined by federal standards. This means speeds during peak periods on the HOV lanes are less than 45 miles per hour (mph) more than 10 percent of the time over a consecutive 180-day period during morning or evening weekday peak-hour periods.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of the Project is to provide efficient operation and improve the overall movement of people and goods on I-405 through the Sepulveda Pass with connections to I-10 and US-101. This will be accomplished by improving the utilization of the freeway while addressing impacts to the environment and surrounding communities within the Project Corridor. The proposed improvements on the Project Corridor will accomplish the following objectives:

- Improve traffic flows and operation by optimizing utilization within the Project Corridor of the State Highway System in terms of vehicle and person throughput and improved travel times and trip reliability.
- Improve performance within the Project Corridor by incorporating advanced demand management and/or intelligent transportation systems strategies including, but not limited to, priced managed lanes/high occupancy toll lanes.
- Increase continuity of the regional priced managed lanes/high occupancy toll lanes network by closing the gap between existing and planned facilities in alignment with SCAG's 2024 RTP/SCS, Metro's 2017 *Countywide ExpressLanes Strategic Plan*, and the California Transportation Plan 2050 (CTP 2050).
- Provide additional mobility options within the geographically constrained Project Corridor and provide resources to implement related projects and facilitate future improvements, including multi-modal options, within the Project Corridor. As such, Metro intends to fund increased transit service, active transportation, and transit projects utilizing net toll revenue generated by the ExpressLanes, subject to funding availability.

1.2.2 Need

The Project Corridor is one of the most heavily traveled highways in the U.S., with an average of 56 hours of delay yearly per commuter in 2019.[1] The Proposed Project is needed to address traffic performance deficiencies on the I-405 between US-101 and I-10 (Sepulveda Pass), which are summarized below:

- The higher travel times and lower trip reliability in the constrained Sepulveda Pass can be attributed to limited existing roadways and alternative transportation options running

[1] INRIX. 2020. Press Release: *INRIX: Congestion Costs Each American Nearly 100 hours, $1,400 A Year.* March 9, 2020. Website: https://inrix.com/press-releases/2019-traffic-scorecard-us/ (accessed March 30, 2021).

north-south through the Santa Monica Mountains between the San Fernando Valley and the South Bay/Westside in Los Angeles County.

- Current daily traffic volume of approximately 289,000 vehicles (AADT) on I-405 between US-101 and I-10 exceeds the design capacity, and vehicle hours of delay (VHD) in both the existing high occupancy vehicle and mixed flow lanes within the corridor is projected to increase by over 20 percent through 2050.[2]
- According to the *2022 California High-Occupancy Vehicle Facilities Degradation Action Plans* (Caltrans 2024), much of the existing I-405 HOV facilities within the project limits are classified as "extremely degraded" consistent with the *2017 California High-Occupancy Vehicle Facilities Degradation Report and Action Plan* (Caltrans 2018). During the afternoon peak hour period, the average GP and HOV lane speeds northbound are 25 mph and 32 mph, respectively.
- According to the 2024 SCAG RTP/SCS, vehicles traveled about 220 million miles in 2019 each day in Los Angeles County with a projected "No Action" growth to about 226 million by 2050. The existing traffic of the mixed flow and HOV lanes exceeds capacity; future operating conditions will be further deteriorated. The average daily traffic in both the GP and HOV lanes on the northbound and southbound I-405 is projected to increase by approximately 8 and 10 percent, respectively, by 2050.

1.2.2.1 Capacity, Transportation Demand, and Safety

Capacity and Transportation Demand in the I-405 Corridor

Levels of Service and Travel Times

With the current configuration within the Project limits, there is insufficient capacity on I-405 to accommodate existing travel demands. Several areas along the I-405 Corridor, both the GP and HOV lanes, are currently operating at oversaturated conditions (Level of Service [LOS] F) and are anticipated to further deteriorate in the future without improvements. Analysis was conducted for existing (2019) base year and future (2030 and 2050) opening and design years. Base year 2019 existing conditions were analyzed using a combination of data collected in the field, the Caltrans Freeway Performance Measurement System (PeMS), and Metro MeasureUp! ClearGuide speed and travel time data. Observed field data was used to develop an Existing Base Year model for future year forecasts. Although traffic demand and congestion conditions in 2024 are relatively close to reaching or have reached pre-COVID-19 pandemic period, particularly during the peak hours, the 2019 base year provides a more conservative approach to the analysis.

The peak-hour volumes and LOS for existing (2019) and future (2030 and 2050) No Build Alternative conditions for freeway GP and HOV lanes in both the northbound and southbound directions are summarized in Tables 1.A and 1.B, below. The traffic in the Project Corridor is projected to grow by approximately 6 to 8 percent in the a.m. peak hour and 13 to 19 percent in the p.m. peak hour over the next 30 years.

[2] Specific data sets included in Section 1.2.2, Need, are subject to further updating/refinement.

Table 1.A: Existing (2019) and Forecast Years (2030 and 2050) No Build Alternative Peak Hour Traffic Volumes

Freeway Segments		Existing (2019)				Opening Year (2030)				Future Year (2050)			
Location		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
From	To	Mainline	HOV	Mainline	HOV	Mainline	HOV	Mainline	HOV	Mainline	HOV	Mainline	HOV
Northbound													
Project Limit	Victory Boulevard	4,194	1,083	4,186	765	4,084	1,140	4,166	913	4,398	1,043	4,170	897
Victory Boulevard	Victory Boulevard	3,422	1,083	3,923	765	3,302	1,140	3,906	913	3,505	1,043	3,911	897
Victory Boulevard	Burbank Boulevard	3,991	1,083	5,072	765	3,906	1,140	5,038	913	4,062	1,043	5,011	897
Burbank Boulevard	Burbank Boulevard	4,302	451	4,538	1,113	4,041	684	4,461	1,229	4,013	696	4,414	1,232
Burbank Boulevard	US-101	4,975	451	5,414	1,113	4,739	684	5,336	1,229	4,633	696	5,316	1,232
US-101	US-101/Ventura Boulevard	2,273	694	2,301	1,113	2,162	908	2,195	1,284	2,451	911	2,313	1,279
US-101/Ventura Blvd	Sepulveda Blvd/Skirball Center	7,790	694	7,271	1,113	7,413	908	6,790	1,284	7,820	911	6,947	1,279
Sepulveda Blvd/Skirball Center	Sepulveda Blvd/Skirball Center	7,088	1,041	6,300	1,158	6,682	1,238	5,872	1,255	7,075	1,249	5,954	1,271
Sepulveda Blvd/Skirball Center	Sepulveda Blvd/Getty Center	7,646	1,041	6,630	1,158	7,193	1,238	6,273	1,255	7,601	1,249	6,277	1,271
Sepulveda Blvd/Getty Center	Sepulveda Blvd/Getty Center	7,548	932	6,201	1,171	6,966	1,140	6,221	1,267	7,392	1,152	6,162	1,309
Sepulveda Blvd/Getty Center	Sepulveda Blvd/Moraga Drive	7,680	971	6,676	1,217	7,176	1,163	6,648	1,281	7,583	1,178	6,731	1,328
Sepulveda Blvd/Moraga Drive	Sepulveda Blvd/Moraga Drive	7,502	902	7,210	1,240	7,145	1,059	7,316	1,235	7,604	1,078	7,696	1,283
Sepulveda Blvd/Moraga Drive	Sunset Boulevard	6,874	837	6,264	1,159	6,360	979	6,390	1,199	6,814	1,001	6,766	1,285
Sunset Boulevard	Sunset Boulevard	6,044	837	5,416	1,159	5,515	979	5,580	1,199	5,961	1,001	6,035	1,285
Sunset Boulevard	Wilshire Boulevard	7,150	837	5,545	1,159	6,476	979	5,721	1,199	6,984	1,001	6,280	1,285
Wilshire Boulevard	Wilshire Boulevard	6,294	837	4,119	1,159	5,571	979	4,294	1,199	6,078	1,001	4,882	1,285
Wilshire Boulevard	Santa Monica Boulevard	8,477	976	5,029	1,159	7,546	1,124	5,235	1,215	8,136	1,161	5,894	1,283
Santa Monica Boulevard	Santa Monica Boulevard	7,823	948	4,577	995	6,945	1,160	4,660	1,102	7,499	1,150	5,237	1,108
Santa Monica Boulevard	Olympic Boulevard/Pico Boulevard	9,769	948	5,625	995	8,722	1,160	5,801	1,102	9,335	1,150	6,545	1,108
Olympic Boulevard/Pico Boulevard	I-10	8,465	948	4,742	995	7,792	1,160	4,776	1,102	8,290	1,150	5,338	1,108
I-10	I-10	4,319	948	1,522	995	4,354	1,160	1,600	1,102	4,664	1,150	1,815	1,108
I-10	National Boulevard	6,707	1,421	2,719	1,199	6,755	1,645	2,778	1,316	6,940	1,770	2,943	1,454
National Boulevard	Venice Boulevard	7,655	1,421	3,164	1,199	7,677	1,645	3,253	1,316	7,840	1,770	3,430	1,454
Venice Boulevard	Venice Boulevard	8,050	1,690	4,180	1,272	8,309	1,862	4,296	1,371	8,543	1,998	4,532	1,494
Venice Boulevard	Culver Boulevard	6,172	2,056	3,070	1,440	6,252	2,216	3,067	1,529	6,356	2,364	3,196	1,641
Culver Boulevard	Project Limit	5,381	2,056	2,572	765	5,473	2,216	2,569	1,529	5,552	2,364	2,753	1,641

Source: *Traffic Operations Analysis Report* (January 2025).
Ave = Avenue; Blvd = Boulevard; Dr = Drive; E = East; HOV = high-occupancy vehicle; LOS = level of service; N = North; NB = Northbound; Rd = Road; S = South; SB = Southbound; St = Street; SR = State Route; W = West

Table 1.B: Existing (2019) and Forecast Years (2030 and 2050) No Build Alternative Peak Hour Volumes

Freeway Segments		Existing (2019)				Opening Year (2030)				Future Year (2050)			
Location		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
From	To	Mainline	HOV	Mainline	HOV	Mainline	HOV	Mainline	HOV	Mainline	HOV	Mainline	HOV
Southbound													
Project Limit	Haskell Avenue	5,308	1,087	6,368	696	5,231	1,088	6,390	659	4,933	1,106	6,810	712
Haskell Avenue	Haskell Avenue	4,075	1,087	5,418	696	4,062	1,088	5,393	659	3,903	1,106	5,736	712
Haskell Avenue	Victory Boulevard	3,045	1,192	4,932	707	3,012	1,180	4,993	661	2,891	1,147	5,343	714
Victory Boulevard	Burbank Boulevard	3,273	1,192	5,337	707	3,262	1,180	5,425	661	3,115	1,147	5,770	714
Burbank Boulevard	Burbank Boulevard	2,974	1,192	4,534	707	2,994	1,180	4,623	661	2,908	1,147	4,876	714
Burbank Boulevard	US-101	3,903	1,192	4,943	707	3,899	1,180	5,120	661	3,853	1,147	5,362	714
US-101	US-101	2,394	1,253	2,856	648	2,394	1,230	3,045	601	2,405	1,238	3,233	682
US-101	Ventura Boulevard	4,522	1,253	6,616	648	4,482	1,230	6,937	601	4,483	1,238	7,496	682
Ventura Blvd	Sepulveda Blvd/Valley Vista	5,131	1,253	7,001	648	5,121	1,230	7,410	601	5,101	1,238	7,892	682
Sepulveda Blvd/Valley Vista	Sepulveda Blvd/Valley Vista	5,147	1,253	6,696	648	5,216	1,230	7,101	601	5,205	1,238	7,547	682
Sepulveda Blvd/Valley Vista	Sepulveda Blvd/Mulholland Drive	5,780	1,747	6,558	1,226	5,871	1,698	6,907	1,244	5,884	1,714	7,285	1,281
Sepulveda Blvd/Mulholland Drive	Sepulveda Blvd/Mulholland Drive	5,429	1,747	6,385	1,226	5,450	1,698	6,747	1,244	5,431	1,714	6,917	1,281
Sepulveda Blvd/Mulholland Drive	Sepulveda Blvd/Getty Center	6,299	1,764	6,675	1,176	6,084	1,746	7,069	1,200	6,092	1,762	7,051	1,227
Sepulveda Blvd/Getty Center	Sepulveda Blvd/Getty Center	6,171	1,764	6,335	1,176	5,968	1,746	6,676	1,200	5,952	1,762	6,489	1,227
Sepulveda Blvd/Getty Center	Sunset Blvd/Church Lane	7,506	1,544	6,724	1,019	7,432	1,657	7,066	1,068	7,489	1,680	6,772	1,114
Sunset Blvd/Church Lane	Sunset Blvd/Church Lane	6,431	1,544	5,654	1,019	6,357	1,657	5,901	1,068	6,494	1,680	5,770	1,114
Sunset Blvd/Church Lane	Wilshire Boulevard	7,637	1,544	6,293	1,019	7,651	1,657	6,559	1,068	7,818	1,680	6,593	1,114
Wilshire Boulevard	Wilshire Boulevard	6,940	1,219	5,344	969	6,909	1,313	5,550	996	7,170	1,292	5,747	993
Wilshire Boulevard	Santa Monica Boulevard	9,282	1,219	7,217	969	9,270	1,313	7,454	996	9,561	1,292	7,727	993
Santa Monica Boulevard	Santa Monica Boulevard	7,242	1,126	6,344	1,052	7,269	1,188	6,551	1,073	7,638	1,167	6,913	1,057
Santa Monica Boulevard	Olympic Boulevard/Pico Boulevard	8,841	1,126	7,783	1,052	8,879	1,188	7,981	1,073	9,188	1,167	8,397	1,057
Olympic Boulevard/Pico Boulevard	I-10	7,942	1,126	6,987	1,052	7,977	1,188	7,138	1,073	8,294	1,167	7,664	1,057
I-10	I-10	4,393	1,110	3,690	1,080	4,388	1,173	3,772	1,165	4,273	1,148	3,777	1,153
I-10	National Boulevard	7,414	1,110	4,508	1,080	7,449	1,173	4,570	1,165	7,379	1,148	4,551	1,153
National Boulevard	Venice Boulevard	8,661	1,110	5,236	1,080	8,720	1,173	5,261	1,165	8,651	1,148	5,264	1,153
Venice Boulevard	Venice Boulevard	8,260	1,110	4,654	1,080	8,285	1,173	4,687	1,165	8,244	1,148	4,673	1,153
Venice Boulevard	Culver Boulevard	9,287	1,110	5,202	1,080	9,309	1,173	5,116	1,165	9,298	1,148	5,090	1,153
Culver Boulevard	Project Limit	8,406	1,110	4,695	1,080	8,412	1,173	4,512	1,165	8,436	1,148	4,529	1,153

Source: *Traffic Operations Analysis Report* (January 2025).
Ave = Avenue; Blvd = Boulevard; Dr = Drive; E = East; HOV = high-occupancy vehicle; LOS = level of service; N = North; NB = Northbound; Rd = Road; S = South; SB = Southbound; St = Street; SR = State Route; W = West

Freeway traffic flow can be defined in terms of LOS. For freeways, there are six defined levels, ranging from LOS A to LOS F. LOS A represents free traffic flow with low traffic volumes and high speeds, and LOS F represents traffic volumes that exceed the facility capacity and result in forced-flow operations at low speeds, as shown on Figure 1-2, below.

Figure 1-2: LOS Criteria for a Basic Freeway and Multilane Highway Segments

LOS	Density (pc/mi/ln)
A	≤11
B	>11–18
C	>18–26
D	>26–35
E	>35–45
F	Demand exceeds capacity OR density > 45

As shown on that figure, traffic volumes on a facility such as I-405 substantially affect travel speeds and times.

- For existing conditions (2019), in the GP lanes, of the 57 mainline segments in the northbound direction, 35 segments (61 percent) had LOS E or LOS F during the a.m. and/or p.m. peak hour.
- In the southbound direction, of the 54 mainline segments, 38 segments (70 percent) had LOS E or LOS F during the a.m. and/or p.m. peak hour.
- For the future conditions (2030), the number of segments operating at LOS E or LOS F is anticipated to increase to 36 segments (64 percent) northbound and 40 segments (75 percent) southbound.
- For the horizon year (2050), the number of LOS E or F segments is anticipated to increase to 38 segments (68 percent) northbound and to 43 segments (81 percent) southbound.

The existing HOV lanes also experience congestion during the peak hours.

- For existing conditions (2019), in the HOV lanes, of the 11 HOV segments in the northbound direction, 9 segments (82 percent) had LOS E or F during the a.m. and/or p.m. peak hour.
- In the southbound direction, of the 8 HOV segments, 7 segments (88 percent) had LOS E or F during the a.m. and/or p.m. peak hour.
- For the future conditions (2030), the number of segments operating at LOS E or F is anticipated to decrease to 7 segments (64 percent) northbound and to 5 segments (63 percent) southbound.
- For the horizon year (2050), the number of LOS E or F segments is anticipated to remain at 7 segments (64 percent) northbound and increase to 6 segments (75 percent) southbound.

Overall, over half of the Project Corridor currently experiences poor operating conditions in both directions, and the number of segments operating at LOS E or F is expected to increase without improvements to the Project Corridor.

The I-405 end-to-end corridor travel time within the Project limits for existing conditions (2019) and future conditions (2030 and 2050) under the No Build Alternative is summarized in Table 1.C. For existing conditions, end-to-end travel time through the Project Corridor within the Project limits ranges from 15 minutes during the a.m. peak hour in the northbound direction to 38 minutes during the p.m. off-peak hour in the northbound direction. In the future, travel time increases by 2 to 16 minutes for GP lanes without improvements to the Project Corridor.

Table 1.C: Corridor Travel Time

I-405 Facility	Peak Period	2019 Existing (Minutes)	2030 Alternative 1 (No Build) (Minutes)	2050 Alternative 1 (No Build) (Minutes)
Northbound GP (HOV)	AM	16 (15)	18 (14)	18 (14)
	PM	38 (34)	52 (40)	54 (43)
Southbound GP (HOV)	AM	30 (28)	40 (36)	43 (37)
	PM	25 (26)	31 (20)	35 (19)

Source: *Traffic Operations Analysis Report* (January 2025).
XX (YY) = AM (PM) peak hour
GP = general-purpose; HOV = high occupancy vehicle; I-405 = Interstate 405

If an HOV lane is considered degraded by the federal definition, the State must limit or discontinue the use of the lane by exempted vehicles (such as low-emission vehicles, certain gasoline/electric plug-in hybrid vehicles, and toll-paying vehicles to access HOV lanes without meeting occupancy requirements) or take other actions that would bring the operational performance up to the federal standard within 180 days after identification of the lane as being degraded.

The *2022 HOV Lane Facilities Degradation Report and Action Plan* (Caltrans 2024), developed to report the performance of the HOV lane network, listed I-405 HOV facilities within the Proposed Project limits as extremely degraded. Analysis of the I-405 suggests that factors contributing to degradation include:

- Peak-period congestion in all lanes reducing HOV lane performance and speed;
- Recurrent congestion on the freeway and high speed differential between GP and HOV lanes with narrow buffer separation;
- Non-metered on-ramps allowing platoons of vehicles to enter the freeway; and
- Uphill with a 5 percent grade through the Sepulveda Pass affecting vehicle speeds in all lanes.

According to the *2022 California HOV Lane Facilities Degradation Report and Action Plan*, remediation for this facility includes: increasing the minimum occupancy of vehicles; enhancing the available capacity of the HOV lane facility; and/or improving traffic demand management through a conversion of HOV lanes to Express Lanes (ELs).

In 2017, Metro developed the *Countywide ExpressLanes Strategic Plan*. The I-405 portion between I-10 and US-101 was designated as a Tier 1 Facility. Metro has prioritized its ELs conversion projects using different combinations of factors, including high mobility and financial feasibility scores, available funding, connectivity with the current existing ELs

network, and/or the availability to implement dual ELs in each direction, performance, cost, constructability, and revenues. A Tier 1 Facility shows the greatest benefit by converting HOV lanes to ELs.

In order to address some of the HOV degradation, Metro has sponsored the addition of an Express Lane on I-405 between I-10 and US-101 through local Measure M funding. While the performance of I-405 between I-10 and US-101 would be improved, other operational issues in that segment would not be resolved such as the I-10 southbound and US-101 northbound system interchanges that would continue to be bottlenecks. Through the implementation of ELs, the system operators can better control the demand and manage congestion.

Consistent with traffic volumes shown in Table 1.A, volumes are expected to increase during the a.m. and p.m. peak hours along both northbound and southbound lanes under existing conditions, and under the No Build condition in years 2030 and 2050. As a result, the majority of the study segments on northbound and southbound I-405 would operate at LOS E and F during a.m. and p.m. peak hours by 2030 and 2050 under the No Build condition, as shown in Table 1.B.

Collisions and Safety within the Corridor

Collision data for the Project limits were provided using the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) for the 3-year period from January 1, 2017, to December 31, 2019. The TASAS information, which was collected from Caltrans, summarizes collision histories along Caltrans facilities and provides information such as collision rates, number of collisions, potential collision investigation locations, primary collision factor, and collision type.

Table 1.D summarizes the collision rates on the freeway mainline (GP lanes) by direction. In the northbound direction on I-405, collision rates for collisions involving fatalities and fatalities plus injuries are higher compared to the statewide average. In the southbound direction on I-405, collision rates involving fatalities plus injuries and total collisions are higher compared to the statewide average.

Table 1.E summarizes the freeway collision types. Based on a review of the detailed collision data, the predominant collision type is a rear end collision with speed being the most common contributing factor. These are considered congestion-related collisions that occur due to the formation of vehicular queues resulting from congested operating conditions and stop-and-go traffic flow patterns. The second most common type of collision is a sideswipe collision that is primarily caused by an “improper turn” or “other violation.” Sideswipe collisions occur when vehicles change lanes, most commonly near on- and off-ramps.

Table 1.F summarizes the collision rates for the freeway-to-freeway ramp and the freeway-to-arterial ramp interchanges. In the northbound direction, a total of 27 freeway-to-freeway and freeway-to-arterial ramps were evaluated. Of these, 13 ramp locations had an actual collision rate higher than the statewide average collision rate. In the southbound direction, a total of 25 freeway-to-freeway and freeway-to-arterial ramps were evaluated. Of these, 13 ramp locations had an actual collision rate higher than the statewide average collision rate.

Table 1.D: Traffic Collision Data (January 2017 to December 2019)

Location	Post Miles	Collision Rates					
		Actual			Statewide Average		
		FAT	F+I	TOT	FAT	F+I	TOT
Northbound							
I-10 to Sherman Way	30.0 to 42.151	**0.004**	**0.36**	1.07	0.003	0.33	1.08
Southbound							
Sherman Way to I-10	30.0 to 42.151	0.001	**0.48**	**1.47**	0.003	0.33	1.08

Source: Traffic Accident Surveillance and Analysis System (TASAS) (Caltrans, November 2019).
Notes: Values marked in **bold** text indicate that the accident rate is higher than statewide averages.
FAT = Fatalities; F+I = Fatal + Injury; I-10 = Interstate 10; TOT = Total

Table 1.E: Collision Type (January 2017 to December 2019)

Location Description	Post Miles	Rear End	Sideswipe	Hit Object	Overturn	Broadside	Other	Head-on	Auto-Pedestrian	Not Stated
Northbound										
I-10 to Sherman Way	30.0 to 42.151	61%	27%	8%	1%	1%	15%	0%	0%	0%
Southbound										
Sherman Way to I-10	30.0 to 42.151	65%	26%	6%	1%	1%	0%	0%	0%	0%

Source: Traffic Accident Surveillance and Analysis System (TASAS) (Caltrans, November 2019).
I-10 = Interstate 10

Table 1.F: Collision Rates (January 2017 to December 2019)
(Freeway-to-Freeway Ramp and Freeway-to-Arterial Ramp Interchanges)

Location Description	Post Mile	On/Off-Ramp	Collision Rates					
			Actual			Statewide Average		
			FAT	F+I	TOT	FAT	F+I	TOT
Northbound								
NB On-Ramp from Olympic Blvd/Pico Blvd	30.166	On-Ramp	0.000	0.04	0.22	0.007	0.21	0.61
NB Off-Ramp to SR-2	30.682	Off-Ramp	0.000	**0.16**	**0.34**	0.001	0.07	0.25
NB On-Ramp from SR-2	31.012	On-Ramp	0.000	0.00	0.08	0.002	0.17	0.49
NB Off-Ramp to Wilshire Blvd	31.357	Off-Ramp	0.000	0.00	0.00	0.002	0.09	0.28
Segment NB Off-Ramp to EB Wilshire Blvd	31.425	Off-Ramp	0.000	0.05	0.21	0.005	0.32	0.92
Segment NB Off-Ramp at WB Wilshire Blvd	31.426	Off-Ramp	0.000	0.10	**1.20**	0.004	0.35	1.10
Segment NB On-Ramp at EB Wilshire Blvd	31.634	On-Ramp	0.000	0.00	**0.86**	0.002	0.24	0.75
Segment NB On-Ramp at WB Wilshire Blvd	31.635	On-Ramp	0.000	0.20	0.40	0.004	0.24	0.70
NB On-Ramp from Wilshire Blvd	31.741	On-Ramp	0.000	0.00	0.14	0.001	0.07	0.26
NB Off-Ramp at Sunset Blvd	32.807	Off-Ramp	0.000	0.09	0.09	0.008	0.39	1.03
NB On-Ramp at EB Sunset Blvd	32.987	On-Ramp	0.000	0.08	0.41	0.002	0.24	0.75
NB Off-Ramp to Moraga Dr	33.295	Off-Ramp	0.000	**0.61**	0.61	0.006	0.39	1.25
NB On-Ramp from Moraga Dr	33.474	On-Ramp	0.000	0.12	0.24	0.007	0.21	0.61
NB Off-Ramp at Getty Center Dr/Sepulveda Blvd	34.554	Off-Ramp	0.000	**0.52**	**2.08**	0.008	0.39	1.03
NB On-Ramp at Sepulveda Blvd/Getty Center Dr	34.734	On-Ramp	0.000	**0.61**	**1.52**	0.002	0.29	0.81
NB Off-Ramp to Mulholland Dr	36.685	Off-Ramp	0.000	0.15	0.30	0.006	0.39	1.25
NB On-Ramp from Mulholland Dr	36.988	On-Ramp	0.000	**0.28**	**1.00**	0.007	0.21	0.61
NB Off-Ramp to Sepulveda Blvd/Greenleaf St	38.766	Off-Ramp	**0.086**	**0.86**	1.21	0.006	0.39	1.25
NB Off-Ramp to US-101	38.807	Off-Ramp	0.000	**1.82**	**10.04**	0.001	0.07	0.25
Segment NB to US-101 from Sepulveda Blvd/Greenleaf St	38.933	On-Ramp	0.000	0.10	**0.92**	0.007	0.21	0.61

Table 1.F: Collision Rates (January 2017 to December 2019)
(Freeway-to-Freeway Ramp and Freeway-to-Arterial Ramp Interchanges)

Location Description	Post Mile	On/Off-Ramp	Collision Rates					
			Actual			Statewide Average		
			FAT	F+I	TOT	FAT	F+I	TOT
NB On-Ramp from Sepulveda Blvd/Greenleaf St	38.977	On-Ramp	0.000	**0.91**	**2.74**	0.007	0.21	0.61
Segment NB Off-Ramp to US-101	39.203	Off-Ramp	0.000	0.04	0.22	0.002	0.09	0.28
NB On-Ramp from NB US-101	39.596	On-Ramp	0.000	0.04	0.04	0.004	0.13	0.40
NB Off-Ramp at Burbank Blvd	40.171	Off-Ramp	0.000	**0.95**	**3.61**	0.008	0.39	1.03
NB On-Ramp at Burbank Blvd	40.416	On-Ramp	0.000	0.00	0.20	0.002	0.23	0.63
NB Off-Ramp to Victory Blvd	41.402	Off-Ramp	0.000	0.24	0.72	0.005	0.42	1.22
NB On-Ramp at Victory Blvd	41.492	On-Ramp	0.000	**0.24**	0.48	0.002	0.23	0.63
Southbound								
SB Off-Ramp to Olympic Blvd/Pico Blvd	30.136	Off-Ramp	**0.084**	0.33	0.50	0.006	0.39	1.25
SB On-Ramp from SR-2	30.739	On-Ramp	0.000	0.07	0.32	0.002	0.17	0.49
SB Off-Ramp to SR-2	31.029	Off-Ramp	0.000	0.00	0.20	0.004	0.29	0.80
SB On-Ramp from EB Wilshire Blvd	31.384	On-Ramp	0.000	**0.40**	**0.86**	0.004	0.24	0.70
Segment SB Off-Ramp to EB Wilshire Blvd	31.476	Off-Ramp	0.000	**0.72**	**2.52**	0.004	0.35	1.10
SB On-Ramp from WB Wilshire Blvd	31.646	On-Ramp	0.000	0.19	0.60	0.002	0.24	0.75
Segment SB Off-Ramp to WB Wilshire Blvd	31.73	Off-Ramp	0.000	**1.36**	**4.18**	0.005	0.32	0.92
SB Off-Ramp to Wilshire Blvd	31.829	Off-Ramp	0.000	**0.91**	**1.83**	0.002	0.09	0.28
SB On-Ramp from EB Sunset Blvd	32.903	On-Ramp	0.000	0.12	0.48	0.004	0.24	0.70
SB On-Ramp from Church Ln/Sunset Blvd	33.041	On-Ramp	0.000	0.16	0.47	0.007	0.21	0.61
SB Off-Ramp to Church Ln/Sunset Blvd	33.105	Off-Ramp	0.000	0.31	0.78	0.006	0.39	1.25
SB On-Ramp Sepulveda Blvd/Getty Center Dr	34.653	On-Ramp	0.000	**0.24**	0.48	0.002	0.23	0.63
SB Off-Ramp Sepulveda Blvd/Getty Center Dr	34.999	Off-Ramp	0.000	0.00	0.30	0.008	0.39	1.03
SB On-Ramp from N Sepulveda Blvd	36.2	On-Ramp	0.000	0.00	**1.83**	0.007	0.21	0.61

Table 1.F: Collision Rates (January 2017 to December 2019)
(Freeway-to-Freeway Ramp and Freeway-to-Arterial Ramp Interchanges)

Location Description	Post Mile	On/Off-Ramp	Collision Rates					
			Actual			Statewide Average		
			FAT	F+I	TOT	FAT	F+I	TOT
SB Off-Ramp to N Sepulveda Blvd	36.674	Off-Ramp	0.000	**0.91**	**2.74**	0.006	0.39	1.25
SB On-Ramp at Valley Vista Blvd/Sepulveda Blvd	38.222	On-Ramp	0.000	0.10	0.42	0.002	0.23	0.63
SB Off-Ramp at Valley Vista Blvd/Sepulveda Blvd	38.614	Off-Ramp	0.000	0.13	0.13	0.008	0.39	1.03
SB On-Ramp from Ventura Blvd	39.091	On-Ramp	0.000	0.11	0.11	0.002	0.29	0.81
SB On-Ramp from NB US-101	39.402	On-Ramp	0.000	0.10	0.59	0.001	0.17	0.60
SB Off-Ramp at US-101	39.754	Off-Ramp	0.000	**0.10**	**0.39**	0.002	0.09	0.28
SB On-Ramp at Burbank Blvd	40.081	On-Ramp	0.000	**0.28**	**1.40**	0.002	0.23	0.63
SB Off-Ramp at Burbank Blvd	40.5	Off-Ramp	0.000	0.24	**1.30**	0.008	0.39	1.03
SB On-Ramp from EB Victory Blvd	41.312	On-Ramp	0.000	**0.33**	0.33	0.004	0.24	0.70
SB On-Ramp from Haskell Ave/Victory Blvd	41.481	On-Ramp	0.000	**0.79**	**0.79**	0.007	0.21	0.61
SB Off-Ramp at Haskell Ave/Victory Blvd	41.662	Off-Ramp	0.000	**0.90**	**1.28**	0.006	0.39	1.25

Source: Traffic Accident Surveillance and Analysis System (TASAS) (Caltrans, November 2019).
Notes: Values marked in **bold** text indicate that the collision rate is higher than statewide average.
Ave = Avenue; Blvd = Boulevard; Dr = Drive; EB = Eastbound; FAT = Fatalities; F+I = Fatal + Injury; NB = Northbound; Rd = Road; SB = Southbound; SR-2 = State Route 2; St = Street; SR = State Route; TOT = Total; US-101 = U.S. Highway 101; WB = Westbound

Based on a review of the detailed collision data, most of the collisions occur on the ramp or at the ramp exit area. The ramp exit area is located near or at the ramp terminus intersection for off-ramps and near or at the gore of the merger area for on-ramps. The predominant collision type is a rear-end collision, and the most common contributing factor is speeding. These are considered congestion-related collisions that occur due to vehicular queuing because of slowing down and stop-and-go traffic flow conditions. The Build Alternatives would improve traffic flow and incorporate advanced demand management and/or intelligent transportation systems (ITS) strategies that would reduce the potential for accidents along the Project Corridor.

1.2.2.2 Roadway Deficiencies

The I-405 within the Project limits currently serves a low of 89,000 average daily traffic (ADT) and a high of 162,000 ADT in the GP lanes in the northbound direction. The Project Corridor within the Project limits serves a low of 70,000 ADT and a high of 145,000 in the GP lanes in the southbound direction. In the I-405 HOV lanes within the Project limits, the northbound direction carries a low of 13,000 ADT north of US-101 and a high of 27,000 ADT south of I-10, while the southbound direction carries a low of 10,000 ADT and a high of 25,000 ADT.

In 2030, the Project Corridor is forecast to carry between approximately 178,000 to 285,220 ADT in GP lanes and about 24,000 to 34,000 ADT in both northbound and southbound directions along the ELs. There is approximately 4.4 percent truck volume in the corridor. The directional split is projected to be 45 percent northbound and 55 percent southbound in the a.m. peak hour, and 49 percent northbound and 51 percent southbound in the p.m. peak hour in 2030. By 2050, daily traffic will increase to approximately 191,000 to 302,000 ADT and about 33,000 to 41,000 ADT in the GP lanes and ELs, respectively. There would be approximately 4.8 percent more trucks in the corridor by 2050. The directional split is projected to be 46 percent northbound and 54 percent southbound in the a.m. peak hour, and 52 percent northbound and 48 percent southbound in the p.m. peak hour in 2050.

Recurring congestion on I-405 occurs at multiple freeway bottlenecks. Under existing conditions in the southbound direction, two bottlenecks occur in the central and southern portions of the Project Corridor. The first bottleneck regularly occurs during the a.m. peak period at Sepulveda Boulevard (at Getty Center Drive) (Exit 59). This bottleneck is located at the center of the Project Corridor and is typically active during the AM peak period with slowing also occurring during the midday period. Queuing from this bottleneck can extend approximately 5 miles north to the US-101 interchange. The second bottleneck occurs between the I-10 ramps and Venice Boulevard/Washington Boulevard primarily during mid-day and p.m. peak periods. This bottleneck is located at the southern limits of the project, but typically queues as far north as Santa Monica Boulevard (Exit 55A).

In the northbound direction, there are four major bottlenecks located throughout the Project Corridor:

- National Boulevard/I-10 off-ramps (Exits 53A-B): This bottleneck is at the southern end of the Project limits but creates queues north for approximately 6.5 miles. It is typically active during a.m., mid-day, and p.m. peak periods on weekdays, but also generates significant weekend and holiday congestion. This bottleneck is caused by a lane drop from five lanes to four lanes at the National Boulevard and I-10 off-ramps.

- Wilshire Boulevard on-ramp (Exit 55B): This bottleneck is active from mid-day, p.m. peak periods, and evening hours during weekdays. This bottleneck is caused primarily by high volumes of traffic merging onto the GP lanes.
- US-101/Ventura Boulevard off-ramps (Exit 63A/B): This bottleneck is located at the northern end of the Project Corridor and creates queues extending north approximately 4 miles on average. This bottleneck is caused by high traffic volumes queueing on the off- ramp upstream into the I-405 mainline.
- Nordhoff Boulevard on-ramp (Exit 69): This bottleneck is outside of the northern limit of the Project Corridor and is caused by weaving at the HOV ingress/egress point at that interchange with merging from the on-ramp. In 2019, it created queues that extended north approximately 4 miles to the US-101 interchange area. On weekdays, it is typically active from mid-day to p.m. peak periods. It is not active on weekends or holidays.

Other bottlenecks in the northbound direction include the Moraga Avenue off-/on ramp location, the off-ramps to North Sepulveda Boulevard/Getty Center Drive, and the closely spaced ramp locations between Pico Avenue and Santa Monica Boulevard.

Average overall Project Corridor travel speed in the northbound direction is below 30 mph during the PM peak period, which occurs from approximately 3:00 PM to 8:00 PM. Average overall Project Corridor travel speed in the southbound direction is below 45 mph during the AM peak, mid-day, and PM peak periods, which occurs from approximately 6:00 AM to 7:00 PM.

The improvements proposed under the Build Alternatives are needed to address many of the identified problems and deficiencies along the Project Corridor. The proposed improvements would enhance capacity allowing for more flexibility in traffic movement and higher efficiencies, enabling the corridor to maximize productivity and travel reliability.

By 2050, average daily vehicle miles traveled (VMT) is expected to be 3.8 million VMT, an increase of 186,000 VMT (5.2 percent) over the 20-year period without the Build Alternatives. The northbound direction is forecast to increase VMT by 6 percent with the southbound direction growing by 4 percent. The increased demand on the already congested freeway and HOV lanes would lead to further congestion and delay experienced by motorists.

1.2.2.3 Land Use Planning

The Proposed Project is included in the 2024–2050 RTP/SCS. However, traffic data for the Proposed Project were collected in 2021, and traffic modeling was conducted in 2022; therefore, growth projections included in the 2020–2045 RTP/SCS (Connect SoCal) were analyzed. A review of SCAG regionally adopted growth projections in the 2020–2045 RTP/SCS (Connect SoCal) indicates that continuing growth is forecasted in the subregion served by I-405 (SCAG 2020). The population of Los Angeles County was expected to increase at a rate of 13 percent between 2019 and 2045, and new housing units would increase at a rate of 21 percent (SCAG 2020). Job opportunities are also projected to increase by approximately 12 percent in the County between 2019 and 2045.[3]

[3] Southern California Association of Governments (SCAG 2020). 2024. *SCAG 2020 Connect SoCal Plan Draft PEIR*, Table 3.14-8: 2019-2045 Population, Households, and Employment Projections in the SCAG Region. December 2019.

Similar to the County, the City of Los Angeles's population is expected to increase by approximately 21.6 percent from 2019 to 2045, and households are projected to increase by 30.7 percent during the same period (SCAG 2020). Job opportunities are also projected to increase approximately 9.4 percent across all sectors of employment, on average (SCAG 2020).

The 2024-2050 RTP/SCS notes that the population within Los Angeles County is projected to increase by 7.2 percent, with housing units increasing at a rate of 22 percent and employment at 8 percent[4] (SCAG 2024). These trends indicate that while the rates of growth in Los Angeles County are slightly lower than the projections of the 2020-2045 RTP/SCS, the area is continuing to grow and must improve vital transportation corridors in the County (including I-405) to meet existing and future transportation demands for residents and workers in the County and the region as a whole. Additionally, utilizing the 2020-2045 RTP/SCS forecasts to model the traffic data provides a more conservative analysis of potential future growth.

The Los Angeles County General Plan (October 2015) includes growth management/control ordinances that emphasize enhancing transit-oriented development and sustainable transportation options. The Los Angeles County General Plan's Mobility Element promotes mobility management strategies for improving congestion and reducing VMT such as the use of technologies in the development of transportation facilities and infrastructure including ITS and Transportation Demand Management (TDM) to discourage the single-occupant driver (employer-based transit passes, increasing transit availability, regional carpooling programs, parking management, and congestion pricing). Policy M 4.16 specifically promotes mobility management practices, including incentives to change transit behavior and using technologies to reduce VMT. Los Angeles County's OurCounty Sustainability Plan (Goal 8) (County of Los Angeles 2019) promotes a transportation system that enhances mobility, reduces car dependency, and lowers VMT to improve air quality and economic opportunity by expanding public transit, developing programs to encourage alternatives to single-occupancy vehicles, and reducing VMT through land use planning.

Metro prepared a Vehicle Miles Traveled Mitigation Program (Metro, April 2024) which establishes a framework to reduce VMT impacts for Metro projects on the State Highway System that increases highway capacity. This program will expand mobility options throughout the County.

1.2.2.4 Legislation

Measure M

Measure M, a "no sunset" one-half-cent sales tax dedicated to transportation projects in Los Angeles County was approved by a two-thirds majority of Los Angeles County voters in 2016, and the tax took effect in 2017. The tax measure funds projects to ease traffic, repair local streets and sidewalks, expand public transportation, earthquake retrofit bridges, and subsidize transit fares for students, seniors, and persons with disabilities. Measure M partially funds many LA Metro projects, as well as making funding available to local jurisdictions via the Metro Subregional Program (MSP); the Metro Active Transportation

[4] Southern California Association of Governments (SCAG 2024). 2024. *SCAG Connect SoCal 2024 PEIR*, Tables 3.14-8, 9, and 10: Population, Households, and Employment Projections in the SCAG Region (2019, 2020, 2030, 2045, 2050). November 2023.

Transit and First/Last Mile (MAT) Program; and Local Return. The Project is partially funded by Measure M.

Measure R

Measure R, a one-half-cent sales tax dedicated to transportation projects in Los Angeles County was approved by a two-thirds majority of Los Angeles County voters in November 2008, and the tax took effect in July 2009. Over 30 years, Measure R is projected to generate $40 billion for mobility improvement programs. The goals of Measure R focus on reducing congestion, improving traffic flow, improving mobility, and increasing accessibility to public transportation.

Other Relevant State Legislation

In addition to Measure M, the following includes recent legislation or actions of local jurisdictions in the study area that could affect the alternatives under consideration:

- **Senate Bill 743**: Approved by Governor Brown on September 27, 2013, Senate Bill (SB) 743 creates a process to change the way that transportation impacts are analyzed under CEQA. It requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Particularly within areas served by transit, those alternative criteria must "…promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." Measurements of transportation impacts may include vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.
- **Assembly Bill 194**: Approved by Governor Brown on October 9, 2015, Assembly Bill (AB) 194 delegates to the California Transportation Commission (CTC) the legislative responsibility to approve the tolling of transportation facilities in California. It authorizes regional transportation agencies or Caltrans to apply to the CTC to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight. Application for development and operation of toll facilities should include documentation to support the development and operation of high-occupancy toll lanes or other tool facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight. AB 194 requires that, prior to approving an application, the CTC conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment.

1.2.2.5 Modal Interrelationships and System Linkages

Public Transit

Public transportation in Los Angeles County is provided by LA Metro, the Los Angeles Department of Transportation (LADOT), Los Angeles World Airports (LAX FlyAway), and various municipal transit lines. Metro provides local bus service (Metro Local), limited-stop bus service (Metro Limited, Metro Express, and Metro Rapid), and subway and light rail service (Metro Rail) in the study area.

The Metro E Line (Expo) is a light-rail train that currently runs from Downtown Santa Monica to Downtown Los Angeles. The Expo/Sepulveda Station, near the I-405/I-10 interchange, is serviced by Rapid Bus Route 734 and Local Bus Route 234. Rapid Route 734 is an express bus service provided primarily for commuters from the Expo/Sepulveda Station to the

Sylmar Metrolink Station. This express bus runs along Sepulveda Boulevard with stops at UCLA, the Sepulveda G Line (Orange) Station, and the Sylmar Metrolink Station. Local Route 234 is a local bus service provided for commuters from the Expo/Sepulveda Station to Mission College. This local bus runs along Sepulveda Boulevard with stops at UCLA, the Sepulveda G Line (Orange) Station, and the Sylmar Metrolink Station. The Metro Purple (D Line) Extension Transit Project is an approximately 9-mile heavy rail transit subway extension that will operate from its original western terminus at the Wilshire/Western Station to a new western terminus near the Veterans Affairs West Los Angeles Campus. Phase 1, extending service to Wilshire/La Cienega Station, opened for operations in May 2026, while Phases 2 and 3 remain under construction.

LADOT operates two transit services in the I-405 Project Corridor. These include the Commuter Express 573 (Century City to Chatsworth) and Commuter Express 574 (Sylmar to Redondo Beach).

The LAX FlyAway® bus service is provided by Los Angeles World Airports (LAWA), the owner and operator of Los Angeles International (LAX) and Van Nuys (VNY) general aviation airports. Van Nuys (San Fernando Valley) service between Van Nuys Airport and LAX, utilizes the I-405 freeway in both directions of travel.

Metro buses use various segments of I-405, including the existing HOV lanes; however, there are no stops on the freeway. Metro, LADOT, the City of Santa Monica, and Culver City operate local bus services on parallel streets within the corridor.

Additionally, Metro released the Draft EIR for the Sepulveda Transit Corridor Project in June 2025. This project is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs currently channeled through the Sepulveda Pass and nearby canyon roads between the San Fernando Valley and the Westside of Los Angeles. The Sepulveda Transit Corridor Project would have a northern terminus with a connection to the Van Nuys Metrolink/Amtrak Station and a southern terminus with a connection to the Los Angeles Metro E Line (Expo). In addition to providing local and regional connections to the existing and future Metro rail and bus network, it would improve access to major employment, educational, and cultural centers in the greater Los Angeles area. A Feasibility Study for the Sepulveda Transit Corridor Project was completed to document the transportation conditions and travel patterns in the Sepulveda Corridor and identified mobility problems affecting travel between the Valley and Westside. It determined that a reliable, high-capacity, fixed guideway transit system would serve the major travel markets in the corridor and provide travel times competitive with the automobile. The Draft EIR for the Sepulveda Transit Corridor Project evaluated the No Project Alternative, two monorail transit alternatives (Alternatives 1 and 3), two driverless heavy rail transit alternatives (Alternatives 4 and 5), and one driver-operated heavy rail transit alternative (Alternative 6). In January 2026, the Metro Board selected Modified Alternative 5 as the Locally Preferred Alternative.

The Build Alternatives would provide tolled ELs with some level of HOV occupancy free to encourage rideshare and transit usage. In addition, Transportation Systems Management (TSM)/TDM measures would be incorporated into the Build Alternatives such as improved freeway operations for public transit, incentivizing the ELs for carpool, transit users, electric and clean-emissions vehicles, and funding TDM projects such as outreach and education regarding ridesharing, transit travel, and multimodal opportunities.

Freeway Network

There are eight major north-south freeway routes (I-405, US-101/State Route 170, Interstate 5, State Route 2 [SR-2], State Route 110, Interstate 710/State Route 710, Interstate 605, and State Route 57) in the central portion of the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area (MSA), and one major east-west freeway route (I-10). Of these nine major freeway routes, three are located partially within the study area (US-101, SR-2, and I-10).

As a result of the layout of the major freeway routes in the Los Angeles area, a high percentage of the north-south regional travel demand is concentrated on a few freeways or diverted to local streets. The lack of continuous north-south transportation facilities in the area affects the overall efficiency of the larger regional transportation system, causing congestion on freeways in the study area, contributing to cut-through traffic that affects the local streets in the study area, and resulting in poor transit operations within the study area.

The Project limits are on I-405 and would provide efficient operation and improve the overall movement of people and goods with connections to I-10 and US-101.

1.2.2.6 Air Quality Improvements

The Project improvements proposed for the Build Alternatives within the Project Corridor include TSM/TDM features (discussed in Chapter 2) that would include ramp metering and ITS, which would reduce emissions. Additionally, the Build Alternatives would promote and encourage ridesharing and public transit. The EL use would be incentivized for carpool and transit users. In addition, potential net toll revenue could be allocated to fund projects and programs that could improve air quality such as increased transit and vanpools.

1.2.3 Independent Utility and Logical Termini

Federal regulations (23 Code of Federal Regulations [CFR] 771.111 [f]) require that "independent utility" and "logical termini" be established for a transportation improvement project evaluated under NEPA. The following discusses the specific criteria listed in 23 CFR 771.111(f) and how the Project satisfies these criteria in separate analysis:

a. *Connect logical termini and be of sufficient length to address environmental matters on a broad scope;*
b. *Have independent utility or independent significance (be usable and require a reasonable expenditure even if no additional transportation improvements in the area are made); and*
c. *Not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.*

The Project limits for the Build Alternatives were defined based on providing a logical and independent set of improvements. Logical termini are defined as rational end points for transportation improvement and analysis of the potential environmental impacts of a proposed project. A project is defined as having independent utility if it meets the project purpose in the absence of other improvements in the project limits or in other parts of the corridor.

Independent Utility

The Project, including the Build Alternatives, would have independent utility. The general-purpose, HOV, and auxiliary lanes included in the Build Alternatives would provide benefits to the traveling public between the I-10 and US-101 without requiring or being dependent on the provision of other improvements on I-405 or other freeways or arterials. Potential funding sources would be allocated to this project through local, State, and federal sources and are not dependent on other projects in the region. The Build Alternatives would benefit the local community even if additional improvements are not made to I-405 in the future. The Build Alternatives represent a reasonable expenditure even if no additional transportation improvements are made in the corridor, as they can be implemented in the absence of any other improvements, and they do not restrict consideration of alternatives for other reasonably foreseeable transportation improvements in the I-405 corridor. Therefore, the Proposed Project would have independent utility.

Logical Termini

The improvements under the Build Alternatives encompass an approximately 14-mile-long section of the Project Corridor. The I-405 between I-10 and US-101 is one of the most heavily traveled highways in the U.S., and the higher travel times and lower trip reliability in the constrained Sepulveda Pass can be attributed to limited existing roadways and alternative transportation options running north-south through the Santa Monica Mountains between the San Fernando Valley and the South Bay/Westside in Los Angeles County. The Build Alternatives provide logical termini for the proposed improvements to I-405 because they provide direct connections to other major transportation facilities (I-10 and US-101), which themselves are destinations for major traffic volumes. Additionally, the Proposed Project provides logical termini for the proposed improvements because it connects to other local street interchanges that provide access to the surrounding area and local businesses and recreational destinations and provides adequate distance for cars to move efficiently between the general purpose, HOV, and toll lanes. Each of the Build Alternatives provide operational improvements and managed lane time savings between the I-10 freeway on the south and US-101 on the north. Based on the above discussion, the Project meets the criteria for logical termini.

Chapter 2 – Project Alternatives

2.1 Project Description

This section describes the Project, and the alternatives developed to meet the purpose and need of the Project, while avoiding or minimizing environmental impacts. The Project would improve traffic conditions on Interstate 405 (I-405) between Interstate 10 (I-10) to the south and terminating in the north at U.S. Highway 101 (US-101). The Project intends to reduce congestion, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose (GP) lanes, increase person throughput, and apply technology to help manage traffic. The range of improvements may include, but is not limited to, converting existing high-occupancy vehicle (HOV) lanes to ExpressLanes (ELs) or adding an additional EL in each direction and converting existing HOV lanes to ELs.

2.1.1 Project Alternatives

During the environmental scoping process, there were initially five alternatives under consideration. These alternatives included the No Build Alternative and four Build Alternatives. Alternative 4, which would have converted the existing HOV lane from I-10 to US-101 to an Express Lane in each direction and add a second Express Lane in each direction with full standard lane, buffer, shoulder widths, raised concerns associated with property acquisition and community impacts and was eliminated from further consideration in August 2022 (refer to Section 2.3.1 for further information). Therefore, four alternatives, including the No Build Alternative and three Build Alternatives (Alternatives 1, 2, 3, and 5), are under consideration and described below.

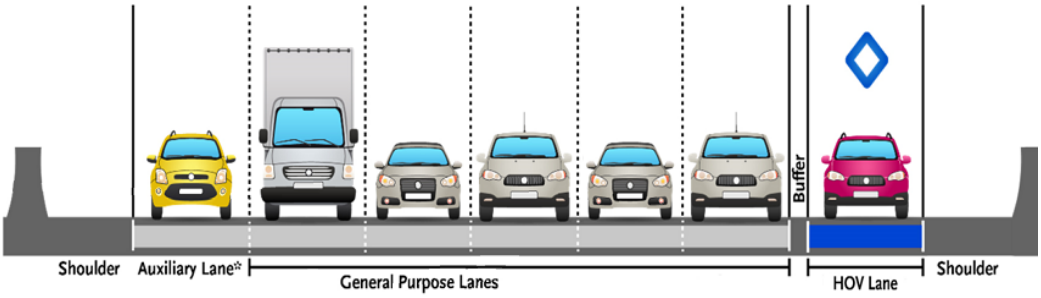
The Build Alternatives contain a number of standardized project measures that are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the Build Alternatives. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 3.

These standardized project measures are referenced as Project Features (PFs) (per title of subsection) and numbered. For example, a Project Feature applicable to water quality would be titled and listed as PF-WQ-1.

2.1.1.1 Alternative 1—No Build (No-Action) Alternative

Alternative 1, the No Build Alternative, does not include improvements to the existing lanes along the Project Corridor. Under the No Build Alternative, no additional travel lanes or ramp improvements would occur. This alternative includes other projects on I-405 that are on the financially constrained project list in the adopted Southern California Association of Governments (SCAG) 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) within the Project limits on I-405. The existing HOV lanes would continue to be available for use by eligible express bus services. Additional land areas would not be impacted, and existing and projected traffic congestion would not be alleviated beyond that associated with other projects in approved regional transportation plans. The No Build Alternative does not include any of the features considered during the conceptual analysis and preliminary engineering stage of the Build Alternatives and does not address the current traffic demand, which will increase in the future. The No Build Alternative does not meet the established purpose and need of the Project as outlined in Section 1.2, Purpose and Need, and in Chapter 1, Proposed Project; it only provides a baseline for comparison with the Build Alternatives. Figure 2-1 provides a schematic cross section for Alternative 1.

Figure 2-1: Cross Section for Alternative 1

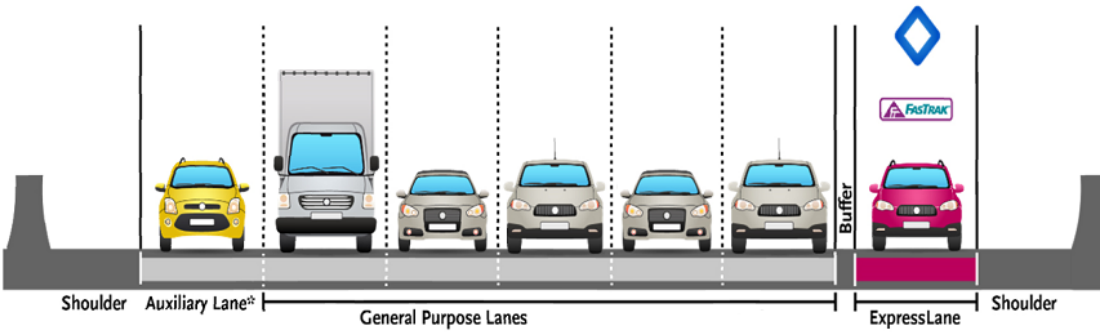


Source: WSP (2021).
Notes: Figure 2-1 is for illustrative purposes in displaying the number of lanes in each direction.
* The auxiliary lane is only in certain locations on I-405 (see Appendix I for locations).

2.1.1.2 Alternative 2—Build Alternative: Convert Existing HOV Lane to One ExpressLane

Alternative 2 would convert the existing HOV lane in each direction, along I-405 between I-10 and US-101, to an EL with standard lane and shoulder widths (typically a 12-foot-wide EL, 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, 10-foot-wide inside and outside shoulders, where possible, and a 2-foot buffer, respectively). The traffic analysis assumed that for this alternative, EL vehicles with 3+ occupants would pay no toll. The proposed ExpressLanes would also be available for use by eligible express bus services, supporting regional transit operations and providing a reliable travel option through the corridor. Figure 2-2 provides a schematic cross section for Alternative 2. Refer to Appendix I for more detailed exhibits.

Figure 2-2: Cross Section for Alternative 2



Source: WSP (2021).
Notes: Figure 2-2 is for illustrative purposes in displaying the number of lanes in each direction.
* The auxiliary lane is only in certain locations on I-405 (see Appendix I for locations).

2.1.1.3 Alternative 3—Build Alternative: Convert Existing HOV Lane to Two ExpressLanes

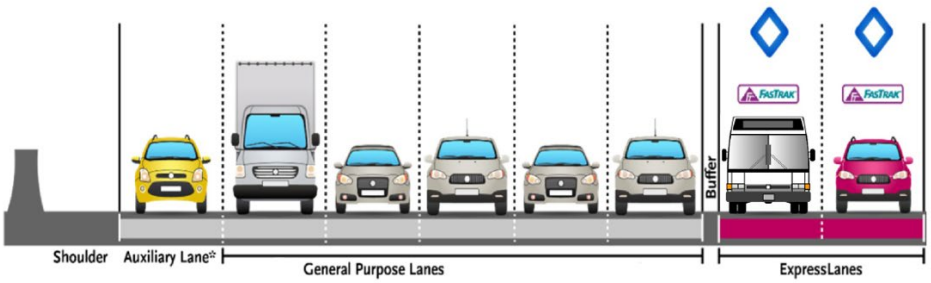
Alternative 3 would convert the existing HOV lane to an EL and add a second EL in each direction between I-10 and US-101 with nonstandard lane and shoulder widths (11- to 12-foot-wide ELs, 11- to 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, a 2- to 8-foot-wide inside shoulder, a 10-foot-wide outside shoulder, and a 2-foot buffer, respectively). The

freeway would be widened and restriped to accommodate the two ELs with a buffer to separate the ELs from the GP lanes. One 12-foot GP lane will remain in the outermost lane to accommodate heavy-truck traffic. The traffic analysis assumed that for this alternative, EL vehicles with 2+ occupants would pay no toll. The proposed ExpressLanes would also be available for use by eligible express bus services, supporting regional transit operations and providing a reliable travel option through the corridor. Figure 2-3 provides a schematic cross section for Alternative 3. Refer to Appendix I for more detailed exhibits.

The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane EL facility without substantial roadway widening. However, in locations with the following conditions, additional roadway widening would be required:

- 12-foot-wide weaving lane at EL ingress/egress locations;
- Widening of inside/outside shoulders to maintain sight distance; and
- The area around I-405/Sunset Boulevard/Church Lane would be reconfigured by removing the southbound on-ramp south of Sunset Boulevard, adding a new right-turn lane on westbound Sunset Boulevard between I-405 and Church Lane and lengthening the existing left-turn lanes on eastbound Sunset Boulevard to northbound Church Lane. The southbound on-ramp north of Sunset Boulevard would be retained and improved. Traffic signal modifications at the Sunset Boulevard/Church Lane intersection would also be made to facilitate vehicle movements onto southbound I-405. This reconfiguration would maintain access to southbound I-405 for drivers from both eastbound and westbound Sunset Boulevard and improve traffic operations on I-405.

Figure 2-3: Cross Section for Alternative 3



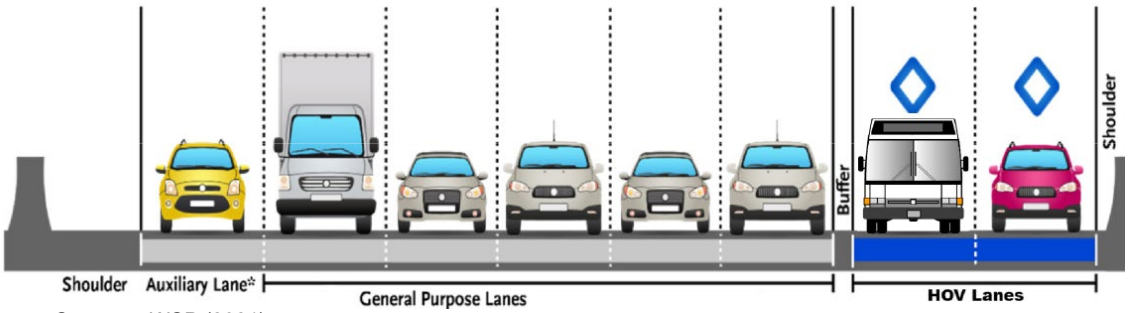
Source: WSP (2026).
Notes: Figure 2-3 is for illustrative purposes in displaying the number of lanes in each direction.
* The auxiliary lane is only in certain locations on I-405 (see Appendix I for locations).

2.1.1.4 Alternative 5—Build Alternative: Construct Additional HOV Lane

Alternative 5 would add an additional HOV lane, from I-10 to US-101, in each direction with nonstandard lane and shoulder widths varying from 11- to 12-foot-wide HOV lanes, 11- to 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, a 2- to 8-foot-wide inside shoulder, a 10-foot-wide outside shoulder, and a 2-foot buffer, respectively. Alternative 5 would not include the addition of any ELs. The freeway would be widened and restriped to accommodate the two HOV lanes with a buffer separating the HOV lanes from the GP lanes. Similar to Alternative 3, one 12-foot GP lane will remain in the outermost lane to accommodate heavy truck traffic. Alternative 5 proposes to widen the freeway to the outside to accommodate the proposed two-lane HOV facility as described. The traffic analysis assumed that for this alternative, vehicles with 2+ occupants can travel the HOV lanes. The proposed HOV lanes would also

be available for use by eligible express bus services, supporting regional transit operations and providing a reliable travel option through the corridor. Figure 2-4 provides a schematic cross section for Alternative 5. Refer to Appendix I for more detailed exhibits.

Figure 2-4: Cross Section for Alternative 5



Source: WSP (2021).
Notes: Figure 2-4 is for illustrative purposes in displaying the number of lanes in each direction.
* The auxiliary lane is only in certain locations on I-405 (see Appendix I for locations).

The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane HOV facility without substantial proposed roadway widening. However, in locations with the following conditions, additional roadway widening would be required:

- 12-foot-wide weaving lane at HOV ingress/egress locations
- Widening of inside/outside shoulders to maintain sight distance

The area around I-405/Sunset Boulevard/Church Lane would be reconfigured by removing the southbound on-ramp south of Sunset Boulevard, adding a new right-turn lane on westbound Sunset Boulevard between I-405 and Church Lane and lengthening the existing left-turn lanes on eastbound Sunset Boulevard to northbound Church Lane. The southbound on-ramp north of Sunset Boulevard would be retained and improved. Traffic signal modifications at the Sunset Boulevard/Church Lane intersection would also be made to facilitate vehicle movements onto southbound I-405. This reconfiguration would maintain access to southbound I-405 for drivers from both eastbound and westbound Sunset Boulevard and improve traffic operations on I-405.

2.1.2 Build Alternatives

Common Design Features of the Build Alternatives (Alternatives 2, 3, and 5)

Permanent Project Components

The Build Alternatives would involve sign replacement and pavement delineation to update HOV lanes to meet the latest California Manual on Uniform Traffic Control Devices (CA MUTCD) standards. Additionally, the Build Alternatives would be designed to meet Caltrans Traffic Operations Policy Directive (TOPD 11-02), including, but not limited to, minimum weaving distances to/from HOV, minimum ingress/egress opening lengths, etc.

Drainage and Water Quality

Drainage management measures would be included in the Build Alternatives to address the impacts to drainage patterns associated with new construction. The Build Alternatives propose to remove/replace and construct inlets, as well replace sections of two existing reinforced concrete boxes owned and operated by Caltrans, which eventually transition

downstream to the Los Angeles County Flood Control District Sepulveda Channel. Proposed major drainage design features would include:

- Maintaining existing drainage flow patterns and incorporating existing drainage systems to the maximum extent practicable;
- Providing drainage facilities that would accommodate future improvements; and
- Providing drainage facilities that would prevent and/or reduce substantial erosion or siltation on or off site.

Some of the existing systems would be abandoned or removed to accommodate the construction of the Build Alternatives. Treatment Best Management Practices (BMPs) would be included to address stormwater requirements for the new impervious area created by the Build Alternatives, including collecting and transporting all runoff from elevated structures to the next treatment device or stabilized discharge location. BMPs considered for the Build Alternatives include biofiltration swales and design pollution prevention infiltration areas (DPPIAs).

Ramps

All Build Alternatives would impact several existing ramps within the Project limits. The ramps and the proposed improvements affected by at least two Build Alternatives are summarized in Table 2.A, below. In general, some existing ramps would be shifted to accommodate outside widening associated with the Build Alternatives. Within the Project limits, ramp metering is currently incorporated into the existing local interchange ramps, and where ramp improvements require relocation of the ramp limit line, ramp metering would be re-established. Existing ramp meters and equipment would be reused, where possible. Within the Project limits, there are currently no HOV bypass lanes on any of the metered interchange on-ramps between the I-10 and US-101.

Table 2.A: Affected On- and Off-Ramps – Build Alternatives

Location		Post Mile (Approx.)	Alternative 2	Alternative 3	Alternative 5
On-Ramps					
1	EB Sunset Blvd SB Direct On-Ramp	32.9		Removed	Removed
2	Sunset Blvd SB Hook On-Ramp[1]	33.0		X	X
3	Getty Center Dr SB On-Ramp	34.7	X	X	X
4	Skirball Center Dr/Mulholland Dr SB On-Ramp	36.3		X	X
5	Skirball Center Dr/Mulholland Dr NB On-Ramp	37.0		X	X
6	Sepulveda Blvd SB On-Ramp	38.2		X	X
7	Burbank Blvd NB On-Ramp	40.4	X	X	
Off-Ramps					
1	Olympic Blvd/Pico Blvd SB Off-Ramp	30.1		X	X
2	Santa Monica Blvd NB Off-Ramp	30.7		X	X
3	Santa Monica Blvd SB Off-Ramp	31.0		X	X
4	Wilshire Blvd SB Off-Ramp	31.7		X	X
5	Skirball Center Dr/Mulholland Dr NB Off-Ramp	36.7		X	X
6	Burbank Blvd SB Off-Ramp	40.5	X	X	

Source: *Draft Project Report* (October 2026).

[1] The existing direct southbound on-ramp will be closed to avoid mainline widening encroaching on the Church Lane/Brentwood Glen neighborhood. Intersection improvements are proposed at the Church Lane/Sunset Boulevard Intersection to accommodate the change in freeway access. Traffic and safety analyses was performed to allow an Engineering and Operational Acceptability Determination (EOAD) by FHWA oversight documenting there are no substantial impacts to interstate access.

X = proposed ramp improvements; Blvd = Boulevard; Dr = Drive; EB = Eastbound; NB = Northbound; SB = Southbound; WB = Westbound

Structures

To accommodate widening the mainline facility, existing bridge structures would be affected by the Build Alternatives. The affected bridge structures are summarized in Table 2.B.

Table 2.B: Affected Bridge Structures – Build Alternatives

Bridge Structure	Post Mile	Alternative 2	Alternative 3	Alternative 5
Olympic Blvd UC	30.18		X	X
Santa Monica Blvd UC	30.86		X	X
Ohio Ave UC	31.05		X	X
Montana Ave UC	32.50		X	X
Sunset Blvd UC	32.99		X	X
Church Lane/Ovada Place UC	33.20	X	X	X
Getty Center Dr UC	34.21		X	X
Sepulveda Blvd UC	34.76	X	X	X
Bel Air Crest Rd UC	35.81	X	X	X

Source: *Draft Project Report* (October 2026).
X = proposed modification; Ave = Avenue; Blvd = Boulevard; Dr = Drive; Rd = Road; UC = Undercrossing

Additionally, the Build Alternatives would require demolition or modification to existing retaining walls and construction of new retaining walls. Several retaining walls would be provided to avoid right-of-way (ROW) acquisition. The affected retaining wall structures and the proposed improvements are summarized in Table 2.C.

Table 2.C: Affected Retaining Walls – Build Alternatives

Location	Post Mile	Alternative 2	Alternative 3	Alternative 5
NB I-405 South of National Blvd	28.90	X	X	
SB I-405 Olympic Blvd Off-Ramp	30.05		X	X
SB I-405 South of Olympic Blvd	30.07		X	X
SB I-405 North of Olympic Blvd	30.21		X	X
NB I-405 North of Olympic Blvd	30.32		X	X
SB I-405 North of Olympic Blvd	30.36		X	X
NB I-405 Santa Monica Blvd Off-Ramp	30.59		X	X
NB I-405 North of Santa Monica Blvd	30.88		X	X
SB I-405 North of Santa Monica Blvd	30.89		X	X
SB I-405 Santa Monica Blvd Off-Ramp	30.89		X	X
SB I-405 North of Ohio Ave	31.06		X	X
SB I-405 South of Wilshire Blvd	31.23		X	X
NB I-405 South of Constitution Ave	31.88		X	X
SB I-405 North of Constitution Ave	31.91	X	X	X
NB I-405 North of Constitution Ave	31.91		X	X
SB I-405 South of Montana Ave	32.16	X	X	X
NB I-405 North of Montana Ave	32.52		X	X
SB I-405 North of Montana Ave	32.52		X	X
SB I-405 South of Sunset Blvd	32.91		X	
SB I-405 North of Sunset Blvd	33.01		X	X
SB I-405 Church Ln Off-Ramp	33.07		X	X
SB I-405 North of Ovada Pl	33.21		X	X
SB I-405 North of Ovada Pl	33.24		X	X
SB I-405 South of Getty Center Dr	33.89		X	X

Table 2.C: Affected Retaining Walls – Build Alternatives

Location	Post Mile	Alternative 2	Alternative 3	Alternative 5
NB I-405 South of Getty Center Dr	33.93		X	X
NB I-405 North of Getty Center Dr	34.23		X	X
NB Sepulveda Blvd North of Getty Center Dr	34.43		X	X
NB I-405 Sepulveda Blvd On-Ramp	34.60		X	X
SB I-405 South of Sepulveda Blvd	34.74		X	X
NB I-405 North of Sepulveda Blvd	34.80		X	X
SB I-405 North of Sepulveda Blvd	34.83	X	X	X
SB I-405 Sepulveda Blvd Off-Ramp	34.98		X	X
SB Sepulveda Blvd South of Bel Air Crest Rd	34.98		X	X
NB I-405 North of Sepulveda Blvd	35.19		X	X
SB I-405 South of Bel Air Crest Rd	35.25		X	X
NB I-405 South of Bel Air Crest Rd	35.34		X	X
NB I-405 South of Bel Air Crest Rd	35.63		X	X
SB I-405 North of Bel Air Crest Rd	35.89		X	X
SB I-405 South of Skirball Center Dr	36.53		X	X
NB I-405 North of Skirball Center Dr	36.89		X	X
SB I-405 at Mulholland Dr	36.91		X	X
NB I-405 North of Mulholland Dr	37.06	X	X	X
SB I-405 North of Mulholland Dr	37.10		X	X
SB I-405 North of Mulholland Dr	37.86		X	X
SB I-405 Sepulveda Blvd On-Ramp	38.11		X	X
SB I-405 South of Sepulveda Blvd	38.36		X	X
SB I-405 South of I-405/US-101 Interchange	39.36		X	X
NB I-405 North of Burbank Blvd	40.34	X	X	
NB I-405 South of Victory Blvd	40.93	X	X	

Source: *Draft Project Report* (October 2026).
X = proposed modification; Ave = Avenue; Blvd = Boulevard; Dr = Drive; I- = Interstate; NB = Northbound; Pl = Place; Rd = Road; SB = Southbound

Right-of-Way Data
Permanent acquisition of privately owned ROW is not anticipated for the construction of Alternative 2. Construction easements along adjacent city street ROW have been preliminarily identified at several locations for Alternative 2 (refer to the discussion under Unique Features of the Build Alternatives for further information). However, additional ROW would be required for the construction of Alternatives 3 and 5. The anticipated ROW impacts within the Project limits are expected to be the same for both Alternatives 3 and 5 and are summarized in Table 2.D.

Staging Areas and Borrow/Fill Sites
Preliminary staging areas have been identified within either existing Caltrans ROW or the ROW proposed for the Build Alternatives. These areas include:

- Northbound side of I-405 between W. Olympic Boulevard and Nebraska Avenue along the west side of Cotner Avenue
- Southeast corner of the S. Sepulveda Boulevard and Wilshire Boulevard intersection

- On the east side of N. Sepulveda Boulevard just south of the N. Sepulveda Boulevard off-ramp
- 2 areas between N. Sepulveda Boulevard and the southbound side of I-405 on the southern and northern sides of the Sepulveda Canyon Control Center
- Northbound side of I-405 starting at Mulholland Drive for a distance of approximately 0.5 mile
- Southbound side of I-405 starting at Zeldins Way for a distance of approximately 0.5 mile

Highway Planting

Existing planting and irrigation systems removed during construction of the Build Alternatives would be replaced, wherever space is available. Generally, existing vegetation in and around the interchange areas would be replanted; however, due to limited space between the freeway improvements and ROW planting replacement would not always be possible along the mainline.

Table 2.D: Anticipated Right-of-Way Impacts – Build Alternatives

APN	Estimated Right-of-Way Impacts (Alternatives 3 and 5)[1]			TCE Area (ft^2)	Acq. Area (ft^2)	Location	Justification
	Full Acq.	Partial Acq.	TCE				
4260-020-016	X			-	14,111	Olympic Blvd Southbound Off-Ramp	Reprofiling of Southbound Olympic Blvd Off-Ramp.
4365-008-906		X	X	5,280	3,458	Ohio Ave Undercrossing	Southbound mainline widening
4429-034-005			X	2,800	-1,282	Getty Center slope	Southbound mainline widening
4429-031-007, 4429-031-009		X				Sunset Blvd	Minor arterial widening for intersection improvements
4429-037-025		X	X	36,540	54,557	Getty Center slope	Southbound mainline widening
4368-001-019		X	X	3,743	3,101	Opposite Leo Baeck Temple	Northbound mainline widening
4368-001-018		X	X	3,400	2,993	Opposite Leo Baeck Temple	Northbound mainline widening
4377-043-004			X	5,263	-	Bel Air Crest HOA Sepulveda Entrance	Local street pavement reconstruction
4429-035-005	X			-	30,124	Sunset Blvd Southbound Loop On-Ramp	Stormwater Treatment Best Management Practice
4429-031-007		X		-	440	Westbound Sunset Blvd	Intersection Improvements
4493-014-036		X	X	11,883	14,153	Sepulveda Blvd below Promontory Rd	Southbound mainline widening & realignment of Sepulveda Blvd

Source: *Draft Project Report* (October 2026).

[1] Permanent acquisition of privately owned ROW is not anticipated for the construction of Alternative 2. Construction easements along adjacent city street ROW has been preliminarily identified at several locations for Alternative 2 (refer to the discussion under Unique Features of the Build Alternatives for further information).

Acq. = Acquisition; APN = Assessor's Parcel Number; Ave = Avenue; Blvd = Boulevard; ft^2 = Square Feet; HOA = Homeowners Association; Rd = Road; ROW = right-of-way; TCE = Temporary Construction Easement

Existing planting and, impacted/protected trees, clearing and grubbing, and proposed landscaping would be properly integrated into the design of the Build Alternatives during the final design phase. Mature trees over 4 to 6 inches in diameter removed from the Project Corridor within Caltrans ROW would adhere to a replacement tree ratio of 1:1. Oak trees and other protected native tree species removed within or outside Caltrans ROW would be replaced at a 3:1 ratio in accordance with Measure NC-5. Planting design would be provided during the final design phase and would consider safety, maintainability, and aesthetic compatibility with adjacent urban communities and will not deviate substantially from the existing planting theme.

Utility and Other Owner Involvement

Underground and aboveground public utility relocations are anticipated under the Build Alternatives. As part of the *Draft Project Report* (October 2026), preliminary utility conflict maps and relocation schemes were prepared for the Build Alternatives, and relocations have been identified within existing or proposed public roadway ROW. The anticipated impacts to utilities within the Project limits are included in Table 2.E.

Table 2.E: Affected Utilities– Build Alternatives

Utility Owner[1]	Location	Alternative 2	Alternative 3	Alternative 5
AT&T (American Telephone and Telegraph)	I-405 crossing near Sepulveda Blvd UC	X	X	X
	Church Lane		X	X
Breitburn	I-405 crossing near Wilshire Blvd UC	X	X	X
Charter	Bel Air Crest Rd UC	X	X	X
	Ohio Ave UC		X	X
	Olympic Blvd UC			
	Sepulveda Blvd			
Chevron	Sepulveda Blvd UC	X	X	X
	Sepulveda Blvd		X	X
Crimson Midstream	I-405 crossing near Olympic Blvd	X	X	X
Crown Castle	Church Lane/Ovada Place UC	X	X	X
	Massachusetts Ave		X	X
Extenet	Church Lane	X	X	X
ExxonMobil	Sepulveda Blvd		X	X
Frontier	I-405 crossing near Cashmere St		X	X
	I-405 crossing near Sunset Blvd OC			
	Santa Monica Blvd UC			
	Ohio Ave UC			
	Church Lane			
	Sepulveda Blvd			
	Bel Air Crest UC	X	X	X
	Sepulveda Blvd UC			
LABOE (Los Angeles Bureau of Engineering)	Waterford St	X	X	X
	Bel Air Crest Rd UC			
	I-405 crossing at multiple locations			
	Beloit Ave		X	X
	Sepulveda Blvd			
LADWP-Water (Los Angeles Department of Water and Power)	Bel Air Crest Rd UC	X	X	X
	Church Lane			
	I-405 crossing at multiple locations			
	Sunset Blvd		X	X
	Ohio Ave UC			

Table 2.E: Affected Utilities– Build Alternatives

Utility Owner[1]	Location	Alternative 2	Alternative 3	Alternative 5
	Beloit Ave			
	Cotner Ave			
	I-405 at Kiel St			
LADWP-Electric (Los Angeles Department of Water and Power)	I-405 crossing near Sepulveda Blvd UC		X	X
	Ohio Ave UC			
	I-405 crossing near Nebraska Ave and Sunset Blvd OC			
	Beloit Ave			
	Getty Center Dr UC			
	Montana Ave UC			
	Church Lane			
	Sepulveda Blvd	X	X	X
	Sepulveda Blvd UC			
	Church Lane/Ovada Place UC			
	Bel Air Crest Rd UC			
MWD (Metropolitan Water District of Southern California)	Sepulveda Blvd	X	X	X
	Church Lane			
	I-405 crossing near Sepulveda Blvd UC			
	Ohio Ave UC		X	X
SCE (Southern California Edison)	I-405 crossing near Mississippi Ave	X	X	X
	Ohio Ave UC		X	X
SCG (Southern California Gas)	I-405 crossing near Mulholland Dr		X	X
	Ohio Ave UC			
	Beloit Ave			
	Church Lane	X	X	X
	Sepulveda Blvd			
	Sepulveda Blvd UC			
	I-405 crossing at multiple locations			
SCS Energy (Steam and Control Systems Energy)	Sepulveda Blvd	X	X	X
Shell	Sepulveda Blvd UC	X	X	X
	Sepulveda Blvd		X	X
	I-405 crossing near Olympic Blvd and Montana Ave			
Torance Logistics Co.	Sepulveda Blvd		X	X
	Sepulveda Blvd UC	X	X	X
	I-405 crossing at multiple locations			
Unknown	Sepulveda Blvd	X	X	X
	I-405 near Church Lane/Ovada Place UC			
	Getty Center Dr UC		X	X
	Church Lane			
Verizon	I-405 crossing near Getty Center Dr UC		X	X
	Church Lane			
	I-405 crossing at multiple locations			
	Sepulveda Blvd			
	Church Lane/Ovada Place UC			
	Sepulveda Blvd UC	X	X	X
	Bel Air Crest Rd UC			

Table 2.E: Affected Utilities– Build Alternatives

Utility Owner[1]	Location	Alternative 2	Alternative 3	Alternative 5
VA-Sewer (Veterans Affairs)	Dowlen Dr		X	X
	I-405 near Wilshire Blvd UC			
VA-Comm (Veterans Affairs)	Dowlen Dr		X	X

Source: *Draft Project Report* (October 2026).

[1] Refer to the *Draft Project Report* for the different types of utilities that would be impacted.
Ave = Avenue; Blvd = Boulevard; Dr = Drive; I- = Interstate; OC = Overcrossing; Rd = Road; UC = Undercrossing

Non-Standard Design Features

A list of the proposed nonstandard design features approved for the Build Alternatives are included in Table 2.F.

Table 2.F: Proposed Nonstandard Design Features – Build Alternatives

Design Standard from Highway Design Manual Tables 82.1A and 82.1B	Number of Unique Nonstandard Features		
	Alternative 2	Alternative 3	Alternative 5
201.1 (Stopping Sight Distance Standards)*	36	36	30
201.7 (Decision Sight Distance)**	3	3	3
203.2 (Standards for Curvature—Minimum Radius)*	24	24	21
301.1 (Lane Width)*	10	5	4
302.1 (Shoulder Width)*	28	34	30
501.3 (Interchange Spacing)*	8	8	8
504.2(2) (Ramp Deceleration Lane and “DL” Distance)*	1	1	1
504.3(2)(a) (Metered Entrance Ramps (1 GP + 1 HOV Preferential Lane) Auxiliary Lane)**	9	9	9
504.7 (Minimum Entrance Ramp-to-Exit Ramp Spacing)*	6	6	5

Source: *Draft Project Report* (October 2026).
Notes: GP = General-Purpose; HOV = high-occupancy vehicle

Noise Barriers

The Build Alternatives would impact existing noise barriers and construct and/or reconstruct noise barriers. The affected noise barriers and proposed improvements are included in Table 2.G.

Erosion Control

The Build Alternatives would be required to comply with the terms and conditions of the *NPDES Statewide Construction General Permit* (SWRCB 2022), which includes a written site-specific Construction Site Monitoring Program (CSMP). The CSMP would include implementation of specific stormwater effluent monitoring requirements to ensure that the implemented BMPs are effective in preventing discharges from exceeding any of the water quality standards during construction.

Table 2.G: Proposed Noise Barrier Improvements – Build Alternatives

Location[1]	Alternative 2	Alternative 3	Alternative 5
SB I-405 North of Olympic Blvd		X	X
SB I-405 Santa Monica Blvd Off-Ramp		X	X
SB I-405 Santa Monica Blvd		X	X
SB I-405 North of Ohio Ave		X	X
SB I-405 North of Constitution Ave		X	X
NB I-405 South of Montana Ave		X	X
NB I-405 South of Getty Center Dr		X	X
SB I-405 South of Sepulveda Blvd On-Ramp		X	X
SB I-405 Sepulveda Blvd On-Ramp		X	X
NB I-405 South of Victory Blvd	X	X	

Source: *Draft Project Report* (October 2026).

[1] The general locations of these noise barriers are the same. Refer to the Draft Project Report for the differences in lengths and post miles of the noise barriers.

X = Proposed rebuild noise barrier; Ave = Avenue; Blvd = Boulevard; Dr = Drive; I- = Interstate; NB = Northbound; SB = Southbound; St = Street

Erosion control would be applied to all disturbed areas following Caltrans Policy and Procedures. The permanent erosion control strategy would be validated using the Erosion Prediction Procedure using RUSLE2 during the design (PS&E) phase of the Project. Existing vegetation that may be disturbed during construction would be replaced following the Caltrans Highway Planting Policy Memorandum (June 1, 2021), which establishes minimum expectations for planting projects and requires Highway planting to be completed as “good condition” for the purposes of Caltrans Roadside Rehabilitation Asset Management.

A Stormwater Pollution Prevention Plan (SWPPP) would be prepared and implemented during construction as required by the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit [CGP]) NPDES No. CAS000002, Order WQ 2022-0057-DWQ, or any other subsequent permit. The Construction SWPPP would identify the specific BMPs to be implemented during construction to minimize erosion and sedimentation and prevent spills so as not to cause or contribute to an exceedance of any applicable water quality standard included in the Los Angeles Regional Water Quality Control Board Basin Plan. These construction BMPs would be designed to meet the technology requirement stipulated in the CGP. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

Construction Staging

It is anticipated that the Build Alternatives would be designed and constructed as separate phases to facilitate Project delivery based on available funding. Each construction phase would include construction staging to minimize impacts to existing traffic. The same number of existing mainline lanes would be maintained open to traffic during construction, whenever feasible.

Transportation Management Plan

Each of the Build Alternatives may be implemented in phases and/or segments and procured under one or more contracts, including the option of using design/build. In accordance with Caltrans Deputy Directive (60-R2), a Transportation Management Plan (TMP) has been prepared for the Build Alternatives and includes elements such as: Public Information/Public Awareness Campaign; Motorist Information Strategies; Incident Management; Construction Strategies; Demand Management; and Alternate Route Strategies.

Tolled Components (Alternatives 2 and 3)

Alternatives 2 and 3 would require both tolling infrastructure and clearly defined rules. The following subsections provide a summary of toll policies and business rules outlined for the Project Corridor within the Project limits. For more detailed information about the tolling infrastructure, refer to the Concept of Operations (available separately upon request).

Toll Infrastructure

The transition zone from the HOV lane to and from the ELs would be designed in accordance with the latest Caltrans standards (e.g., striping, pavement markings, signage) to present clear direction to the approaching traffic of the upcoming EL transition. Ingress/egress (enter/exit) access points are being considered at designated locations, as noted in Table 2.H.

For Alternative 2, a weaving lane between the EL and GP lanes is proposed at ingress/egress locations to provide a dedicated lane for speed adjustments between the high speed through traffic in the ELs and the slower speed of the GP lanes during heavily congested peak periods.

Dedicated weave lanes are infeasible for Alternative 3 due to limited ROW and weave zones (skip stripe) for access points would be provided instead. With the addition of a second managed lane in Alternative 3, dedicated weave lanes were identified as unnecessary to maintain steady flow since the through movement would be much less impacted than Alternative 2. In the northbound direction, the second managed lane is added near Santa Monica Boulevard and is dropped just north of Mulholland Drive. In the southbound direction, the second managed lane is introduced south of Ventura Boulevard and drops just south of Santa Monica Boulevard. Lane drops would serve as an egress point and would be distinguished with lane drop markings in advance.

The proposed access points for Alternatives 2 and 3 were designed similar in location and length to serve all major destinations. The ELs are anticipated to be buffer-separated from the GP lanes using double white striping. Channelizers[1] would also be analyzed and considered for implementation within the Project limits to prevent drivers from illegally weaving in and out of the lanes.

[1] As defined in the CA MUTCD, channelizers are flexible retroreflective devices for installation within the roadway to discourage road users from crossing a line or area of the roadway. Unlike delineators, which indicate the roadway alignment, channelizers are intended to provide additional guidance and/or restriction to traffic by supplementing pavement markings and delineation.

Table 2.H: Ingress/Egress Locations within the Project Limits

Location	Existing				Alternative 2				Alternative 3			
	Ingress	Egress	Post Mile	Length (feet)	Ingress	Egress	Post Mile	Length (feet)	Ingress	Egress	Post Mile	Length (feet)
Northbound												
Venice Blvd UC	X	X	27.8	1,600	X	X	27.8	3,982	X	X	27.8	3,982
Palms Blvd OC					X		28.5	2,130	X		28.5	2,130
Between National Blvd and I-10	X	X	29.2	1,234								
Between Olympic Blvd UC and Santa Monica Blvd UC										X	30.4	1,000
Santa Monica Blvd UC	X	X	30.7	1,646					X		30.8	975
Between Wilshire Blvd UC and Montana Ave UC	X	X	31.5	1,517	X	X	31.6	2,500	X	X	31.6	2,633
Moraga Dr	X	X	33.3	2,224								
Getty Center Dr UC	X	X	34.3	1,304	X	X	34.1	2,000	X	X	34.1	2,500
Bel Air Crest Rd UC	X	X	35.7	2,043	X	X	35.6	2,485	X	X	35.6	2,480
Between Skirball Center Dr OC and Sepulveda Blvd UC	X	X	36.8	7,262	X	X	37.6	2,528		X	37.6	2,521
Ventura Blvd UC	X	X	38.8	1,237								
Burbank Blvd OC	X	X	40.2	1,286								
Between Burbank Blvd OC and Orange Line Busway UC					X	X	40.6	1,548	X	X	40.6	1,022

Source: *Draft Project Report* (October 2026).
Ave = Avenue; Blvd = Boulevard; Dr = Drive; I- = Interstate; OC = Overcrossing; Rd = Road; UC = Undercrossing

Table 2.H: Ingress/Egress Locations within the Project Limits (cont.)

Location	Existing				Alternative 2				Alternative 3			
	Ingress	Egress	Post Mile	Length (feet)	Ingress	Egress	Post Mile	Length (feet)	Ingress	Egress	Post Mile	Length (feet)
Southbound												
Between Vanowen St and Victory Blvd	X	X	41.7	1,346	X	X	41.7	1,346	X	X	41.7	1,346
Orange Line Busway					X		41.1	4,052	X		41.1	4,052
US-101	X	X	39.8	1,309								
Between Ventura Blvd and Sepulveda Blvd UC									X	X	38.8	2,970
Between Sepulveda Blvd On-Ramp and Mulholland Dr OC	X	X	37.8	2,221	X	X	37.8	2,217	X	X	37.8	2,217
Between Skirball Center Dr OC and Bel Air Crest UC	X	X	36.3	1,328								
Getty Center Dr UC	X	X	34.7	4,164	X	X	34.3	2,504	X	X	34.3	4,156
Between Sunset Blvd OC and Constitution Ave UC	X	X	32.7	2,363								
Constitution Ave UC					X	X	32.2	2,500				
Santa Monica Blvd UC	X	X	31.0	1,698						X	31.0	1,704
Pico Blvd UC	X	X	30.02	1,346								
Between National Blvd UC and Palms Blvd OC					X	X	28.8	1,618	X	X	28.8	1,600
Between Washington Blvd UC and Braddock Dr UC	X	X	27.4	2,000								

Source: *Draft Project Report* (October 2026).
Ave = Avenue; Blvd = Boulevard; Dr = Drive; I- = Interstate; N = North; OC = Overcrossing; Rd = Road; St = Street; UC = Undercrossing; US- = U.S. Highway

Alternatives 2 and 3 would incorporate various toll infrastructure, including toll gantries within each toll segment that includes transponder readers and highspeed digital cameras to verify transactions, read license plates, and automatically collect tolls from customers as part of an electronic toll collection (ETC) program; an Occupancy Detection System (ODS) to electronically verify the number of occupants in a vehicle at strategic locations; Variable Toll Message Signs (VTMS) approaching EL ingress/egress points, including variable message signs indicating the current tolls, and Changeable Message Signs (CMS) to provide general traffic management and traveler information; closed circuit television coverage to enable quick response to breakdowns and other incidents; power service; and fiber optics linking the electronic infrastructure to the ExpressLanes Traffic Management Center in each toll segment. The placement of maintenance vehicle pullouts (MVPs) along the right edge of pavement is being considered at designated locations to accommodate tolling equipment for Alternatives 2 and 3, as noted in Tables 2.I and 2.J, where there is available ROW. MVPs would be provided where there is a need for access to toll gantry and changeable message signs (CMS) features or VTMS features.

Table 2.I: Toll Equipment MVP Locations within the Project Limits – Alternative 2

Post Mile	MVP Type	Direction	Status
26.92	CMS	SB	Existing
27.35	VTMS	NB	Proposed
27.81	VTMS	NB	Existing
30.68	VTMS/Toll Reader	NB	Proposed
31.42	Toll Reader	SB	Existing
32.48	Toll Reader	NB	Proposed
33.01	VTMS	SB	Existing
33.39	VTMS	NB	Existing
33.81	VTMS	NB	Proposed*
34.69	VTMS	NB	Proposed
35.01	VTMS	NB	Proposed
35.28	VTMS	NB	Proposed
36.86	Toll Reader	NB	Proposed*
37.25	VTMS	SB	Proposed
38.03	VTMS	SB	Proposed*
38.43	VTMS	SB	Existing
40.4	Toll Reader	SB	Proposed
42.05	VTMS	SB	Existing
42.48	VTMS	SB	Existing
42.91	CMS	SB	Existing

Source: *Draft Project Report* (October 2026).
Notes: * Replacement of existing MVP due to widening.
CMS = Changeable Message Sign, MVP = Maintenance Vehicle Pullouts, NB = Northbound, SB = Southbound, VTMS = Variable Toll Message Sign

Table 2.J: Toll Equipment MVP Locations within the Project Limits – Alternative 3

Post Mile	MVP Type	Direction	Status
26.92	CMS	SB	Existing
27.35	VTMS	NB	Proposed
27.8	VTMS	NB	Existing
30.06	Toll Reader	SB	Proposed*
30.34	VTMS	SB	Existing
31.42	VTMS	SB	Existing
32.43	Toll Reader	NB	Proposed
33.29	Toll Reader	SB	Existing
33.39	VTMS	NB	Existing
33.96	VTMS	NB	Proposed*
34.67	VTMS	NB	Proposed
35.27	VTMS and Toll Reader	NB	Proposed
35.41	VTMS and Toll Reader	NB	Proposed*
37.25	Toll Reader	SB	Proposed
138.03	VTMS and Toll Reader	SB	Proposed*
38.87	VTMS	NB	Proposed
39.41	VTMS	SB	Proposed
40.10	Toll Reader	SB	Existing
41.56	VTMS	SB	Proposed
42.05	VTMS	SB	Existing
42.48	CMS	SB	Existing

Source: *Draft Project Report* (October 2026).
Notes: *Replacement of existing MVP due to widening.
CMS = Changeable Message Sign; MVP = Maintenance Vehicle Pullouts; NB = Northbound; SB = Southbound; VTMS = Variable Toll Message Sign

Toll Operations Policies

The ELs would require single occupant vehicles to pay a toll. The objective is to open the tolled ELs with some level of HOV occupancy free to encourage rideshare and transit usage. The occupancy policy-required number of persons in a vehicle to receive an ELs trip free of charge is currently being assessed and has not yet been determined. Operational adjustments to the tolled ELs may be implemented to meet performance targets such as those related to speed. Per Caltrans Deputy Directive 43 revision 2, any changes to occupancy requirements and toll policies on priced managed lanes are the responsibility of the entity that has the tolling authority in cooperation with Caltrans. Metro is expected to obtain tolling authority for the I-405 ExpressLanes Project. Therefore, the initial determination of occupancy policy and any changes to occupancy requirements would be made by Metro in cooperation with Caltrans and consistent with all applicable State and federal laws, guidelines, and regulations.

Current key Metro business rules include:

- Toll free travel would be available for vehicles that meet minimum vehicle occupancy requirements, motorcycles, and buses.
- Tolling facilities would be in operation 24 hours per day, 7 days per week.
- Emergency vehicles may use the ELs toll free when responding to incidents.

Metro's Low-Income Assistance Plan would be available to Los Angeles County residents earning less than twice the Federal poverty level.

Toll Operations and Maintenance

At this time, a process is in place to develop a formal maintenance plan as part of the Caltrans and Federal Highway Administration (FHWA) systems engineering process. It is anticipated that Caltrans would maintain the physical infrastructure, such as pavement, striping, and median barriers, as well as perform general roadway maintenance, such as trash and graffiti removal, with funding support from toll revenues. It is anticipated that Metro would manage the tolling infrastructure, customer service centers, and other back-office support facilities.

Toll Revenue/Pricing Structure

Dynamic pricing is expected to be used for Alternatives 2 and 3. Toll rates would be set in response to vehicle demand and would be adjusted dynamically to manage volume in the ELs to avoid congestion or slowdowns. Estimated toll rates and potential toll revenue would be reflected in the Traffic and Revenue Study. Toll revenue would be allocated to several categories, including operations and maintenance, debt service repayment, reserve funds, and potentially VMT mitigation measures. The pricing structure and details would be evaluated further during final design. No tolling amount or pricing decisions have been made at this time.

Toll Collection

Alternatives 2 and 3 are expected to use an all-electronic toll collection system and would not accept cash or credit card payments at the facility. This would eliminate the need for customers to stop and pay tolls at traditional tollbooths. The electronic toll collection system would require customers to have pre-paid FasTrak accounts with a tolling agency and mount an Automated Vehicle Identification transponder or toll tag on the windshield of a registered vehicle. Tolls would be collected electronically by reading the transponder at highway speeds.

In 2020, Metro began a pilot program to allow license plate-based tolling known as "Pay As You Go". Under Pay As You Go, vehicles that use the ELs without a transponder would be charged a cost recovery processing fee in addition to the toll cost. Furthermore, vehicles without a transponder are ineligible for occupancy discounts (i.e., HOV2+ or HOV3+ free). To receive a discount for HOV status, vehicles must have a FasTrak transponder equipped with a switch that motorists would utilize to declare their vehicle occupancy. Failure to use a transponder would also be a toll violation. If a vehicle uses the ELs without a FasTrak account/Transponder, a "Pay-As-You-Go Notice of Toll Evasion Violation" would be mailed to the registered owner of the vehicle with payment instructions. Digital imagery of vehicles passing a toll gantry without a transponder would be collected. The digital images would be used to determine the license plate number of the vehicle without a transponder. Through coordination with

license plate records of the Department of Motor Vehicles, toll violation notices would be mailed to vehicle owners to collect both the unpaid toll and the toll processing fee.

Toll Enforcement

Toll enforcement is an essential element of any successful EL system; ensuring that traffic laws are enforced, customers are charged the appropriate toll based on vehicle occupancy, ensuring that toll evasion is minimized. Toll enforcement would be accomplished through California Highway Patrol (CHP) monitoring, electronic systems, and facility design. The CHP is anticipated to be contracted to conduct routine and supplemental enforcement services for Alternative 2 and 3 including toll infractions, HOV eligibility occupancy infractions, buffer crossing infractions, and speeding and other moving violations of the California Vehicle Code. Toll violations are currently handled through both visual observation by the CHP and the Electronic toll collection (ETC) system. The ETC system is intended to both identify vehicles that do not have a transponder as well as the declared transponder switch setting. Metro would also incorporate an occupancy detection system to identify occupancy misdeclaration.

California Highway Patrol Observation and Enforcement Areas

Existing and proposed CHP observation and enforcement areas within the Project limits are identified in Table 2.K.

Table 2.K: CHP Observation and Enforcement Areas

Existing / Proposed	CHP Zone Type	Post Mile (Approx.)	Alternative	Direction	Inside/Outside Shoulder	Median
Proposed	Observation	30.68	2	NB/SB		X
Proposed	Observation	36.72	2	NB/SB		X
Proposed	Observation	34.23	3/5	SB		X
Proposed	Observation	35.35	3/5	NB/SB		X
Proposed	Observation	37.31	3/5	NB		X
Existing	Enforcement/Observation	28.11	--	NB	X	
Existing	Enforcement/Observation	28.13	--	NB/SB	X	
Existing	Enforcement/Observation/MVP	30.84	--	SB	X	
Existing	Enforcement/Observation/MVP	31.71	--	NB	X	
Existing	Enforcement/Observation/MVP	32.11	--	SB	X	
Existing	Enforcement/Observation/MVP	33.81	--	NB	X	
Existing	Enforcement/Observation	35.86	--	NB	X	
Existing	Enforcement/Observation	36.68	--	SB	X	
Existing	Enforcement/Observation/MVP	37.56	--	NB	X	
Existing	Enforcement/Observation	38.42	--	SB	X	
Existing	Enforcement/Observation	39.72	--	NB	X	

Source: *Draft Project Report* (October 2026).
CHP = California Highway Patrol; MVP = Maintenance Vehicle Pullouts; NB = Northbound; SB = Southbound

All Build Alternatives have incorporated CHP observation zones in the median, typically 16-feet wide, 1,300-feet long, followed by a 70:1 taper, but where observation zones do not

meet all typical dimensions due to limited space for widening, the length provided would be reduced. Alternative 2 would accommodate two dual direction median CHP Observation Areas: one south of Santa Monica Boulevard and one near Skirball Center Drive. Alternatives 3 and 5 accommodate three median CHP Observation Areas: a southbound observation area south of Getty Center Drive; a dual direction observation area north of Getty Center Drive; and a northbound observation area just north of Mulholland Drive. Designated median observation areas would be intended for the use of CHP officers to safely monitor managed lanes operations or as an enforcement area to allow the option for officers to cite potential violations without exiting the managed lanes. CHP Enforcement Areas would also be located on the outside shoulders, downstream of the observation zones and access points.

Enforcement plans for the I-405 EL operations would be developed jointly with Metro and the CHP.

Metro would program funds for the Freeway Service Patrol (FSP) Program, which Metro contracts for tow trucks to patrol the freeways to respond to traffic incidents and improve traffic flow. Metro FSP is a congestion mitigation program managed in partnership with Metro, CHP, and Caltrans on all major freeways in Los Angeles County and is the largest of its kind in the nation, performing approximately 25,000 assists each month. The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently getting disabled vehicles running again, or by quickly towing those vehicles off the freeway to a designated safe location. Quickly removing motorists and their disabled vehicles from the freeway reduces the chances of further incidents caused by onlookers and impatient drivers. In addition, FSP helps save fuel and reduce air polluting emissions by reducing stop-and-go traffic. The service is free to motorists and includes changing flat tires, jump-starting cars, refilling radiators and taping leaky hoses, providing up to a gallon of fuel, and towing disabled vehicles to designated safe locations off the freeway.

Transportation System Management (TSM) and Transportation Demand Management (TDM) Alternatives

Transportation system management (TSM) strategies increase the efficiency of existing facilities; they are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination. TSM also promotes roadway improvements, public and private transit, ridesharing programs, and bicycle and pedestrian improvements as elements of a unified urban transportation system. Modal alternatives integrate multiple forms of transportation modes, such as pedestrian, bicycle, automobile, rail, and mass transit.

Transportation demand management (TDM) focuses on regional means of reducing the number of vehicle trips and vehicle miles traveled, as well as increasing vehicle occupancy. It facilitates higher vehicle occupancy or reduces traffic congestion by expanding the traveler's transportation options in terms of travel methods, travel time, travel routes, travel costs, and the quality and convenience of the travel experience. A typical activity would be providing funds to regional agencies that are actively promoting ridesharing, maintaining rideshare databases, and providing limited rideshare services to employers and individuals.

A TSM/TDM Alternative is not considered a viable stand-alone option because it does not fulfill the Project purpose; however, TDM elements would be part of all Build Alternatives. A TSM/TDM Alternative on its own would:

- Provide minimal enhancement of operations and improvement in trip reliability;
- Not increase mobility significantly; and
- Not maximize throughput because no additional through lanes are provided.

TSM and TDM are similar in a number of ways because they may:

- Lessen the number of trips;
- Lessen peak hour travel;
- Conserve energy;
- Reduce emissions; and
- Provide more travel alternatives.

Although TSM and TDM measures alone do not satisfy the purpose and need of the Project, the following TSM and TDM measures are beneficial and would be incorporated into the Build Alternatives.

- Ramp metering;
- Intelligent Transportation Systems;
- CHP observation and enforcement areas; and
- Improved freeway operations for public transit to mitigate for VMT impacts.

TDM measures incorporated into Build Alternatives would promote and encourage ridesharing and public transit such as express bus service, through mitigation of existing and future HOV degradation. Additionally, the Build Alternatives would facilitate travel for commercial buses and tourist buses to and from tourist destinations within the Project area.

The following TDM measures have been incorporated into the Build Alternatives:

- The EL use would be incentivized for carpool, transit users, electric and clean-emissions vehicles (e.g., discounted, partial, or full subsidized fare).
- Potential net toll revenue would be allocated to fund TDM projects and programs to reduce VMT, such as:
    - Outreach and education regarding ridesharing, transit travel, and multimodal opportunities;
    - Outreach and education regarding alternative work schedule programs and telecommuting; and
    - Generating sustainable funding to support ongoing operations and promoting transit programs.

Each Build Alternative includes the following Project Features that are included as part of the project description. Project Features (such as Best Management Practices) are those measures that are generally applied to most or all Caltrans projects. These standardized or pre-existing measures allow little discretion regarding their implementation and are not specific to the circumstances of a particular project. More information on each measure can be found in the applicable sections of Chapter 3.

- PF-UES-1: Details regarding utilities that need to be relocated, removed, or protected-in-place will be prepared in consultation with the affected utility providers/owners.
- PF-UES-2: Components of utility plans provided in the Project specifications will be properly implemented by the contractor.
- PF-UES-3: Final design and construction will be coordinated with affected utility providers/owners.
- PF-TR-1: A Transportation Management Plan will be prepared for the project.
- PF-CR-1: Construction will be stopped if cultural materials are discovered.
- PF-CR-2: Construction will be stopped if human remains are discovered.
- PF-HYD-1: The Project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities.
- PF-HYD-2: The Project will comply with the CGP by preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP).
- PF-HYD-3: The Project will comply with the provisions of the Caltrans BMP SS-9 specifications (Caltrans Construction Site Best Management Practices Manual, 2024).
- PF-WQ-1: The Project will comply with the provisions of the NPDES Permit and Waste Discharge Requirements for Caltrans.
- PF-WQ-2: Design Pollution Prevention BMPs will be implemented.
- PF-WQ-3: Final design of the Project shall include Caltrans-approved Treatment BMPs consistent with the requirements of the Caltrans *Permit and Project Planning and Design Guide*.
- PF-GEO-1: Prior to construction, revegetation of graded slopes should be performed.
- PF-PAL-1: Construction will be stopped if unanticipated paleontological resources are discovered.
- PF-HAZ-1: A Caltrans special provision will be included as part of the Project Specifications, and Estimates (PS&E) package to ensure proper removal, handling, and disposal of aerially deposited lead.
- PF-HAZ-2: A Caltrans special provision will be included as part of the PS&E package to ensure proper removal, handling, and disposal of the generated traffic striping waste at a permitted disposal facility.
- PF-HAZ-3: A Caltrans special provision will be included as part of the specifications in the PS&E package to ensure proper removal, handling, and disposal of asbestos-containing materials (ACMs) and lead-based paints (LBPs).

- PF-HAZ-4: During excavation, the Construction Contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources.
- PF-HAZ-5: The California Department of Toxic Substances Control (DTSC) Hazardous Materials Division guidance for the Management of Treated Wood Waste will be included as part of the PS&E package.
- PF-AQ-1: The Contractor shall comply with all applicable air-pollution-control rules, regulations, and ordinances related to air quality, including air quality management district's rules and regulations.
- PF-AQ-2: The Contractor shall use Tier 4 interim or Tier 4 final engines for off-road diesel-fueled vehicles.
- PF-AQ-3: The Contractor shall comply with SCAQMD Rule 403 on Dust Control.
- PF-N-1: Noise levels from the contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed 86 dBA L_{max} at a distance of 50 feet.
- PF-NC-1: Prior to construction, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the Project footprint to designate Environmentally Sensitive Areas (ESAs) that are to be preserved.
- PF-NC-2: All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas.
- PF-NC-3: Invasive species will be removed from the Project work area and controlled during construction.
- PF-WET-1: Stormwater, and erosion control BMPs are recommended to prevent loose soil or pollutants associated with the Project from inadvertently entering the drainage features located within and adjacent to the Biological Study Area (BSA).
- PF-AS-1: Vegetation clearing shall occur outside the nesting season (February 1–September 1) to the fullest practicable extent.
- PF-AS-2: To the extent practicable, internal combustion equipment (e.g., generators and vehicles) is not to be parked or operated beneath or adjacent to the structures unless it is required for Project-related work on that structure.
- PF-IS-1: The landscaping and erosion control plans included in the Project will not use species listed as invasive.

Unique Features of the Build Alternatives

Alternative 2 – Convert Existing HOV Lane to One ExpressLane

Alternative 2 would include the following additional improvements to the identified portion of the Project Corridor:

Right-of-Way Data

Permanent acquisition of private right-of-way is not anticipated for the construction of Alternative 2. Construction easements along adjacent local City roadway right-of-way has been preliminary identified at the following locations:

- Church Lane, from Post Miles (PMs) 32.2 to 32.4, and 3,280 square feet in size.
- Sepulveda Boulevard, from PMs 35.2 to 35.3, and 1,741 square feet in size.

Utility and Other Owner Involvement

In addition to the utilities noted under "Common Features of the Build Alternatives (Alternatives 2, 3, and 5)," the following utility impact would also occur at the following location under Alternative 2:

- Shell Oil - abandoned oil utility lines would be removed at I-405 at multiple locations, and the oil line at Sepulveda Boulevard Undercrossing would be relocated.

Toll Infrastructure

In addition to the ingress/egress locations noted under "Common Features of the Build Alternatives (Alternatives 2, 3, and 5)", the following ingress/egress (enter/exit) access points are being considered under Alternative 2:

- Constitution Avenue UC at PM 32.2 and 2,500 feet in length.

Noise Barriers

In addition to the noise barriers noted under "Common Features of the Build Alternatives," Alternative 2 would also replace noise barriers at the following locations, unique to this alternative:

- Along southbound I-405 north of Wilshire Boulevard
- Along southbound I-405 south of Ovada Place
- Along southbound I-405 south of Montana Avenue

Alternative 3 – Convert Existing HOV Lane to Two ExpressLanes

Alternative 3 would include the following additional improvements to the identified portion of the Project Corridor:

Ramp Improvements

In addition to the ramp improvements noted under "Common Features of the Build Alternatives (Alternatives 2, 3, and 5)," Alternative 3 also proposes improvements to the following ramps:

- Sunset Boulevard southbound hook off-ramp at PM 33.0
- Getty Center Drive northbound off-ramp at PM 34.6
- Getty Center Drive southbound off-ramp at PM 35.0

Utility and Owner Involvement

In addition to the utilities noted under "Common Features of the Build Alternatives (Alternatives 2, 3, and 5)," the following utility would also be affected under Alternative 3:

- Los Angeles Bureau of Engineering sewer utility lines at Kiel Street would be relocated.

Noise Barriers

In addition to the noise barriers noted under "Common Features of the Build Alternatives (Alternatives 2, 3, and 5)," Alternative 3 would also replace noise barriers at the following location, unique to this alternative:

- Along northbound I-405 south of Victory Boulevard

Alternative 5 – Construct Additional HOV Lane

Alternative 5 would include the following additional improvements to the identified portion of the Project Corridor:

Noise Barriers

In addition to the noise barriers noted under "Common Features of the Build Alternatives (Alternatives 2, 3, and 5)," Alternative 5 would also replace noise barriers at the following location, unique to this alternative:

- Along southbound I-405 south of Sepulveda Boulevard

Alternatives 2, 3, and 5 are included for further analysis in this Draft EIR/EIS because they meet the purpose and need for the Project. The Project is designed to reduce congestion, encourage carpooling and mass transit, improve trip reliability, and reduce degradation of lanes. The range of alternatives include implementing managed lane improvements to converting and constructing additional HOV lanes and ELs. The right-of-way acquisition and additional lane construction required under Alternatives 3 and 5 would not affect the schedule of the Project but could result in different environmental impacts due to the construction of an additional lane, as compared to Alternative 2. The alternatives included in this Draft EIR/EIS represent a range of opportunities to meet the Project purpose and need, while reducing potential impacts and taking cost and schedule into consideration.

2.2 Project Costs and Funding

Funding is expected to be provided through a combination of funds, not yet committed, but would likely include potential federal, State, local, and private funding sources.

Local funding for the Project would be through a combination of Measure M local sales tax funding and toll revenue backed obligations issued by Metro. Metro has not yet selected its "preferred" Project financing approach with respect to these funding opportunities.

It is anticipated that Metro will apply for the State's Solutions for Congested Corridors Program (SCCP) funding grant, which was made available as part of SB 1, for construction dollars.

In addition, the Project may utilize toll-backed obligations, including Transportation Infrastructure Finance and Innovation Act (TIFIA) funding, to allow TIFIA loan proceeds to be used to pay a portion of the Project costs such as design and construction. Approval of TIFIA credit assistance will enhance the financial capacity to construct the future improvements.

It has been determined that this Project may be eligible for Congestion Mitigation and Air Quality Program funding. See Table 2.L below.

Table 2.L: Comparison of Estimated Costs by Build Alternative

Alternatives	Alternative 1 – No-Build	Alternative 2 – Build		Alternative 3 – Build		Alternative 5 – Build	
		Current Cost Estimate	Escalated Cost Estimate	Current Cost Estimate	Escalated Cost Estimate	Current Cost Estimate	Escalated Cost Estimate
Capital Outlay Support	$0	$120.3M	$139.2M	$342.5M	$396.8M	$222.1M	$257.2M
Capital Outlay Construction	$0	$357.1M	$429.3M	$982.3M	$1,181.0M	$784.6M	$943.2M
Capital Outlay Right-of-Way	$0	$26.0M	$29.6M	$223.7M	$262.0M	$214.5M	$251.1M
Capital Tolling Infrastructure / Collection	$0	$52.4M	$63.3M	$55.1M	$68.8M	$0	$0
Capital Outlay Total	$0	$555.8M	$661.4M	$1,603.6M	$1,908.6M	$1,221.2M	$1,451.5M
Funding Source	N/A	Combination of Federal, State, Local, and Private					
Funding Year	N/A	2029/2030		2030/2031		2030/2031	

Source: *Draft Project Report* (October 2026).
M = Millions
N/A = Not Applicable

2.2.1 Construction Schedule

The use of alternative delivery construction methods, such as design/build, Construction Manager/General Contractor (CM/GC), and progressive design/build, are under consideration and could expedite project implementation. Construction phases are anticipated to begin as early as 2028 with an approximately 2-year to 3-year construction duration. The analysis in this document assumes a 2030 Opening Year. The majority of the work will be conducted during the day behind k-rails, with some supplemental work to be done at night. Overnight short-term closures of ramps, select lanes, or full freeway closures are likely for work including installation of K-rail and overhead sign installation.

Metro is the Project Funding Agency and Caltrans is the Lead Agency for the EIR/EIS. Metro is expected to prepare final design plans and administer the construction contract with Caltrans oversight and approval. The estimated schedule is subject to change pending installation and testing of toll equipment. The estimated schedule is based on one contract with full construction funding. The Project is currently planned to be procured using an alternative delivery construction method such as design/build, CM/GC, or progressive design/build.

2.3 Comparison of Alternatives

This section evaluates the alternatives based on how each alternative addresses the purpose and need in consideration of environmental impacts. This section provides information for comparison of the Build Alternatives (Alternatives 2, 3, and 5) and the No Build Alternative.

Table 2.M provides information for comparison of the Build Alternatives (Alternatives 2, 3, and 5) and the No Build Alternative (Alternative 1). The table summarizes criteria used to evaluate the Project alternatives, including design features, operational improvements, and environmental impacts. In addition to input received during the public review period and any other NEPA and CEQA environmental requirements, these criteria will be part of the information used to inform the selection of the preferred alternative.

After the public review period, all comments will be considered, and Caltrans will identify a preferred alternative and make the final determination of the Project's effect on the environment. Under CEQA, Caltrans will certify that the Project complies with CEQA; prepare findings for any significant impacts identified; prepare a Statement of Overriding Considerations, if needed, for impacts that would not be mitigated below a level of significance; and certify that the findings and Statement of Overriding Considerations have been considered prior to Project approval. Caltrans will then file a Notice of Determination with the State Clearinghouse that would indicate whether the Project would have significant effects; if mitigation measures were included as conditions of Project approval; that findings were made; and that a Statement of Overriding Considerations was adopted, as needed.

With respect to NEPA, Caltrans, as assigned by the Federal Highway Administration (FHWA), will document and explain its decision regarding the selected alternative, Project impacts, and mitigation measures in a Record of Decision.

2.4 Alternatives Considered but Eliminated from Further Discussion

Alternatives were considered for further evaluation based on whether or not the alternative (1) failed to meet the most basic Project objectives; (2) were infeasible, per CEQA Guidelines Section 1512.6(f)(1); or (3) were unable to avoid significant environmental impacts.

Alternatives considered during the Project development process that were determined not to be studied further are described in the following subsections.

2.4.1 Alternative 4—Build Alternative: Convert Existing HOV Lane to Two ExpressLanes (Standard Lane and Shoulder Widths)

Alternative 4 would have converted the existing HOV lane from I-10 to US-101 to an Express Lane in each direction, and a second Express Lane in each direction would also be added while providing standard lane widths, shoulder widths, and stopping sight distances. However, concerns were raised during the environmental scoping process and the progression of the design identified substantial community impacts, including numerous property acquisitions. Given the extent of community impacts, Caltrans recommended in August 2022 that Alternative 4 be eliminated from consideration in the EIR/EIS and listed as an alternative considered but eliminated from consideration.

2.4.1.1 Screening Results

Alternative 4 was initially considered; however, it was eliminated from further consideration, as it would have resulted in unavoidable and significant impacts, as described below.

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
Number of Lanes	1 HOV lane (between I-10 and US-101), separated by a buffer from the 5 GP lanes, and auxiliary lanes provided at some locations	1 EL (between I-10 and US-101), separated by a buffer from the 5 GP lanes, and auxiliary lanes provided at some locations	2 ELs (between I-10 and US-101), separated by a buffer from the 5 GP lanes, and auxiliary lanes provided at some locations	2 HOV lanes (between I-10 and US-101), separated by a buffer from the 5 GP lanes, and auxiliary lanes provided at some locations
Travel Lanes consistent with the standards in Caltrans *Highway Design Manual*?	No	No*	No*	No*
Shoulders consistent with the standards in Caltrans *Highway Design Manual*?	No	No (spot locations)*	No*	No*
Horizontal clearances consistent with the standards in Caltrans *Highway Design Manual*?	No	No*	No*	No*
Number of freeway segments (mainline) operating at unacceptable LOS (E or F) in AM/PM peak hours	36 out of 56 NB in 2030 38 out of 56 NB in 2050 40 out of 53 SB in 2030 43 out of 53 SB in 2050	32 out of 46 NB in 2030 34 out of 46 NB in 2050 41 out of 45 SB in 2030 41 out of 45 SB in 2050	25 out of 46 NB in 2030 31 out of 46 NB in 2050 37 out of 48 SB in 2030 42 out of 48 SB in 2050	34 out of 51 NB in 2030 35 out of 51 NB in 2050 46 out of 49 SB in 2030 46 out of 49 SB in 2050
Number of Parcels (Full/Partial/TCE) Impacted	None	0/0/2	2/7/7	2/7/7
Total Project Cost	None	Current Cost Estimate: $555.8 million Escalated Cost Estimate: $661.4 million (construction, ROW, and support costs)	Current Cost Estimate: $1,603.6 million Escalated Cost Estimate: $1,908.6 million (construction, ROW, and support costs)	Current Cost Estimate: $1.221.2 million Escalated Cost Estimate: $1,451.5 million (construction, ROW, and support costs)
Construction Duration	None	1 year and 7 months	2 years and 11 months	2 years and 11 months
Potential Environmental Impacts				
Land Use *Compatibility/Acquisitions*	No temporary or permanent adverse effects associated with compatibility/ acquisitions.	All temporary construction staging would be within the existing I-405 ROW; no TCEs are identified for Alternative 2. Access to all nearby businesses and other land use	Alternatives 3 and 5 would require a total of six TCEs on privately owned properties. No displacements of residents or businesses would occur due to the easements. Incorporation of Measure LU-1 would ensure that land subject to TCEs shall be returned to the property owner would be in a condition equal to or better than the pre-construction condition. Access to all nearby businesses and	

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		types would be maintained during any freeway, ramp, and/or local street closures through the identification of detour routes on alternate freeway off-ramps and local streets via the transportation management strategies in Project Feature PF-TR-1 (TMP). Dust and noise effects would be minimized through applicable Caltrans and regional regulations and compliance with federal, State, and local regulations, including Project Features PF-AQ-1 and PF-N-1, and Measure N-1. Alternative 2 would involve two permits from the City of Los Angeles for the construction of retaining walls and barriers. These permits would not result in permanent land use changes.	other land use types would be maintained during any freeway, ramp, and/or local street closures through the identification of detour routes on alternate freeway off-ramps and local streets via the transportation management strategies in Project Feature PF-TR-1 (TMP). Dust and noise effects would be minimized through applicable Caltrans and regional regulations and compliance with federal, State, and local regulations, including Project Features PF-AQ-1 and PF-N-1, and Measure N-1. Alternatives 3 and 5 would require the acquisition of public property in the form of six permanent City relinquishments. These relinquishments would generally occur on small strips of vacant land and are therefore not anticipated to result in substantially adverse land use changes. Additionally, two full and seven partial ROW acquisitions of private property would occur under Alternatives 3 and 5, resulting in the permanent displacement of one paint supply business. However, the Project's compliance with federal and State relocation regulations would ensure that this commercial storefront could relocate to a compatible property within the same general area.	
Land Use *Consistency with State, Regional, and Local Plans and Programs*	No temporary or permanent adverse effects associated with consistency with State, Regional, and Local Plans and Programs.	The Build Alternatives would be consistent with the goals and policies contained in the General Plans of the city of Los Angeles; the SCAG Connect SoCal 2024 RTP/SCS; applicable Airport Planning Areas; the 2020 LRTP of the Metro, and all other applicable land use regulations.		
Land Use *Parks and Recreational Facilities*	No temporary or permanent adverse effects associated with existing or future parks and recreational facilities.	Construction of the Build Alternatives would not entail construction staging areas that would adversely affect any park or recreational facility within the study area. Construction of the Build Alternatives, including lane repainting, signage work, and freeway widening, may result in temporary increased travel times for the public in accessing local parks and recreation facilities, but access would be maintained throughout the duration of construction via the transportation management strategies in Project Feature PF-TR-1 (TMP). The Build Alternatives would result in the permanent acquisition of 0.42 acre and an additional 0.28 acre of TCE included in the Santa		

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		Monica Mountains National Recreation Area (SMMNRA). However, this acquisition of land would not affect the uses and activities of the SMMNRA and therefore, there would not be a substantial adverse effect to parks and recreational facilities. As discussed in Appendix A, Section 4(f) Evaluation, implementation of the Build Alternatives would result in a Section 4(f) de minimis use determination for the Santa Monica Mountains Recreation Area. This determination may be made if the FHWA and Mountain Recreation Conservancy Authority (MRCA) conclude that the transportation project will not adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f) after mitigation.		
Growth	The No Build Alternative would not influence the rate, type, or amount of growth and would not result in unplanned growth.	Although the Build Alternatives may make growth in the study area more attractive by reducing congestion, a substantial amount of development projects were proposed and approved prior to initiation of the Project, indicating that development is not dependent on implementation of any of these alternatives. This planned growth has already been accounted for in local and regional planning documents. Accordingly, the Build Alternatives would accommodate existing and planned growth but would not influence the rate, type, amount, or location of growth beyond what is currently planned for the region and therefore would not result in growth-related impacts on resources of concern.		
Community Character and Cohesion	The continuance or worsening of HOV degradation and congestion levels along I-405 could negatively affect the ability of the public to travel easily within the study area and may result in other permanent impacts to community character and cohesion factors.	No temporary or permanent substantially adverse effects to existing pedestrian/ bicycle facilities or community facilities are anticipated with incorporation of Project Feature PF-TR-1 (TMP), as well as compliance with Caltrans standards pertaining to construction noise and emissions. The visual character of communities surrounding I-405 during construction phases may be slightly affected and the sensitivity of viewers to these construction-related changes is anticipated to be moderate. However, factors such as viewer position, proximity to the construction zones, and frequency of	No temporary or permanent substantially adverse effects to existing pedestrian/ bicycle facilities or community facilities are anticipated with incorporation of Project Feature PF-TR-1 (TMP), as well as compliance with Caltrans standards pertaining to construction noise and emissions. The visual character of communities surrounding I-405 during construction phases may be slightly affected and the sensitivity of viewers to these construction-related changes is anticipated to be moderate. However, factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. Implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7, would avoid and/or mitigate temporary visual impacts to community character. Within the Mountain VAU, Alternatives 3 and 5 would include the expansion of the I-405 mainline over Bel Air Crest Road, the renovation of the Bel Air Crest bridge structure, construction of a new retaining wall, and removal of vegetation. Within the West Los Angeles Residential VAU, Alternatives 3 and 5 would shift the I-405 mainline, remove	

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. Implementation of Measures VIS-8 through VIS-10 as identified in the Visual Impacts Analysis, would avoid and/or mitigate temporary visual impacts to community character. Within the Mountain VAU, Alternative 2 would include the expansion of the I-405 mainline over Bel Air Crest Road, the renovation of the Bel Air Crest bridge structure, construction of a new retaining wall, and removal of vegetation. Alternative 2 would implement Measures VIS-1 through VIS-4, VIS-6, VIS-7, VIS-11, and MM-VIS-12. However, even with implementation of these measures, Alternative 2 would result in adverse visual impacts to community character within the Mountain VAU. Alternative 2 would improve trip reliability along the I-405 mainline within the study area,	vegetation, and reconstruct a retaining wall and noise barrier increasing the noise barrier's total height to 16 feet. Alternatives 3 and 5 would implement Measures VIS-1 through VIS-4, VIS-6, VIS-7, VIS-11, and MM-VIS-12. However, even with implementation of these measures, Alternatives 3 and 5 would result in adverse visual impacts to community character within the Mountain and West Los Angeles Residential VAUs. The area around I-405/Sunset Boulevard/Church Lane would be reconfigured by removing the southbound on-ramp south of Sunset Boulevard, adding a new right-turn lane on westbound Sunset Boulevard between I-405 and Church Lane and lengthening the existing left-turn lanes on eastbound Sunset Boulevard to northbound Church Lane. The southbound on-ramp north of Sunset Boulevard would be retained and improved. Traffic signal modifications at the Sunset Boulevard/Church Lane intersection would also be made to facilitate vehicle movements onto southbound I-405. This reconfiguration would maintain access to southbound I-405 for drivers from both eastbound and westbound Sunset Boulevard and improve traffic operations on I-405. Alternatives 3 and 5 would improve trip reliability along the I-405 mainline within the study area, thus making it easier for travelers to reach homes, businesses, and community facilities within the study area. Additionally, the Build Alternatives would not create a new physical or geographic barrier between communities and would not result in any residential displacements from existing communities. However, Alternatives 3 and 5 would result in the full ROW acquisition of one paint supply business, which would necessitate its relocation. Compliance with the Federal Uniform Relocation Assistance Act of 1970 (as amended) and the Caltrans' California Relocation Assistance Program (RAP) would assist this business both informationally and financially to ensure its successful reestablishment within the community.	

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		thus making it easier for travelers to reach homes, businesses, and community facilities within the study area. Additionally, the Build Alternatives would not create a new physical or geographic barrier between communities, and would not result in any residential displacements from existing communities. Under Alternative 2, a previously free HOV lane would be converted into a tolled EL. This change of a lane from free to tolled access could have adverse effects on household disposable income and could lead to an increased financial burden for previous HOV lane users but would be addressed by the use of Metro's Low-Income Assistance Plan.	Under Alternative 3, a previously free HOV lane would be converted into a tolled EL. This change of a lane from free to tolled access could have adverse effects on household disposable income and could lead to an increased financial burden for previous HOV lane users but would be addressed through the Metro ExpressLanes Low-Income Assistance Plan. Alternative 5 does not involve the addition of any tolled Els.	
Relocations *Housing Displacements*	None			
Relocations *Business Displacements*	None		One paint supply business would be displaced. Compliance with federal and State business relocation regulations, including the Uniform Act and Caltrans' Relocation Assistance Program, would be provided to ensure that the business can successfully re-establish.	
Utilities/Emergency Services	Existing operation and capacity constraints on the current Project Corridor and its HOV lanes would remain, which may adversely affect response times of emergency	The Build Alternatives would avoid conflicts with the space occupied by major utilities to the extent feasible, but some proposed improvements under the Build Alternatives would require that conflicting utilities be relocated, modified, or protected in place and completion of utility work may result in temporary service disruptions to some utility users in the vicinity of the study area. Project Features PF-UES-1 through PF-UES-3, included in Section 3.5, Utilities/ Emergency Services, of this EIR/EIS, would be incorporated into the Build Alternatives to minimize the potential temporary substantial adverse effects of construction on utilities.		

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
	vehicles utilizing the Project Corridor.	Construction may result in temporary delays in emergency response time but would be minimized through transportation management strategies in Project Feature PF-TR-1 (TMP) and Measure UES-2. All Build Alternatives would improve long-term operations on the I-405 facility within the Project Corridor, which would benefit emergency service providers as they travel within and through the Community Impact Study Area.		
Transportation	The No Build Alternative would result in slightly worse general purpose (GP) lane conditions in 2030 and 2050 compared to 2019 existing conditions. The 2030 No Build Alternative would result in improved traffic conditions at several HOV segments in the southbound direction but slightly worse conditions in the northbound direction compared to 2019 existing conditions. The 2050 No Build Alternative is expected to improve in the northbound direction at several managed lane (ML) segments compared to 2019 existing conditions but would worsen in the southbound direction compared to 2019 existing conditions. Additionally, several local and ramp intersections would operate at unacceptable level of service (LOS) under the No Build Alternative in 2030 and 2050.	Alternative 2 would convert the existing HOV lane to one EL in each direction. Alternative 2 would result in slightly worse GP lane conditions and improved ML conditions in 2030 and 2050 compared to the No Build Alternative. Improvements such as retiming signals and implementing advanced/ adaptive traffic signal systems are recommended under all Build Alternatives to improve operations at local and ramp intersections.	Alternative 3 would convert the existing HOV lane to one EL and add a second EL in each direction. Alternative 3 would result in improved GP lane and ML conditions in 2030 and 2050 compared to the No Build Alternative and demonstrated the highest reduction in delay. Improvements such as retiming signals and implementing advanced/adaptive traffic signal systems are recommended under all Build Alternatives to improve operations at local and ramp intersections.	Alternative 5 would construct an additional HOV lane in each direction. Alternative 5 would result in slightly worse GP lane conditions and ML conditions in 2030 and 2050 compared to the No Build Alternative. Improvements such as retiming signals and implementing advanced/ adaptive traffic signal systems are recommended under all Build Alternatives to improve operations at local and ramp intersections.

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
Visual/Aesthetics	No temporary or permanent adverse effects to visual/aesthetic resources.	Alternative 2 includes minimal construction. However, views of the study area during construction may be slightly affected and the sensitivity of viewers to these construction-related changes is anticipated to be moderate. Factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. The Mountain VAU and West Los Angeles Residential VAU are likely to experience adverse effects during construction. Removal of retaining walls, soundwalls, and construction activities would result in temporary adverse effects. However, these impacts would be temporary in nature. Implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7.4, would avoid and/or mitigate temporary visual impacts for these viewers, but viewers would still experience a	Views of the study area during construction of Alternative 3 may be slightly affected (more so than Alternative 2) and the sensitivity of viewers to these construction-related changes is anticipated to be moderate. However, factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. The Mountain VAU and West Los Angeles Residential VAU are likely to experience adverse effects during construction. Removal of retaining walls, soundwalls, and construction activities would result in temporary adverse effects. However, these impacts would be temporary in nature. Implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7.4, would avoid and/or mitigate temporary visual for these viewers, but viewers would still experience a moderate to high	Views of the study area during construction of Alternative 5 may be slightly affected (more so than Alternative 2) and the sensitivity of viewers to these construction-related changes is anticipated to be moderate. However, factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. The Mountain VAU and West Los Angeles Residential VAU are likely to experience adverse effects during construction. Removal of retaining walls, soundwalls, and construction activities would result in temporary adverse effects. However, these impacts would be temporary in nature. Implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7.4, would avoid and/or mitigate temporary visual for these viewers, but viewers would still experience a moderate to high

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		moderate level of change in resources in these VAUs. Permanent Project elements such as reconstruction and installation of noise barriers, removal of existing vegetation, tolling infrastructure and delineators, and renovation of the Bel Air Crest bridge structure would result in a visual impact. With implementation of Measures VIS-1 through VIS-7, VIS-11, MM-VIS-12 (North Los Angeles Residential and Mountain VAUs only), Alternative 2 would not result in a substantial adverse visual impact within all of the VAUs except for the Mountain VAU for KV3.	level of change in resources in this VAU. Permanent Project elements such as reconstruction and installation of noise barriers, introduction of additional visible infrastructure elements, including extended road pavement, lane markings, and barriers, removal of existing vegetation, new retaining walls, renovation of the Bel Air Crest bridge structure, realignment of Sepulveda Boulevard, and relocation and construction of the new retaining wall and noise barrier closer to Church Lane would result in visual impacts. With implementation of Measures VIS-1 through VIS-7, VIS-11, MM-VIS-12 (North Los Angeles Residential and Mountain VAUs only), Alternative 3 would not result in a substantial adverse visual impact within all of the VAUs except for the Mountain VAU for KV3 and the West Los Angeles Residential VAU for KV5.	level of change in resources in this VAU. Permanent Project elements such as introduction of additional visible infrastructure elements, including extended road pavement, lane markings, and barriers, removal of existing vegetation, new retaining walls, renovation of the Bel Air Crest bridge structure, realignment of Sepulveda Boulevard, and relocation and construction of the new retaining wall and noise barrier closer to Church Lane would result in visual impacts. With implementation of Measures VIS-1 through VIS-7, VIS-11, MM-VIS-12 (North Los Angeles Residential and Mountain VAUs only), Alternative 5 would not result in a substantial adverse visual impact within all of the VAUs except for the Mountain VAU for KV3 and the West Los Angeles Residential VAU for KV5.
Cultural Resources	No temporary or permanent adverse effects to cultural resources.	The Build Alternatives would have the potential to encounter unknown cultural resources during construction. Although there is low potential that previously undocumented cultural materials or human remains be unearthed during construction, potential effects would be avoided or minimized through Project Features PF-CR-1 and PF-CR-2. The Build Alternatives would not result in long-term adverse effects to cultural resources.		

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Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
Hydrology and Floodplains	No temporary or permanent adverse effects to hydrology or floodplain resources.	The Build Alternatives would have no adverse effect on beneficial floodplain values or result in changes to 100-year floodplains. The Build Alternatives would not affect channel hydraulics or water surface elevations. During construction, temporary measures that would be taken to minimize impacts to natural and beneficial floodplain values include staging, implementing biological monitoring, and implementing construction Best Management Practices (BMPs) aimed at reducing pollutants of concern in stormwater runoff as required by the Construction General Permit (CGP). Additionally, under the CGP, the Contractor would be required to install temporary concentrated flow conveyance controls such as earth dikes/drainage swales and lined ditches along roadways and facility improvements subject to flood drainage, per Caltrans BMP SS-9 specifications. Implementation of Project Features PF-HYD-1 through PF-HYD-3 and Measure NC-1, as identified in Section 3.17, Natural Communities, would ensure temporary impacts on floodplains would not have a substantial adverse effect. Impacts in the form of future 100-year storm precipitation events are not anticipated to have a major effect on hydrology and floodplains within the Project Corridor.		
Water Quality and Stormwater Runoff	No temporary or permanent adverse effects to water quality and stormwater runoff.	No adverse water quality effects are anticipated during construction of the Build Alternatives. Temporary effects from construction activities include the potential increase of pollutants (soils, chemicals, debris, nuisance water, etc.) in stormwater runoff that could affect water quality. Under the CGP, preparation of a SWPPP and implementation of construction BMPs would be required. Implementation of Project Features PF-HYD-1 and PF-HYD-2 would ensure the Build Alternatives would not result in adverse short-term effects to water quality during construction. Alternative 2 would result in an NNI area of 3.75 acres, Alternative 3 would result in an NNI area of 14.95 acres, and Alternative 5 would result in an NNI area of 13.03 acres. The increase in impervious surface area would increase the volume of stormwater runoff. However, permanent BMPs in the form of pollution prevention, treatment, and maintenance would be implemented to manage and treat stormwater runoff from impervious surfaces. Treatment BMPs include infiltration areas and biofiltration swales. Project Features PF-WQ-1 through PF-WQ-3 would ensure that the Build Alternatives would not result in substantial adverse long-term effects to water quality during operation.		
Geology/Soils/Seismic/ Topography	No temporary or permanent adverse effects to geology/soils/ seismic/topography.	During construction, soil would be disturbed during excavation, grading, and other construction activities. All of the Build Alternatives would include ground disturbance, but Alternative 2 to a lesser extent. Compliance with the CGP and implementation of a SWPPP and BMPs for erosion and sediment control, would ensure that construction of the Build Alternatives would not result in a substantial adverse effect related to geology/soils/ topography. The Build Alternatives would not result in permanent substantive changes to the topography in the Project Area. In the event of an earthquake, surface settlement could occur, which could damage the proposed roadway and compromise the integrity of proposed embankments, ramps, retaining walls, and other structures. As identified in Measure GEO-1, soils and groundwater conditions along		

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		the Project Corridor would be evaluated through a site-specific investigation as part of the engineering design of the Build Alternatives. The results of this investigation would inform the final engineering design of the Build Alternatives. Additionally, graded slopes would be revegetated, as described in Project Feature PF-GEO-1, to address soil erodibility. Although excavation may take place in areas mapped with high-sensitivity geologic units, with implementation of Measure GEO-1, the Build Alternatives would be designed to conform to Caltrans' seismic and design criteria, and they would not result in adverse effects related to geology/soils/seismic/topography.		
Paleontology	No temporary or permanent adverse effects to paleontological resources.	The Build Alternatives would have the potential to encounter unknown paleontological resources during construction because excavation for the bridge footings, new signage, and sounds walls for the Build Alternatives, and toll infrastructure for Alternatives 2 and 3, is expected to extend up to 30 feet below the surface. In the event that unanticipated paleontological resources are identified during construction, Project Feature PF-PAL-1 would be implemented to proceed accordingly. Excavation would affect high sensitivity sediments at the surface and at depth. Measure MM-PAL-1 would require the development of the Paleontological Mitigation Plan for the Project in order to ensure no substantial adverse effect to paleontological resources.		
Hazardous Waste/Materials	No temporary or permanent adverse effects to hazardous materials and wastes.	Ground disturbance associated with the Build Alternatives could result in potential effects related to unknown hazardous materials and wastes. Project Features PF-HAZ-1 through PF-HAZ-5 and PF-AQ-1 would ensure effects from ADL, metals lead chromate, ACMs, LBP, unknown hazards, and treated wood waste would not be substantially adverse. Additionally, Measure HAZ-1 would minimize the effects of PCB hazards during construction. One REC was identified adjacent to the proposed ROW, located at 11261 Santa Monica Boulevard, and is in proximity of the Build Alternatives. However, the site would not be affected by the Build Alternatives. If Project limits are modified during Project final design so that construction would impact the parcel or soils adjacent to the parcel, Measure HAZ-2 would be implemented. With implementation of Measure HAZ-2, the Build Alternatives would not result in substantial adverse effects related to hydrocarbons contamination. Operation of the Build Alternatives would not result in substantial adverse permanent effects related to hazardous wastes or materials.		
Air Quality	No temporary or permanent adverse effects related to air quality.	During construction, emissions include CO, NO_X, VOCs, PM_{10} and $PM_{2.5}$, SO_2, dust, and odor. However, implementation of Project Features PF-AQ-1 through PF-AQ-3 would reduce these emissions. All 2030 and 2050 MSAT emissions for the Build Alternatives would be less than the 2019 existing MSAT emissions and most would either stay the same or decrease compared to the same year No Build Alternative. The only exceptions are that for DPM emissions for Alternative 3 in 2050 would increase from 3.2 to 3.4 pounds per day (lbs/day) overall for the entire project when compared to		

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		the No Build Alternative. Additionally, benzene, acetaldehyde, ethylbenzene, formaldehyde, and polycyclic organic matter (POM) emissions for Alternative 5 in 2030 would show increases of 0.1 or 0.2 lbs/day when compared to the No Build Alternative. For all Build Alternative scenarios in 2030 and 2050, the emissions of CO, VOCs, NO_X, and $PM_{2.5}$ would be lower than the 2019 Existing scenario. As the three Build Alternatives all would have greater VMT than the existing condition and the No Build Alternative, the emissions of PM_{10} show increases. Compared to the No Build Alternative in the opening year 2030, Alternative 2 would result in decreases to CO and VOCs and increases to NO_X by 2 lbs/day, PM_{10} by 8 lbs/day, and $PM_{2.5}$ by 2 lbs/day. Alternative 3 would also result in decreases to CO and VOCs and increases to NO_X by 5 lbs/day, PM_{10} by 13 lbs/day, and $PM_{2.5}$ by 1 lbs/day. Alternative 5 would result in increases to all criteria pollutants by 101 lbs/day of CO, 8 lbs/day of VOCs, 19 lbs/day of NO_X, 14 lbs/day of PM_{10}, and 3 lbs/day of $PM_{2.5}$. Compared to the No Build Alternative in the horizon year 2050, Alternative 2 would result in decreases to CO, VOCs, and NO_X, while PM_{10} and $PM_{2.5}$ would increase by 4 lbs/day and 1 lbs/day, respectively. Alternative 3 would also result in decreases to CO, VOCs, and NO_X, while PM_{10} and $PM_{2.5}$ would increase by 24 lbs/day and 3 lbs/day, respectively. Alternative 5 would result in increases to all emissions by 45 lbs/day of CO, 2 lbs/day of VOCs, 10 lbs/day of NO_X, 11 lbs/day of PM_{10}, and 2 lbs/day of $PM_{2.5}$. These CO, VOCs, NO_X, PM_{10} and $PM_{2.5}$ emission increases are all lower than the SCAQMD thresholds. All 2030 and 2050 GHG emissions for the Build Alternatives would be less than the 2019 existing GHG emissions. Alternative 2 GHG emissions would be lower than the same year No Build Alternative, but Alternatives 3 and 5 would be greater. However, the increase in GHG emissions for the Project would be consistent with the Connect SoCal 2024 RTP/SCS. Therefore, the Build Alternatives would not produce substantial operational air quality effects (CEQA only analysis). Pursuant to the transportation conformity rules and regulations, all nonexempt projects must go through review by the TCWG. The USEPA guidance for PM hot-spot analysis and interagency consultation was used to determine whether the Build Alternatives are a project of air quality concern (POAQC). On December 21, 2023, the Southern California Association of Governments' (SCAG) Transportation Conformity Working Group (TCWG) concurred that none of the Build Alternatives are a POAQC. Pursuant to the transportation conformity rules and regulations, all nonexempt projects must go through review by the TCWG. Therefore, the Project meets the FCAA requirements and 40 CFR, Section 93.116 without any explicit hot-spot analysis. The Proposed Project is listed in the Connect SoCal 2024 RTP and 2025 FTIP under ID No. 1162S012. Thus, the Proposed Project was included in the regional emissions analysis that was used to meet regional conformity and would not delay timely attainment of the PM_{10} or $PM_{2.5}$ NAAQS for the Basin. On May 10, 2024, the FHWA published its determination that Connect SoCal 2024 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) conforms to the State Implementation Plan in accordance with 40 CFR, Part 93. Construction and long-term operation of		

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		the Proposed Project would, therefore, be considered consistent with the purpose of the State Implementation Plan, and the Proposed Project would conform to the requirements of the FCAA.		
Noise and Vibration	No temporary or permanent adverse effects related to noise.	Construction crew commutes and the transport of construction equipment/materials to the Project site would incrementally raise noise levels on access roads; however, this traffic would be minimal in comparison to existing traffic. The Build Alternatives are expected to require the use of graders, bulldozers, water trucks, and pickup trucks. Noise associated with the use of this construction equipment is estimated to be between 75 and 85 dBA L_{max} at a distance of 50 feet from the active construction area. However, compliance with Caltrans' Standard Specifications Section 14-8.02 (Caltrans 2022), Project Feature PF-N-1 and Measures N-1 through N-8 would be required to minimize construction noise impacts on sensitive land uses adjacent to the Project site. Of the 1,362 modeled receptors, 284, 376, and 369 receptors would approach or exceed the NAC for Alternatives 2, 3, and 5, respectively. None of the 1,362 modeled receptors under Alternative 2 would experience a substantial noise increase of 12 dBA or more over their corresponding existing noise levels. Under Alternatives 3 and 5, five receptors would still approach or exceed the NAC and would experience a substantial noise increase of 12 dBA or more over their corresponding existing noise levels. The increase is caused by the demolition of existing walls to accommodate the Project. Once these walls are reconstructed to match the existing height at a minimum, there would not be a substantial increase of 12 dBA over the existing noise level. As discussed in Section 4.8.13, Noise, construction of the Build Alternatives could result in the generation of excessive ground-borne vibration or ground-borne noise levels. However, the impacts would be temporary, and ground vibration levels would not exceed the damage threshold of 0.3 PPV (in/sec) for old residential structures. The Build Alternatives would implement Measure MM-N-10, which restricts heavy construction equipment (e.g., large bulldozers) or requires the use of light construction equipment (e.g., small bulldozers and trucks) within 13 feet of residential structures.		
Energy	No temporary or permanent adverse effects related to energy.	Construction of the Build Alternatives would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. Construction-related energy consumption would be temporary and not a permanent new source of energy demand. As outlined in Project Feature PF-TR-1, a TMP would be developed and implemented, which would reduce gasoline consumption by limiting traffic congestion and reducing the length of detours. In addition, Project Features PF-AQ-1 and PF-AQ-2 would reduce adverse effects related to energy resulting from construction activities. Operational energy effects would occur from use of streetlights and vehicle fuel consumption. LED fixtures would be used wherever streetlights are installed or replaced. The Build Alternatives are		

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		intended to encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and GP lanes, increase person throughput, and apply technology to help manage traffic on I-405. Compared to Existing (2019) conditions, operation of any of the Build Alternatives or the No Build Alternative under both Opening and Horizon Year conditions would decrease direct energy. The total energy consumption of any of the Build Alternatives would be lower than the Existing (2019) conditions even with the background growth in VMT. However, all Build Alternatives would result in total energy consumption increases compared to the No Build Alternative, resulting in greater background VMT increases in both 2030 and 2050. Ultimately, the travel time improvements achieved by reduced congestion under any of the Build Alternatives would enhance systemwide operational productivity and associated energy efficiency. As such the Build Alternatives would not result in a wasteful, inefficient, or unnecessary consumption of energy.		
Natural Communities	No temporary or permanent adverse effects related to natural communities or wildlife corridors.	Alternatives 2, 3, and 5 would result in 6.62, 14.09, and 14.20 acres of temporary effects and 37.05, 86.85, and 73.76 acres of permanent effects to natural communities during construction, respectively. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 would ensure effects related to vegetation communities are not substantially adverse. Implementation of the Build Alternatives is anticipated to directly affect the wildlife movement corridors located at the Sepulveda Boulevard undercrossing, the Bel Air Crest Road undercrossing, the Skirball Center Drive overcrossing, and Mulholland Drive Bridge. Measures NC-9 through NC-13 would address effects to wildlife movement and the wildlife corridors would be mitigated, replaced, and/or enhanced as a result of construction activities.		
Wetlands and Other Waters	No temporary or permanent adverse effects to wetlands and other waters.	Construction of the Build Alternatives has the potential for temporary indirect water quality effects through sediment introduction and transport downstream. However, identification and implementation of erosion, sedimentation, and pollution prevention BMPs in the SWPPP for the Project would avoid or minimize indirect effects to jurisdictional areas during construction. Alternatives 2, 3, and 5 would permanently affect 0.0003, 0.0178, and 0.0028 acre of non-wetland waters of USACE and RWQCB jurisdictional area and 0.0001, 0.025, and 0.01 acre of CDFW jurisdictional area, respectively. With implementation of Project Features PF-HYD-1 through PF-HYD-3, PF-WQ-1 through PF-WQ-3, PF-NC-1 through PF-NC-3, and PF-WET-1, and Measures NC-1 through NC-3, MM-NC-4, and WET-1 through WET-4; the Build Alternatives would not result in substantial adverse effects related to Wetlands and Other Waters.		

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
Plant Species	No temporary or permanent adverse effects related to special-status plant species or tree species.	The Build Alternatives would temporarily affect marginally suitable habitat for special-status plant species, but they are not likely to result in temporary effects to individuals. To address potential temporary effects to suitable habitat for special-status species, Measure PS-1 would be implemented. Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 would also be implemented to protect plant and tree species. No southern California black walnut would be permanently affected under the Build Alternatives. Individual Coast live oak trees would be permanently affected through potential tree removal. Existing trees that are not in areas of removal would be protected in place by implementation of Project Feature PF-NC-1 and the removal of large trees would be offset by implementation of Measure NC-5.		
Animal Species	No temporary or permanent adverse effects related to special-status animal species.	The Build Alternatives have the potential to temporarily effect suitable habitat for the southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat American badger, nesting birds protected under the MBTA, and bats. With implementation of Measure PS-1, Project Features PF-AS-1 and PF-AS-2, and Measures MM--AS-1, AS-2 through AS-11, and MM-AS-12, potential direct and indirect permanent effects to these species resulting from implementation of the Build Alternatives would not be substantially adverse. Wildlife corridors would be permanently affected through the modifications of wildlife movement corridors. With implementation of Measures NC-9 through NC-13, permanent effects to wildlife corridors would not be adverse.		
Threatened and Endangered Species	No temporary or permanent adverse effects related to threatened and endangered species.	As a result, construction of the Build Alternatives are not anticipated to result in temporary or permanent effects on threatened or endangered plant species during construction. However, to address potential temporary and permanent effects to suitable habitat for threatened or endangered plant species, Measures PS-1 through PS-2, and MM-PS-3 would be implemented In addition, Project Features PF-NC-1 through PF-NC-3, PF-AS-1, and Measures NC-1 through NC-3, MM-NC-4, and NC -5 through NC-8 would also protect threatened or endangered plant species. Suitable mountain lion habitat and wildlife corridors would be permanently impacted through the modifications of wildlife corridors and vegetation removal. Impacts to mountain lion habitat and wildlife corridors would be addressed through the implementation of Measures NC-9 through NC-12, and permanent impacts to mountain lions and mountain lion habitat would not result in substantial adverse effects.		

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
		Least Bell's vireo (LBVI) and southwestern willow flycatcher (SWWF) are not expected to be temporarily or permanently impacted by the Build Alternatives. However, temporary impacts to California gnatcatcher (CAGN) and monarch would include indirect temporary impacts from noise, vibration, dust, and lighting during construction. These impacts are expected to be minimal and implementation of Project Features PF-NC-1 through PF NC-3 and Measures NC-1 through NC-3, and MM-NC-4 and PF-AS-1 would ensure that indirect impacts to suitable habitat for these species would be avoided or minimized and would not result in substantial adverse effects. In addition, the Build Alternatives may result in temporary impacts to mountain lion habitat through ground disturbance and removal of vegetation to potential denning habitat. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 would be implemented to address temporary impacts to mountain lion habitat. In addition, implementation of Measure TE-1 would require a pre-construction survey for denning mountain lions. With implementation of these measures, temporary impacts would not result in substantial adverse effects to mountain lion habitat during construction of the Build Alternatives. There is a potential for Crotch's bumble bee to forage in and around the BSA. Indirect temporary impacts to suitable Crotch's bumble bee habitat through implementation of the Build Alternatives may include increased noise, vibration, dust, and lighting during construction activities. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM -NC-4 would be implemented to address temporary impacts to Crotch's bumble bee habitat. Implementation of Measure TE-2 would require a pre-construction survey for Crotch's bumble bee. With implementation of these measures, temporary impacts to Crotch's bumble bee would not result in substantial adverse effects. Although the Build Alternatives are anticipated to permanently impact habit for CAGN, monarch, and Crotch's bumble bee, these species were not observed or otherwise detected during the surveys conducted within the BSA. Therefore, these species are unlikely to occur in the BSA, and direct impacts are not expected due to the limited habitat present. With implementation of Measures PS-1 through PS-2, and MM-PS-3, Project Features PF-AS-1, and Project Features PF-NC-1 through PF-NC-3, and Measures NC-1 through NC-3, and MM-NC-4, potential direct and indirect permanent impacts to CAGN, monarch butterfly, and Crotch's bumble bee resulting from implementation of the Build Alternatives would not result in substantial adverse effects.		
Invasive Species	No temporary or permanent adverse effects related to invasive species.	Implementation of the Build Alternatives has the potential to spread invasive species to adjacent native habitats in the BSA through the entering and exiting of contaminated construction equipment, the inclusion of invasive species in seed mixtures and mulch, and the improper removal and disposal of invasive species causing seed to be spread along the highway. With implementation of Project Feature PF-IS-1, potential permanent effects under the Build Alternatives related to invasive species would not be substantially adverse.		

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
Greenhouse Gas (CEQA Analysis)	The GHG emissions from operation of No Build and Build Alternatives would all result in a net decrease in CO_2 emissions in 2030 and 2050 compared to the existing (2019) condition.	All 2030 and 2050 GHG emissions for the Build Alternatives would be less than the 2019 existing GHG emissions. Alternative 2 GHG emissions would be lower than the same year No Build Alternative, but Alternatives 3 and 5 would be greater. However, the increase in GHG emissions for the Project would be consistent with the Connect SoCal 2024 RTP/SCS. Therefore, the Build Alternatives would not produce substantial operational air quality effects (CEQA only analysis).		
Vehicle Miles Traveled (CEQA Only Analysis)	The No Build Alternative and Alternative 2 were found unlikely to generate significant induced demand as they do not increase capacity. Therefore, no VMT mitigation plan is required.		Alternatives 3 and 5 are anticipated to result in an induced demand of 79,000,000 VMT per year. Therefore, a VMT mitigation plan is required to offset the project-generated VMT for Alternatives 3 and 5. The Draft VMT Mitigation Plan (July 2026) includes planned funding for Project-required mitigation. Project-required mitigation would include increasing existing bus service frequency and time-of-day span, Metrolink Service Expansion, implementation of a new Express Bus Line on the I-405 corridor, and continuing the expansion of the LA Metro One Car Challenge Program and Metro Vanpool Programs through enhanced subsidies and outreach using net toll revenue generated by I-405 ExpressLanes. Project-required mitigation measure MM-TR-1 would offset approximately half of the Project's estimated induced demand. Therefore, additional mitigation would be needed to address the remaining VMT impact. The remaining half of the estimated induced demand of Alternative 3 or 5 is proposed to be mitigated by the Sepulveda Transit Corridor Project. This project would provide a high-capacity, high-frequency transit connection between the San Fernando Valley and the Westside through the Santa Monica Mountains and could reduce regional VMT by up to 252,000,000 miles annually. As the Proposed Project and Sepulveda Transit Corridor Project are in the same corridor, the Proposed Project and Sepulveda Transit Corridor are the first and second phase, respectively, of LA Metro's broader mobility strategy for the Sepulveda Pass.	

Table 2.M: Summary of the Potential Impacts as a Result of the No Build and Build Alternatives

Potential Impact	Alternative 1 (No Build Alternative)	Alternative 2	Alternative 3	Alternative 5
			LA Metro has initial funding for the Sepulveda Transit Corridor project from local sales tax measures and is currently seeking additional funding for the project. The Sepulveda Transit Corridor Project, together with project-funded mitigation measure MM-TR-1, could collectively mitigate the I-405 Sepulveda Pass ExpressLanes Project's induced travel demand and associated VMT impacts if implemented as anticipated. However, since the timing for funding and implementation of the Sepulveda Transit Corridor Project is not finalized, the impacts related to induced travel demand and VMT under Alternatives 3 and 5 would remain significant and unavoidable under CEQA.	
Cumulative Impacts (CEQA Only Analysis)	None.	Current or planned projects would be subject to discretionary environmental review to ensure that individual traffic, public service impacts, and other environmental concerns would not be compounded with the Build Alternatives. With implementation of avoidance, minimization, and/or mitigation measures, the Proposed Project would not have cumulatively considerable permanent environmental effects.		

* Alternative contains existing nonstandard design features that would be maintained. The engineering analysis performed during the PA&ED phase is preliminary and based on a low level of design detail and as such, the list of nonstandard features is not comprehensive. As a result, many of the potential nonstandard design features have been identified using engineering judgment and past experiences on similar projects rather than detailed analysis. Likewise, the probability of design exception approval has been assessed using engineering judgment. The Headquarters Project Delivery Coordinator and District 7 approval authority have been consulted early during the PA&ED phase to discuss potential design exceptions and reassess the probability of design exception approval.

ACM = asbestos-containing material
ADL = aerially deposited lead
BMP = Best Management Practice
BSA = Biological Study Area
CDFW = California Department of Fish and Wildlife
CGP = Construction General Permit
CO = carbon monoxide
dBA L_{max} = equivalent continuous sound level measured in A-weighted decibels
DVHD = daily vehicle hours of delay
LBP = lead-based paint
LED = Light-emitting diode
LRTP = Long-Range Transportation Plan
Metro = Los Angeles County Metropolitan Transportation Authority
MSAT = mobile-source air toxics
NAC = Noise Abatement Criteria
NNI = net new impervious
NO_X = nitrogen oxides
PCB = polychlorinated biphenyls
PF = Project Feature
PM_{10} = directly emitted particulate matter (particulate matter less than 10 microns in size)
$PM_{2.5}$ = directly emitted particulate matter (particulate matter less than 2.5 microns in size)
PS&E = Plans, Specifications, and Estimates
REC = recognized environmental condition
ROW = right-of-way
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy
RWQCB = Regional Water Quality Control Board
SCAG = Southern California Association of Governments
SCAQMD = South Coast Air Quality Management District
SM = Standard Measure
SO_2 = sulfur dioxide
SWPPP = Stormwater Pollution Prevention Plan
TCE = temporary construction easements
TMP = Transportation Management Plan
USACE = U.S. Army Corps of Engineers
VMT = vehicle miles traveled
VOCs = volatile organic compounds

Alternative 4 would impact approximately thirty-six existing on- and off-ramps and system interchanges. Additionally, Alternative 4 would impact approximately fourteen existing structures (e.g., widened, modified) and create approximately eighteen new structures (e.g., reconstructed).

Five million square feet of additional freeway widening including two freeway-to-freeway interchanges would be required for the construction of Alternative 4. Additionally, Alternative 4 would require the construction of approximately 22 miles of retaining walls and 5 miles of noise barriers. Alternative 4 results in the highest ROW impact, without obtaining the corresponding level of mobility benefits.

Sepulveda Boulevard serves as a major utility corridor; therefore, any realignment of this major arterial would also result in the relocation of those utility lines. Utilities in conflict include 3.5 miles of a 96-inch municipal water line and 3.5 miles of a 12-by-12-foot Los Angeles County reinforced concrete box channel. Relocation of these utility lines would result in substantial ROW impacts.

A *Dual Lane Full Standard (Alt 4) Screening Memorandum* was prepared and reviewed by Caltrans District 7. On August 24, 2022, Caltrans District 7 Deputy District Director Ron Kosinski officially eliminated Alternative 4 as a viable alternative in a letter to Metro.

2.4.2 Reversible Lanes Alternative

The Project is required to demonstrate that reversible lanes were considered when submitting a capacity-increasing project or a major street or highway lane realignment project by Caltrans or a regional transportation planning agency to the California Transportation Commission (CTC) for approval, per Assembly Bill (AB) 2542, signed into law on September 23, 2016, and effective as of January 1, 2017 (Senate Rules Committee, Office of Senate Floor Analysis, Senate Floor Analysis AB 2542, 2016).

The purpose of AB 2542 is “to encourage the use of reversible lanes when they are the best option. Reversible lanes reduce congestion and prevent unnecessary road expansions. Road expansions can exacerbate our infrastructure backlog and have detrimental effects on the environment.” As described by the California Senate Floor Analysis on AB 2542, “Reversible lanes add peak-direction capacity to a two-way road and decrease congestion by utilizing available lane capacity from the other (off-peak) direction. The lanes are particularly beneficial where the cost to increase capacity is especially expensive (e.g., bridges, dense urban areas).”

Reversible flow lanes are most appropriate on facilities that experience large directional traffic imbalances. Reversible facilities are best suited for long-distance trips with limited intermediate access needs along the affected route to minimize traffic disruptions (*Freeway Management and Operations Handbook*, FHWA, 2011). All freeway reversible lanes must be separated by "Jersey" barriers in a high-speed roadway setting. They are typically constructed in the median of freeway facilities and may be one, two, or more lanes wide.

Potential benefits of the reversible lanes include a reduction in capital cost of construction because reversible lanes would be implemented within the existing freeway median and a reduction in environmental impacts because the concept would be mostly constructed within the existing freeway ROW.

2.4.2.1 Screening Results

Caltrans data indicate that the peak-hour directional split for I-405 is between 59 and 61 percent under both a.m. and p.m. peak-hour conditions. These data were extracted from the *I-405 ExpressLanes Intermediate (Level II) Traffic and Revenue Study* (Metro 2019). FHWA's guidance to warrant reversible lanes is that peak-period traffic volumes should exhibit or be anticipated to exhibit significant direction imbalance (such as a 70/30 percent split). As the I-405 directional split is within a balanced range, it was determined that the reversible lane was not a viable option and removed from consideration.

2.4.3 Church Lane Design Variations—Variations C1 and C2

Three design variations were considered for Alternatives 3 and 5 between Sunset Boulevard and Montana Avenue. This section of the freeway presents a "pinch-point" in the State's ROW, and various options were assessed to implement the additional managed lanes. Variation C1 added the additional northbound and southbound managed lanes along the existing centerline, maintaining a minimum typical roadway cross-section. Variation C2 utilized a horizontal shift of the freeway mainline to the east, as well as a short segment in the northbound and southbound directions featuring reduced outside shoulders, to reduce the number of residential impacts along Church Lane. Variation C3 included these mainline avoidance features and also eliminated the direct southbound Sunset Boulevard on-ramp to hold freeway improvements east of the existing Church Lane roadbed.

2.4.3.1 Screening Results

Variations C1 and C2 were initially considered; however, they were eliminated from further consideration, as they would have resulted in unavoidable and significant community impacts, as described below.

Variations C1 and C2 require 44 and 35 residential relocations, respectively, due to the required realignment of Church Lane away from freeway widening and realignment of the direct southbound Sunset Boulevard on-ramp. Variation C3 would avoid the realignment of Church Lane and would require no residential displacements but would require closure of the eastbound Sunset Boulevard to southbound I-405 direct on-ramp.

The Project Development Team (PDT) held focused engagement meetings on these variations beginning in spring 2023 with Caltrans Design and Project Management Teams and that were expanded to include FHWA in the fall of 2023. A final workshop held on November 14, 2023, offered consensus from the PDT to screen out from further consideration both Variations C1 and C2 as viable variations due to the magnitude of residential relocations they required.

Variation C3 has been incorporated into Alternatives 3 and 5, respectively.

2.4.4 Direct Conversion of General Purpose (GP) Lanes to High-Occupancy Toll (HOT) Lanes [Language approved by Caltrans via separate submittal]

Caltrans and Metro have evaluated a potential alternative that involves converting an existing general purpose (GP) lane to a High Occupancy Toll (HOT) lane in both the northbound and southbound directions in order to make use of the capacity within the existing lanes for the delivery of new HOT lanes and to improve overall throughput without increasing VMT. After review and consultation with FHWA, this proposed alternative was

removed from further consideration at this time as it does not comply with existing Federal and State statutory requirements related to tolling, managed lanes, and value pricing authorization and may not achieve the purpose and need of the Project.

The purpose of the Project is to provide efficient operation and improve the overall movement of people and goods on I-405 through the Sepulveda Pass with connections to I-10 and US-101. Travel time improvements and trip reliability are key purposes of the Project. While the GP to HOT lanes conversion alternative would achieve the goal of increasing continuity of the regional priced managed lanes/high occupancy toll lanes network by closing the gap between existing and planned facilities in alignment with SCAG's 2024 RTP/SCS, Metro's 2017 Countywide ExpressLanes Strategic Plan, and the California Transportation Plan 2050 (CTP 2050), the conversion of existing GP lanes to HOT lanes is unlikely to result in travel time improvements within the corridor.

In accordance with the provisions of 23 CFR 810.102, the Federal Highway Administrator may approve on any Federal-aid system the work necessary to designate existing GP lanes as high occupancy vehicle lanes. However, the conversion of existing interstate GP lanes directly to tolled lanes, such as HOT lanes is prohibited unless the Project complies with:

1. 23 U.S.C. 129 – Tolling Authority
2. 23 U.S.C. 166 – High-Occupancy Vehicle (HOV) Facilities

A key goal of 23 U.S.C. 129 and 23 U.S.C. 166 is not allowing degradation of the operational efficiency of the transportation facility. Among other requirements, 23 U.S.C. 129 (d)(6)(B)(iv) requires the United States Department of Transportation Secretary to determine that the use of tolls will enable the eligible entity to achieve the program goals without a significant impact to safety or mobility within the urbanized area in which the Project is located. 23 U.S.C. 129(a)(1)(B) also requires that the number of free GP lanes remain the same as originally available. After the conversion, there cannot be fewer free GP lanes on an interstate than existed before the Project. Based on existing traffic conditions, the growing needs within the corridor, and the traffic modeling conducted for the other build alternatives, the ability of the GP to HOT conversion alternative to meet these requirements was determined to be unlikely.

It was also identified that Value Pricing Pilot Program (VPPP) approval from the United States Department of Transportation Office of the Secretary of Transportation (OST) would be needed. The VPPP requirements include but are not limited to: 1) Submission of an Expression of Interest (EOI), 2) FHWA's determination that the Project is a good fit for the VPPP program, 3) Submission of Formal Application: Formal grant or tolling authority, 4) Execution, 5) Execution of a Cooperative Agreement which defines the scope of work and conditions, 6) Execution of a Tolling Agreement: If the Project includes tolling, a tolling agreement must be executed to approve the use of tolls on Federal-aid highways, 7) Planning Consistency: The Project must be consistent with Federal metropolitan and statewide planning requirements, included in the Transportation Improvement Program (TIP), and the Statewide TIP (STIP), and 8) Limitation on Use of Revenue Use: Toll revenues must first be used on the facility for debt service, reasonable return on private investment, and operation/maintenance costs. FHWA has informed Caltrans and Metro that the VPPP is currently under administrative review and is not open for project submissions. Therefore, it is not applicable to seek Federal approval of a GP to HOT conversion under the VPPP at this time.

In addition, State law does not permit turning general purpose lanes directly into toll lanes under California Government Code section 64112 provisions governing the California Transportation Financing Authority[1] which states:

> (b) Each highway project for which tolls are imposed shall have nontolled alternative lanes available for public use in the same corridor as the proposed toll project. Nothing in this division shall allow the conversion of any existing nontolled or non-user-fee lanes into tolled or user-fee lanes, except for the conversion of high-occupancy vehicle lanes into high-occupancy toll lanes, consistent with the authorizations in Sections 149.1, 149.4, 149.5, 149.6, and 149.7 of the Streets and Highways Code.

Due to the above reasons, the GP to HOT lanes conversion alternative was removed from further analysis and is not included among the Build Alternatives carried forward in this Environmental Document.

2.5 Permits and Approvals Needed

The Permits, Licenses, Agreements, and Certifications (PLACs) that would be required for construction of the Build Alternatives for the Project, are listed in Table 2.N.

Table 2.N: PLACs within the Project Limits

No.	PLAC	Agency	Status
1	Clean Water Act Section 401 Water Quality Certification and Waste Discharge Requirements**	Los Angeles RWQCB	Not Initiated / Application to be submitted after approval of ED/ROD and prior to construction.
2	NPDES Statewide Stormwater Permit and Waste Discharge Requirements for State of California Department of Transportation (Order No. 2022-0033-DWQ, NPDES No. CAS000003 [effective January 1, 2023])	SWRCB	Adopted June 22, 2022 / Effective January 1, 2023
3	NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order WQ 2022-0057-DWQ, NPDES No. CAS000002 [effective September 1, 2023])	SWRCB	Not Initiated / Notice of Intent to be submitted prior to construction
4	General NPDES Permit No. CAG994004 Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Los Angeles RWQCB, Order No. R4-2018-0125, NPDES No. CAG994004 [effective November 13, 2018])	Los Angeles RWQCB	Not Initiated / Prior to any construction where discharge of treated or untreated groundwater generated from permanent or temporary groundwater dewatering areas, if required.
5	Clean Water Act Section 404 Nationwide Permit */**	USACE	Not Initiated / Application to be submitted after approval of ED/ROD
6	Clean Water Act Section 404 Letter of Permission within Special Area Management Plan area */**	USACE	Not Initiated / Application to be submitted after approval of ED/ROD

[1] Available at: https://law.justia.com/codes/california/2022/code-gov/title-6-7/division-3/section-64112/https://legiscan.com/CA/text/AB798/id/65546.

Table 2.N: PLACs within the Project Limits

No.	PLAC	Agency	Status
7	Section 1602 Lake or Streambed Alteration Agreement */**	CDFW	Not Initiated / Application to be submitted after approval of ED/ROD and prior to construction.
8	Section 2081 Incidental Take Permit	CDFW	Not Initiated / Application to be submitted after approval of ED/ROD and prior to construction.
9	Encroachment Permit	LACDPW	Not Initiated / Letter or Permit will be obtained during PS&E phase or construction within LACDPW property.
10	Freeway Agreement	Caltrans / City of Los Angeles	Not Initiated / Submitted Prior to Construction; Agreements would be concluded with each of the cities in which Project construction will take place.
11	Air Quality Conformity Approval Letter	FHWA	Not Initiated / Air Quality Conformity Report will be submitted to FHWA after receipt of public comments on the EIR/EIS; FHWA will make a conformity determination prior to final approval of the Final EIR/EIS.
12	CTC Application for Toll Facility	CTC/ Metro	Not Initiated / Application to be submitted after approval of ED/ROD and Prior to Construction.
13	Toll Operating Agreement	Caltrans/ Metro	Not Initiated / Submitted Prior to Construction
14	Operations and Maintenance Agreement	Caltrans/ Metro	Not Initiated / Submitted Prior to Construction
15	Cooperative Agreements	Caltrans/ Metro	Not Initiated / Submitted Prior to PS&E, Construction, Operation, and Maintenance Phases
16	Enforcement Agreements	CHP/ Metro	Not Initiated / Submitted Prior to Construction
17	Approvals to relocate, protect in place, or remove utility facilities (e.g., Positive Location Agreements, Utility Agreements, and/or Joint Use Agreements or Consent to Common Use Agreements)	Affected Utilities	Not Initiated / Prior to any construction within utility conflict areas.
18	Determination of Engineering and Operational Acceptability	FHWA	Not Initiated / Application to be submitted after approval of ED/ROD and prior to construction.
19	Draft and Final Project Management Plan	FHWA	Draft - At least 60 days prior to approval of the Record of Decision (ROD). Final - 90 days after approval of the ROD.
20	Initial Financial Plan and Financial Plan Annual Update	FHWA	Initial Financial Plan - After approval of the ROD. Financial Plan Annual Update - Approved annually after approval of the Initial Financial Plan.

Notes: */** Not anticipated at this stage, coordination would be required if impacts are found during subsequent phases of the project.

Caltrans = California Department of Transportation; CDFW = California Department of Fish and Wildlife; CHP = California Highway Patrol; CTC = California Transportation Commission; ED = Environmental Document; LACDPW= Los Angeles County Department of Public Works; LACFD = Los Angeles County Flood Control District; NPDES = National Pollutant Discharge Elimination System; PLACS = Permits, Licenses, Agreements, and Certifications; PS&E = Plans, Specifications, and Estimate; ROD = Record of Decision; RWQCB = Regional Water Quality Control Board; SWRCB = State Water Resources Control Board; USACE = U.S. Army Corps of Engineers; WQ = Water Quality

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Chapter 3 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

This chapter describes the current condition of the resources in the study area and identifies the potential effects of implementing the Proposed Project. Each subsection describes the present conditions, discusses the potential impacts of the Proposed Project, and indicates what measures would be taken to avoid, minimize, or mitigate those impacts.

The environmental impact analysis contained within the following chapter considers the potential environmental consequences associated with implementation of the four proposed alternatives (the No Build Alternative and Alternatives 2, 3, and 5).

The environmental impact analyses discuss potential impacts in three general categories: human environment, physical environment, and biological environment. The following discussion of potential effects is presented by environmental resource area.

RESOURCE TOPICS DISMISSED FROM ANALYSIS

As part of the scoping and environmental analysis carried out for the Proposed Project, the following environmental issues were considered; however, no adverse impacts were identified. As a result, there is no further discussion about these issues in this document:

- **Coastal Zone:** California's Coastal Zone generally extends 1,000 yards inland from the mean high tide line. The study area is located approximately 10 miles from the Pacific Ocean and is not within the Coastal Zone.

- **Wild and Scenic Rivers:** According to the Bureau of Land Management, there are no wild and scenic rivers within the study area.

- **Farmlands:** There is no land designated as prime farmland, unique farmland, or land of statewide or local importance within the study area. In addition, there is no property currently under Williamson Act contract within the study area.

- **Timberland:** There are no designated timberlands or properties with a California Timberland Productivity Act contract within the study area.

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HUMAN ENVIRONMENT

3.1 Land Use

3.1.1 Existing and Future Land Use

This section describes the existing and future local and regional land use in the immediate Project Corridor and surrounding vicinity. The information in this section is based on the following documents: *Community Impact Assessment* (May 2025) and *Section 4(f) Evaluation* (August 2025) prepared for the Project.

For the purposes of this analysis, the "Project Corridor" and the "study area" are defined as:

- **Project Corridor:** The area that would be physically affected by primary or direct impacts during the construction period. The Project Corridor is coterminous with the maximum disturbance limits for each Build Alternative.
- **Study Area:** The community surrounding the Project Corridor in which secondary or indirect impacts could occur. Impacts typically decrease in magnitude as the distance from a project site increases. Therefore, the study area includes those areas within 0.5 mile of the Project Corridor.

Figure 3.1-1 displays the Project Corridor and study area.

3.1.1.1 Affected Environment

Existing Land Use

The Project Corridor is located within the cities of Los Angeles and Culver City and the communities of Mar Vista, Palms, Sawtelle, Rancho Park, West Los Angeles, Brentwood, Westwood, Bel Air, Encino, Sherman Oaks, Lake Balboa, and Van Nuys in Los Angeles County, California. However, community information related to the City of Culver City is excluded, as the city area that overlaps with the improvements associated with the Proposed Project would be so minimal as to not warrant further analysis. Existing land uses in the Project Corridor are shown on Figure 3.1-2, Existing Land Uses, and include single- and multi-family residential, commercial, industrial, agriculture, institutional, open space and recreation, public facilities, and transportation and utilities. Notable activity centers within the study area include the Sherman Oaks Galleria, the Expo Boulevard/Sepulveda Boulevard Metro Rail Station, Westwood Village, Wilshire Boulevard, the West Los Angeles Veterans Affairs Medical Center, and the Getty Center.

As discussed in Section 3.9, Hydrology and Floodplains, the study area is located within both the Tujunga Wash-Los Angeles River Subwatershed, which is located in the larger Upper Los Angeles River Watershed, and the Ballona Creek Subwatershed, which is located in the larger Ballona Creek Watershed. There are several drainage channels that pass within the study area and the watersheds that eventually drain to the Pacific Ocean. The study area is not located within the Coastal Zone and does not contain any designated wild and scenic rivers.

Prominent open space and recreational facilities within the study area include Getty View Park, Santa Monica Mountains National Recreation Area, the Sepulveda Basin Wildlife Reserve, and others discussed below in Section 3.1.3, Parks and Recreational Facilities.

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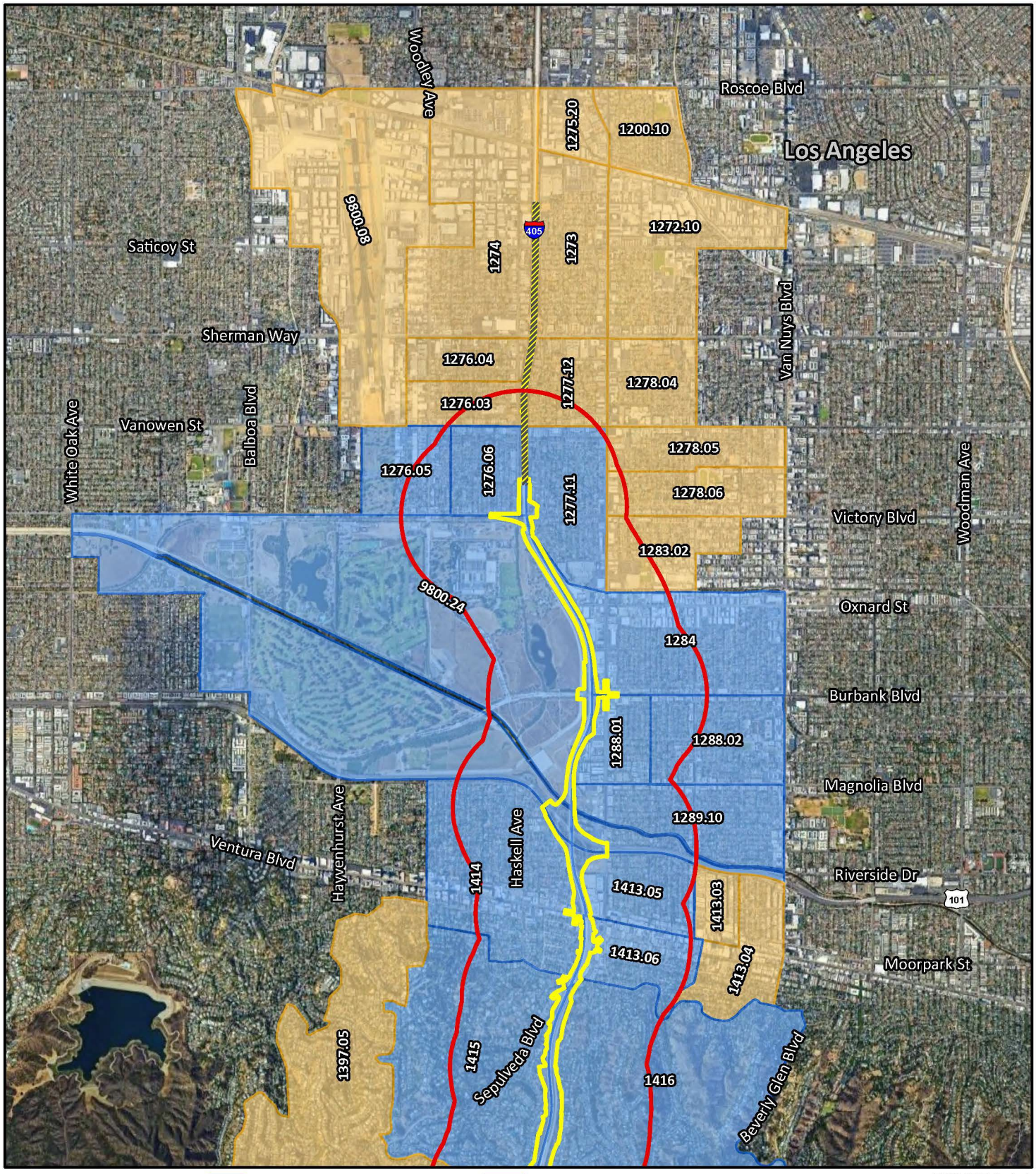

Project Area
Advanced Signage Only
Study Area
City/County Boundaries

Study Area Census Tracts
Other Census Tracts*

FIGURE 3.1-1
Page 1 of 3

N

0 2000 4000
FEET

SOURCE: Google Imagery (2022)

*Although portions of these census tracts are within 0.5 mile of the Study Area, the majority of their residential populations are not; or would experience only freeway signage work with limited local impacts. Therefore, Census data for these census tracts is not included in this analysis.

I-405 Sepulveda Pass ExpressLanes Project

Project Area and Study Area

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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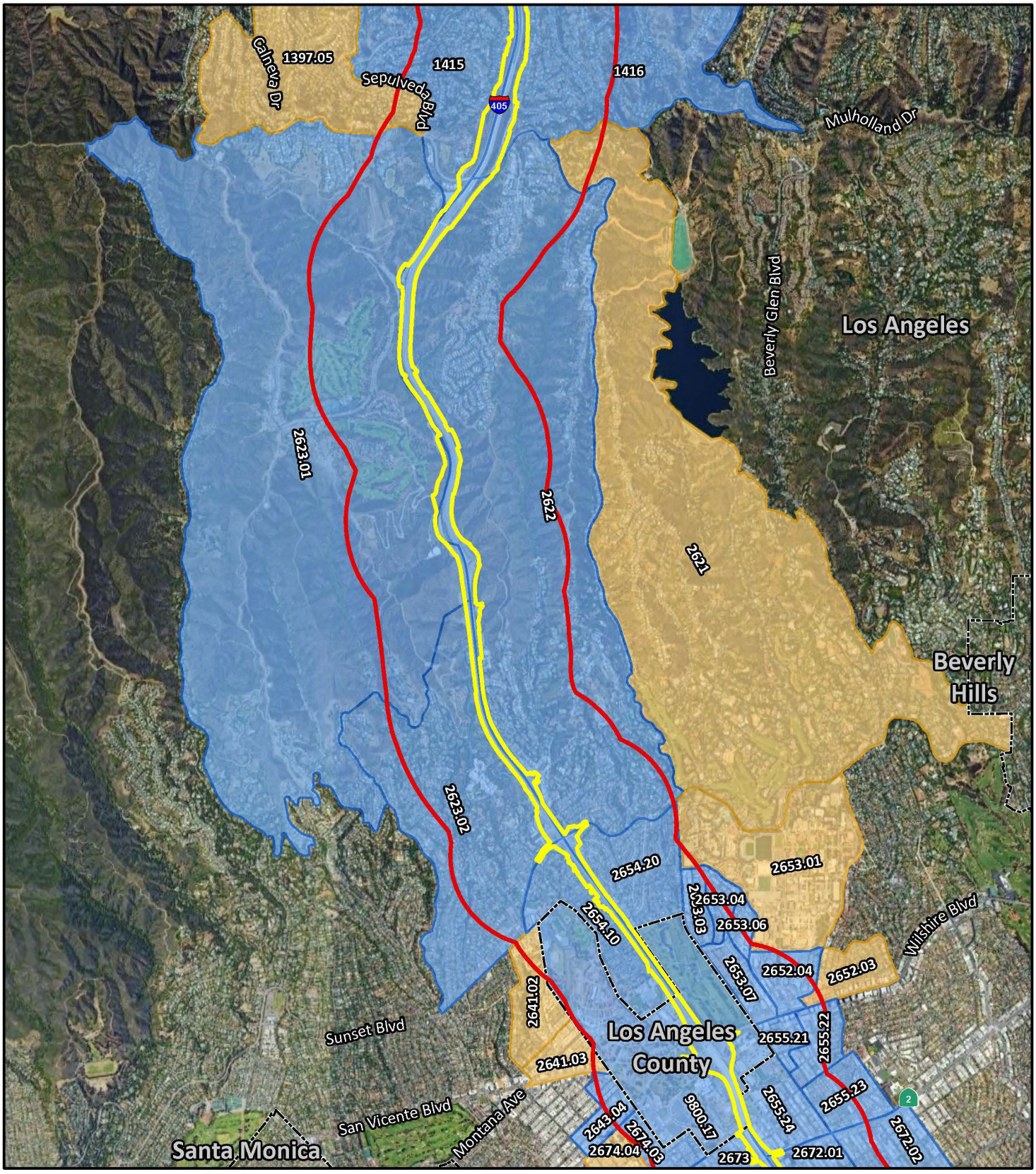

Project Area
Advanced Signage Only
Study Area
City/County Boundaries
Study Area Census Tracts
Other Census Tracts*

FIGURE 3.1-1
Page 2 of 3

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0 2000 4000
FEET

SOURCE: Google Imagery (2022)

*Although portions of these census tracts are within 0.5 mile of the Study Area, the majority of their residential populations are not; or would experience only freeway signage work with limited local impacts. Therefore, Census data for these census tracts is not included in this analysis.

I-405 Sepulveda Pass ExpressLanes Project
Project Area and Study Area
07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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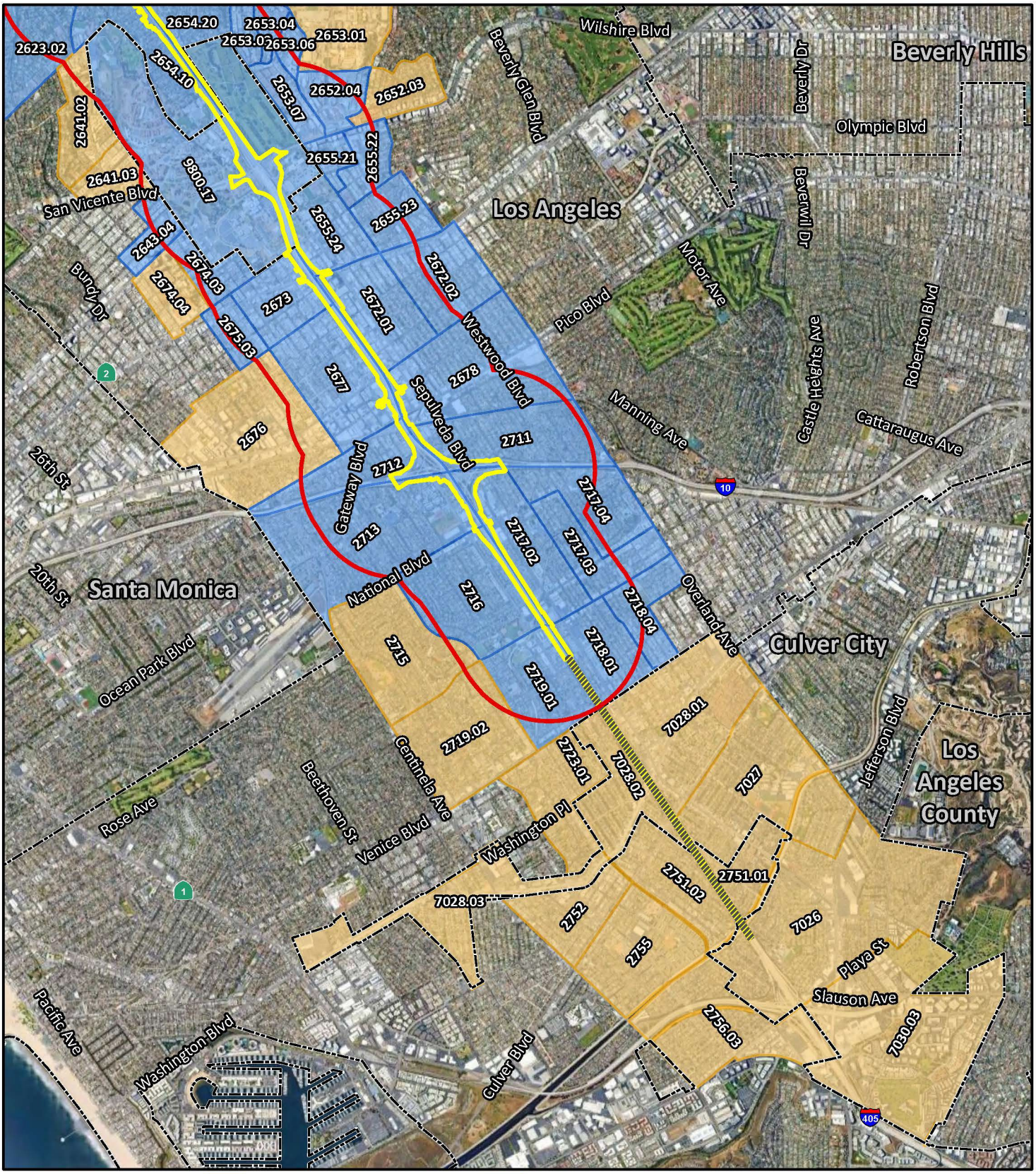

Project Area
Advanced Signage Only
Study Area
City/County Boundaries
Study Area Census Tracts
Other Census Tracts*

FIGURE 3.1-1
Page 3 of 3

I-405 Sepulveda Pass ExpressLanes Project
Project Area and Study Area
07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

0 2000 4000
FEET

SOURCE: Google Imagery (2022)

*Although portions of these census tracts are within 0.5 mile of the Study Area, the majority of their residential populations are not; or would experience only freeway signage work with limited local impacts. Therefore, Census data for these census tracts is not included in this analysis.

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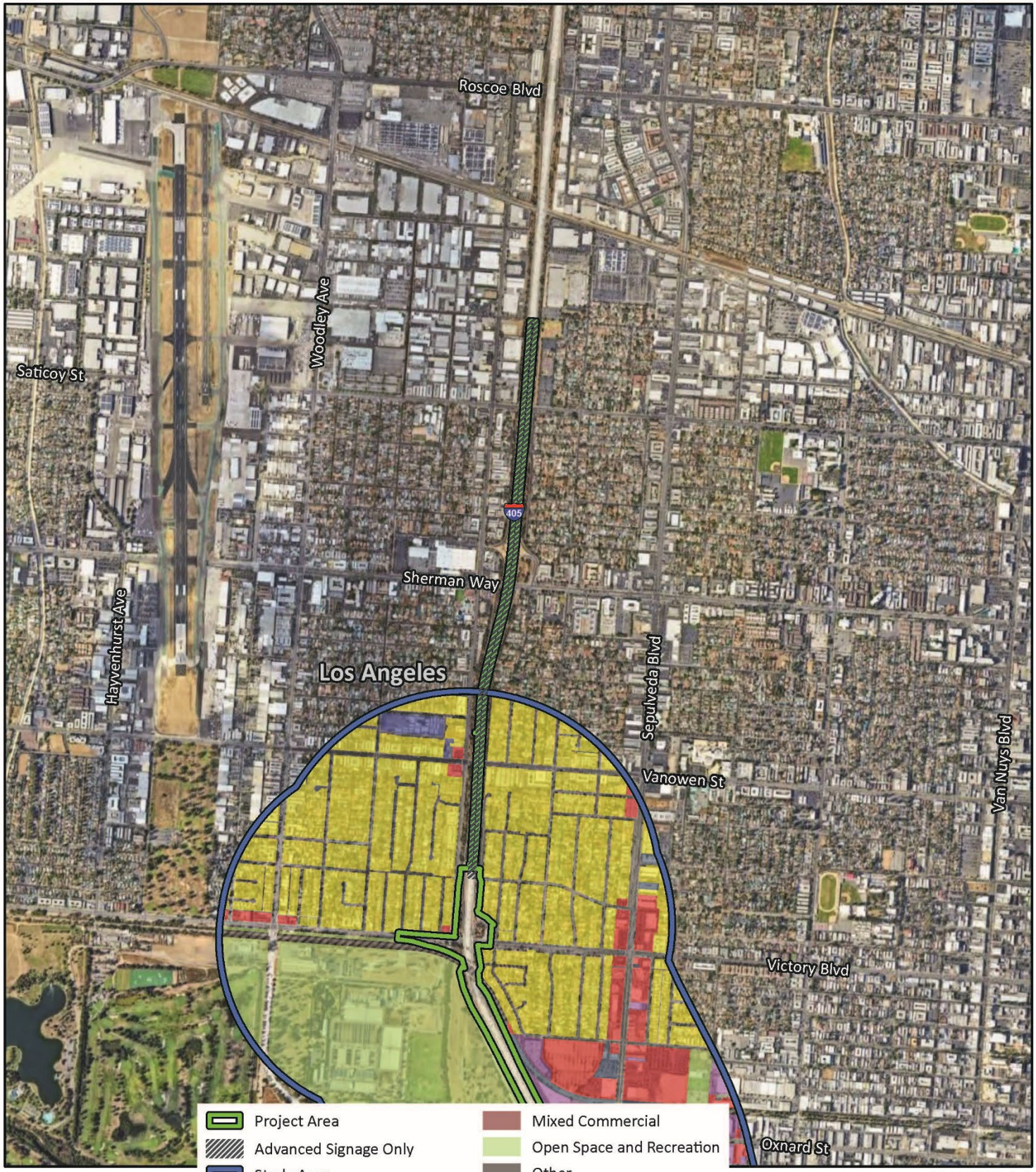

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.1-2

Page 1 of 6

I-405 Sepulveda Pass ExpressLanes Project

Existing Land Uses

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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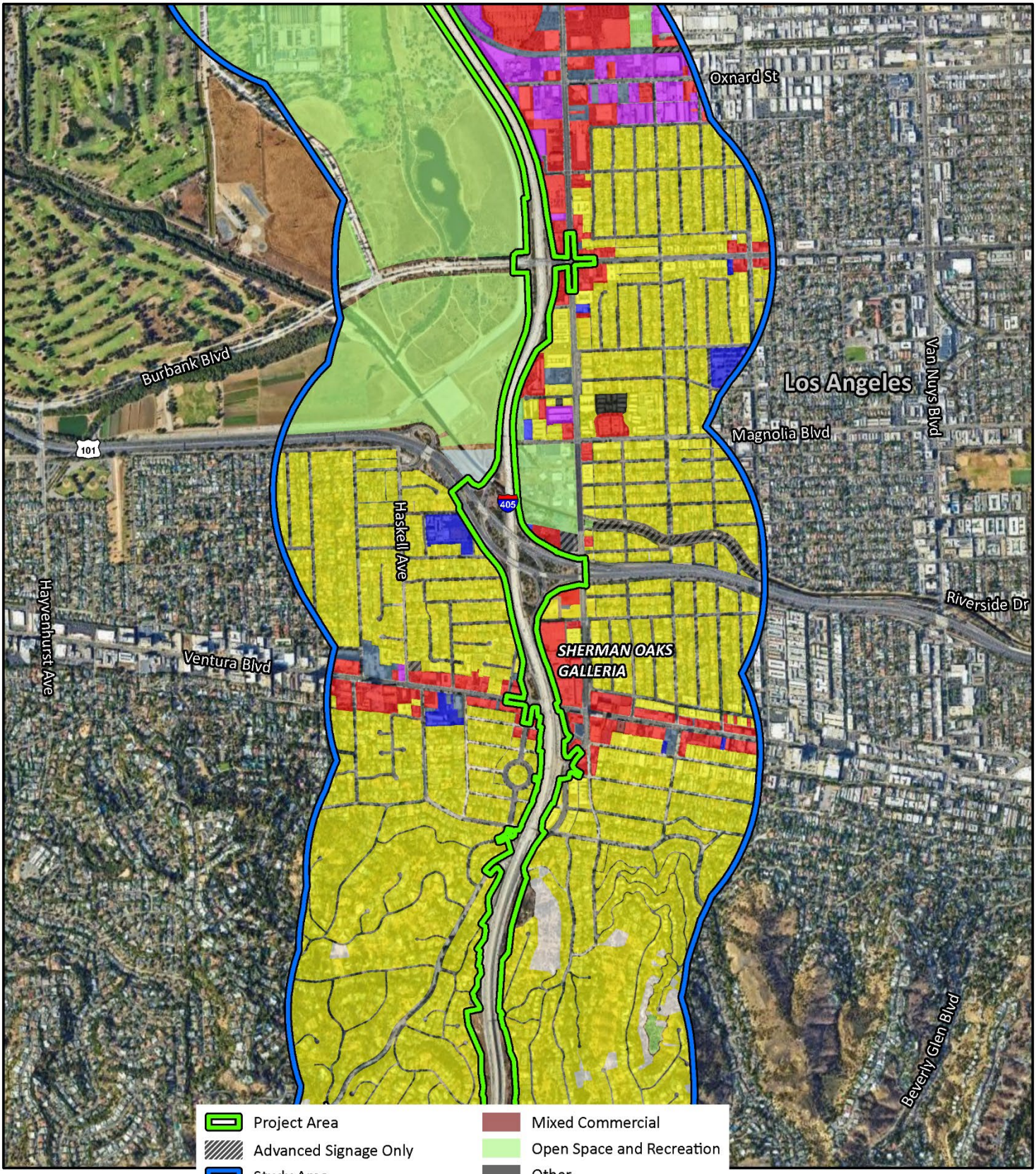

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.1-2

Page 2 of 6

I-405 Sepulveda Pass ExpressLanes Project

Existing Land Uses

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.1-2

Page 3 of 6

I-405 Sepulveda Pass ExpressLanes Project

Existing Land Uses

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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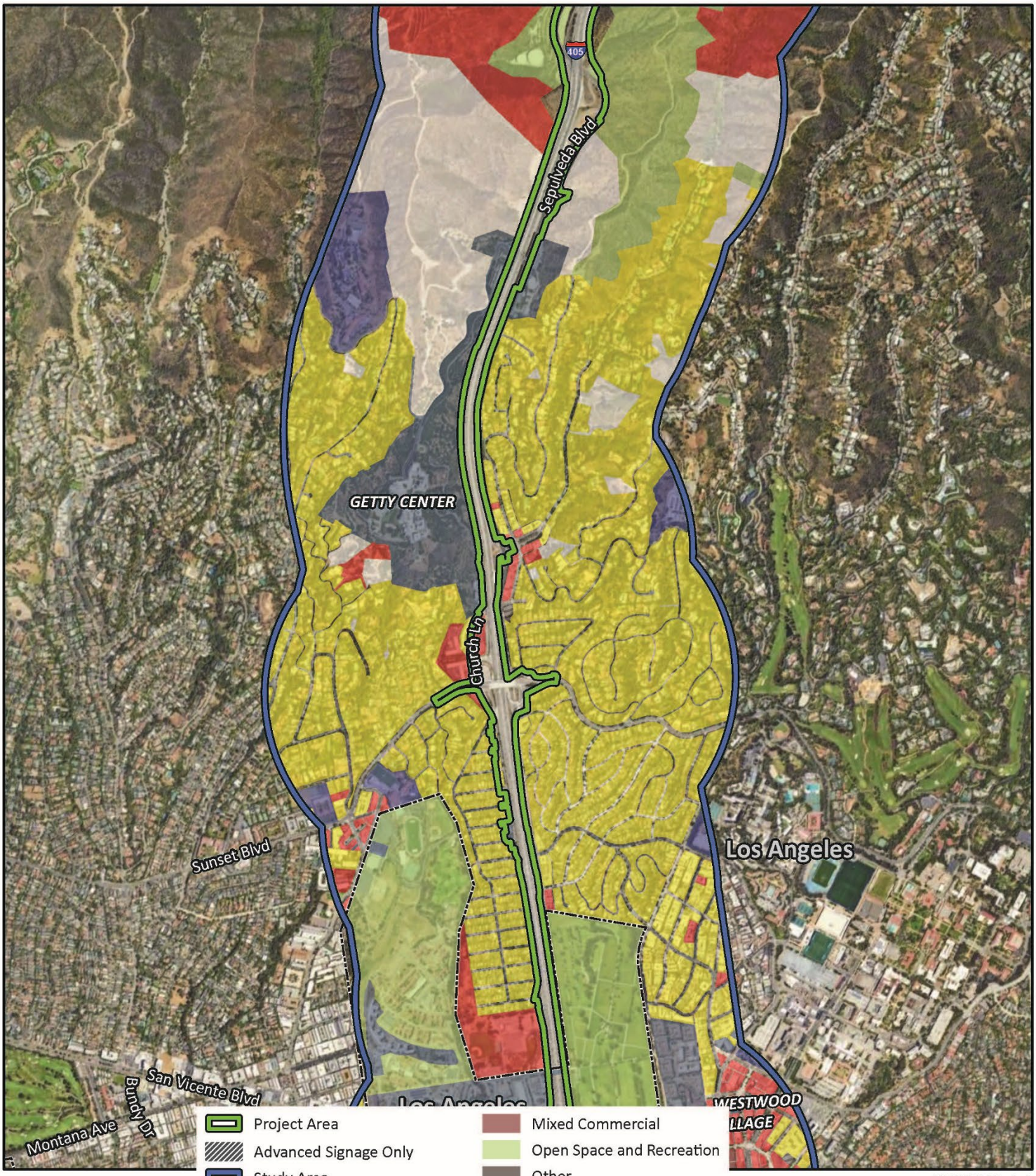

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.1-2

Page 4 of 6

I-405 Sepulveda Pass ExpressLanes Project

Existing Land Uses

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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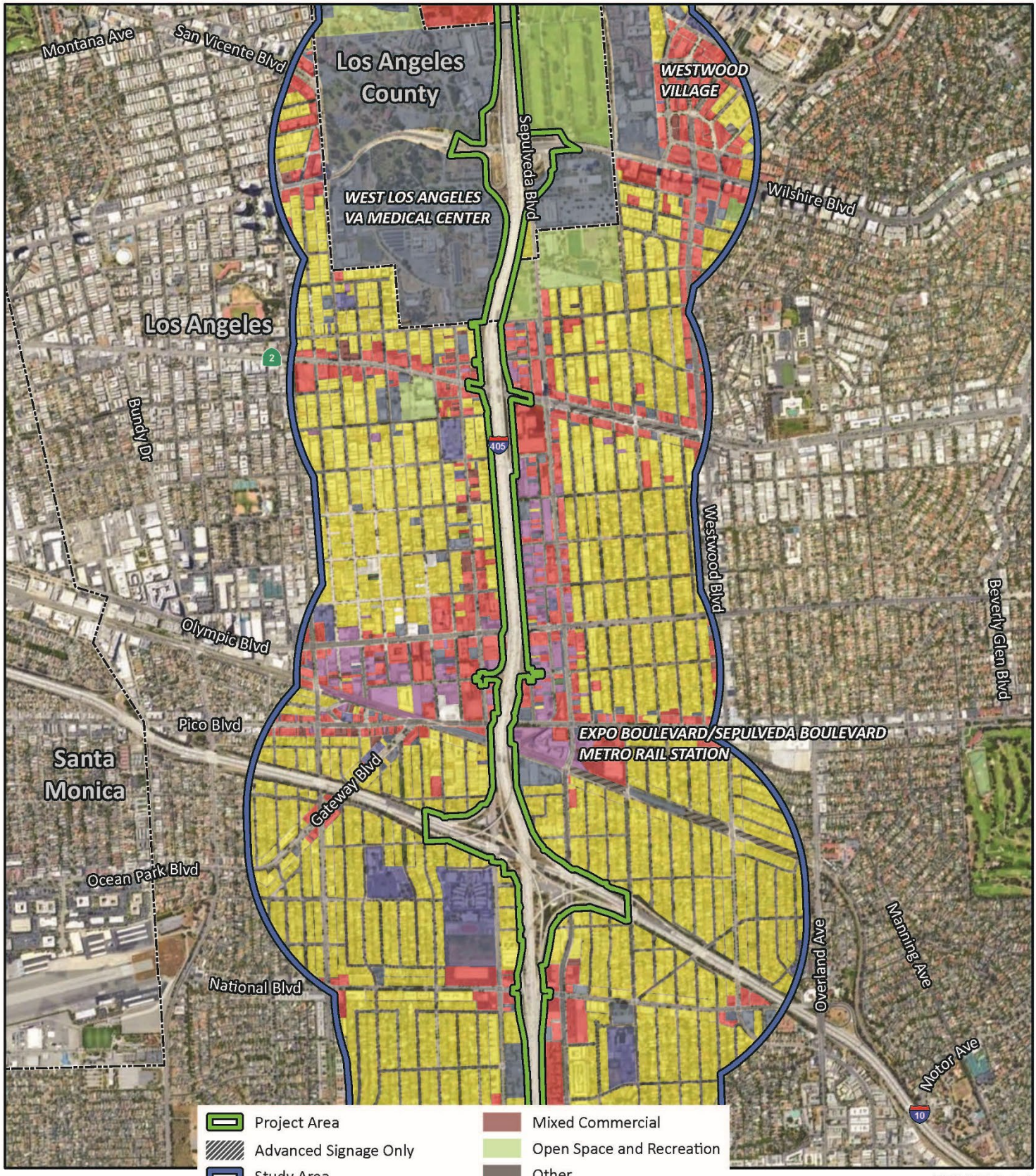

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.1-2

Page 5 of 6

I-405 Sepulveda Pass ExpressLanes Project

Existing Land Uses

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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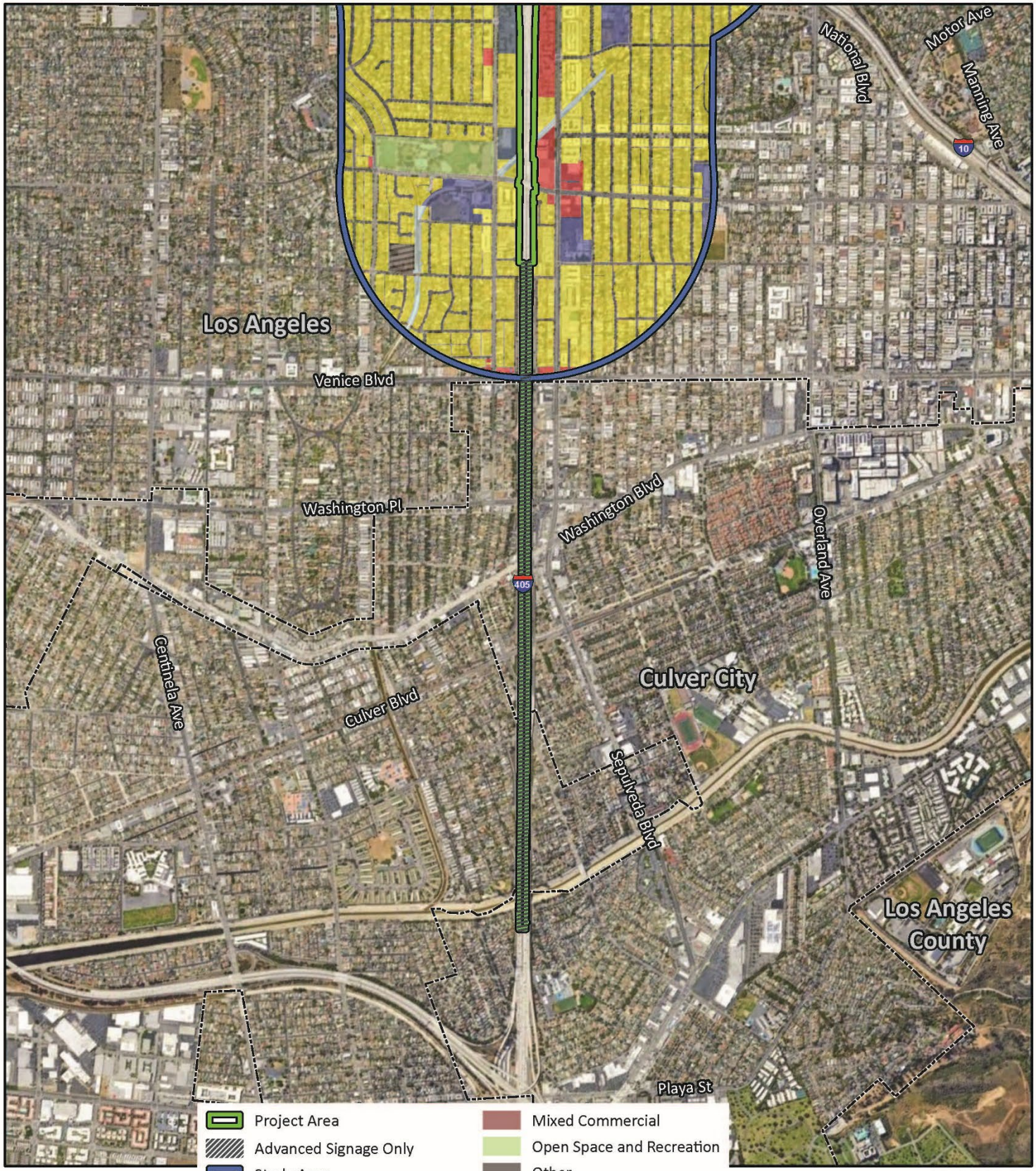

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.1-2

Page 6 of 6

I-405 Sepulveda Pass ExpressLanes Project

Existing Land Uses

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Land within the study area is zoned for agricultural, commercial, industrial, open space, parking, public facilities, institutional, and residential uses.

As shown in Table 3.1.1, single-family residential makes up the largest category of existing land uses within the study area (57 percent), followed by commercial services (13 percent), and open space and recreation uses (10 percent). The remaining 20 percent of the study area includes a mix of industrial, institutional, public facilities, transportation and utilities, vacant, water, and other uses.

Table 3.1.1: Existing Land Uses in the Study Area

Land Use	Acres	Percentage
Agriculture	0.9	0.0
Commercial and Services	1,912.5	12.8
Industrial	128.7	0.9
Institutional	326.7	2.2
Mixed Commercial	11.7	0.1
Open Space and Recreation	1,514.7	10.2
Other	1,366.7	9.2
Public Facilities	513.8	3.4
Residential	8,449.8	56.8
Transportation and Utilities	34.9	0.2
Vacant	602.8	4.1
Water	14.2	0.1
TOTAL	**14,877.4**	**100.0**

Source: County of Los Angeles (2023).

Future Land Use

There are several transportation and development projects that are either planned, approved, or under construction in the Project Corridor and surrounding vicinity. Planned land use is anticipated to be primarily transportation, residential, commercial, and industrial uses. Development is anticipated to take place in infill and vacant sites, or redevelopment of existing properties throughout the region. The non-transportation projects listed below in Table 3.1.2 were obtained from various agency and jurisdiction websites. Table 3.1.3 shows the planned transportation projects presented in the I-405 Comprehensive Multimodal Corridor Plan published by the Los Angeles County Metropolitan Transportation Authority (Metro) in 2022, listed as Projects of Significance in the study area used in the *Traffic Analysis Methodology and Data Collection Plan* prepared in 2021, or listed on various transportation agency and jurisdiction websites.

General Plan land use designations guide future development in jurisdictions. In the study area, the General Plan land uses are predominately residential uses, followed by commercial and industrial uses. As shown in Figure 3.1-3, Los Angeles County Planned Land Use, the portion of the study area within unincorporated Los Angeles County is planned for residential and public facilities uses. As shown in Figure 3.1-4, City of Los Angeles Planned Land Use, the City of Los Angeles portion of the study area is planned for a wide range of land uses, including single- and multi-family residential, commercial, industrial, and open space uses, as well as public facilities.

Table 3.1.2: Planned Projects (Non-Transportation) in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Providence Saint John Phase Two Master Plan/2121 Santa Monica Boulevard	City of Santa Monica	Long-range plan for phased design, approval, and development of wellness/ healthcare/research facilities, subterranean parking, open space areas, visitor housing, a minimum of 10 units of replacement multi-family housing, and new facilities for Providence's existing Santa Monica Cancer Institute and Child and Family Development Center.	Approved; Construction has not yet begun but is anticipated to be completed over a 17-year implementation period.
Sunset/Santa Monica Fiber Loop Project	City of West Hollywood	Replace outdated and damaged traffic signal hardware and implement or replace traffic signal head components, new fiber optic cable, and retroreflective backplate technology at 34 intersections to improve safety and intersection timing.	Approved; Construction contract awarded in February of 2026.
City of Beverly Hills FY 2022/23 Budgeted Capital Improvement projects (CIP)	City of Beverly Hills	98 Capital Improvement projects identified throughout the City, including: subway mitigation, traffic calming and mitigation, sewer system repairs, street tree removal and replacement, dog parks, and affordable housing developments.	Ongoing
2121 Santa Monica Blvd./ Providence SJHC Phase II Project Master Plan	City of Santa Monica	A long-range plan for phased design, approval, and development of wellness/healthcare/research facilities, subterranean parking, open space areas, visitor housing, a minimum of 10 units of replacement multi-family housing, and new facilities for Providence's existing Santa Monica Cancer Institute and Child and Family Development Center.	The master plan was approved by City Council in March 2022. Construction has not yet begun but is anticipated to be completed over a 17-year implementation period. Each new building will require Planning Commission review and approval.
Wildlife Pilot Study	City of Los Angeles	The Wildlife Pilot Study, stakeholder outreach, and expert feedback is informing an approach to proposed regulations to be applied to new development within the Wildlife Pilot Study boundary and would restrict development in highly vegetated and steeply sloped areas that would result in impacts to wildlife movement and habitats.	The Wildlife Ordinance was approved by the City Council in June 2023. It is currently under review by the City Planning Commission; paused during lack of funding.
Sepulveda Basin Sports Complex/ New Community Room and New Ranger Station	City of Los Angeles/ Sepulveda Basin Recreation Area	Construction of a community room and ranger station with public restrooms, part of a larger, 30-acre project (Sepulveda Basin Vision Plan) that includes construction of four multi-purpose sports fields, lighting, irrigation, stadium/bleacher seating, concessions, paths, native landscaping, and active transportation connections to the Metro G Line and National Park Service trail system.	Under review

Table 3.1.2: Planned Projects (Non-Transportation) in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Sepulveda Basin Vision Plan	City of Los Angeles/Sepulveda Basin Recreation Area	Establish a long-term strategic plan for the future of the Sepulveda Basin, which will propose designs that can be implemented in phases to improve the visitor experience, improve opportunities for recreation, improve access throughout the Basin, improve the habitat areas and ecosystem function, investigate the natural functions of the Los Angeles River and its tributaries within the Basin, and improve the flood risk management function of the Basin. The Vision Plan will include comprehensive design for the Basin including up to 12 selected public projects and those projects will be incorporated into a full build-out of the project, over a period of approximately 25 years.	Final Plan released in 2024
Mission Canyon Park Project	County of Los Angeles, Santa Monica Mountains Recreation and Conservation Authority	The project envisions formalizing a multi-benefit regional trail on a former 500-acre landfill. The landfill has been closed for over 50 years and ultimately its intended use, after operation, was to be converted for open space and recreational purposes. The purposed improvements include a 2.5 miles loop trail and regional connection, flush toilets, picnic tables, native planting, fitness stairs, interpretive elements, gates, fencing, and other amenities.	Under environmental review. No further updates available.
Van Nuys Plaza	6569 N Van Nuys Boulevard	Development of a six-story mixed-use development at the corner of Kittridge Street and Van Nuys Blvd featuring 174 units, 18,400 square feet of ground-floor retail space, and underground parking for 400 vehicles.	Complete.
Mixed-Use Development	7002-7004 Van Nuys Boulevard	Development of a five-story multi-family complex including 170 units and ground floor commercial space in replacement of existing auto-repair and retail establishments.	Approved. Not constructed as of 2026.
Sepulveda Palms Redevelopment Project	City of Los Angeles	Demolition of an approximately 37,900 square-foot commercial building and associated surface parking lot and construction of a 7-story mixed-use development consisting of 445 dwelling units, 63,000 square feet of commercial retail and restaurant space. The Project site is located at 3443 South Sepulveda Blvd., Los Angeles, CA 90034. Of the 445 apartment units, 11 percent (49 units) would be reserved for very-low-income households.	A Notice of Preparation (NOP) was published for review in 2019. No further updates available.
Mount Saint Mary's University Chalon Campus Wellness Pavilion Project	City of Los Angeles	Mount Saint Mary's University (MSMU) proposes a 38,000-square-foot, 2-story Wellness Pavilion within a 3.8-acre portion of MSMU's Chalon Campus. The Project would also include a new outdoor pool area, landscaped open space, and a new accessory parking deck immediately adjacent and to the north of the proposed Wellness Pavilion.	The project is currently under construction, with completion anticipated in 2025.Completed.

Table 3.1.2: Planned Projects (Non-Transportation) in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
West Los Angeles Veterans Affairs Center	West Los Angeles Veterans Affairs Medical Center Campus	Renovations to the existing West Los Angeles Veterans Affairs (VA) Medical Center Campus, including development of a minimum of 1,200 housing units, on-site services, and land recovery.	Construction on-going; anticipated completion in 2031.
Westwood Apartments	2117-2121 Westwood Boulevard	Development of a five-story mixed-use complex in West Los Angeles featuring 92 units, 1,500 square feet of ground-floor retail space and subterranean parking.	Final phases of construction are ongoing; anticipated completion August 2026.
Mixed-Use Development	11628 W Santa Monica Boulevard	Development of a six-story, 99-unit mixed-use development in replacement of a West Los Angeles strip mall including over 12,000 square feet of ground-floor retail space and two levels of underground parking.	Under review; no construction as of May 2026.
Multi-Family Development	1656 S Sawtelle Boulevard	7,005 square foot vacant property zoned for mixed-use. Plans for development of a six-story, 33-unit apartment building with affordable units, a rooftop deck, and underground parking.	Approved; no construction as of May 2026.
Department of Water and Power Office Space	11761-12300 W Nebraska Avenue	Facility improvements to the Los Angeles Department of Water and Power to demolish six existing structures and construct a new 92,000 square foot office building with associated improvements.	Approved 2020
Il Villaggio Toscano	4827 N Sepulveda Boulevard	Development of a mixed-use site including a maximum of 399 multi-family residential units, and approximately 52,000 gross square feet of commercial and retail space.	Complete.
Multi-Family Development	1427 S Greenfield Avenue	Demolition of existing apartment buildings and the construction of a new six-story, 29-unit residential complex with two levels of underground parking and affordable units.	Approved September 2020, revised plans submitted May 2021. No construction as of May 2026.
Multi-Family Development	11261 Santa Monica Boulevard	Development of a new six-story building including 119 residential units and above-ground parking for approximately 147 vehicles, including affordable units.	Construction on-going as of January 2026.
ICON Sherman Oaks	14130 and 14154 Riverside Drive	Development of an approximately 8.3-acre mixed-use project including 249 apartment units and a Trader Joe's on the ground floor.	Completed.
Multi-Family Development	11434 W Pico Boulevard	Development of a six-story, 265,000 square foot apartment complex including 278 residential units, including 28 affordable units.	Approved; pre-construction as of August 2025.
Santa Monica and Barrington Mixed-Use Project	11650-11674 Santa Monica Boulevard	Development of a new five-story, 316,520 square foot mixed-use development with 64,759 square feet of ground floor and mezzanine level-grocery store and restaurant uses, three levels of underground parking, and 180 residential units on a 2.6-acre vacant site.	Approved; pre-construction.

Table 3.1.2: Planned Projects (Non-Transportation) in the Project Vicinity

Project Name/Type	Jurisdiction/Location	Proposed Use/Description	Status
Commercial Development	2255 Sawtelle Boulevard and 2222 Corinth Avenue	Development of an 8-story, 135,000 square foot office tower with a total campus footprint of over 180,000 square feet.	Approved March 2021, pre-construction.
The Wilshire Gayley	10955 Wilshire Boulevard	Development of a 29-story luxury condominium tower in Westwood with four levels of underground parking, including residential units and retail space.	On hold.
Berggruen Institute Project	City of Los Angeles/1901 North Sepulveda Boulevard and 2100 - 2187 N. Canyonback Rd	Proposed Specific Plan allowing development concentrated on approximately 28 acres or approximately 6 percent of the 447-acre Project. The Specific Plan would be divided into three Sub Areas: Ridge I (primary Institute building), Ridge II (three Scholar Pavilions), and Open Space.	A Notice of Preparation was filed in November 2020; no further update available.

Note: For the purposes of this analysis, the Project "vicinity" refers to the Study Area and its close proximity.
Sources: City of Santa Monica (santamonica.gov (smgov.net); City of Los Angeles (Projects | Bureau of Engineering (lacity.org); Santa Monica Mountains Conservancy (Santa Monica Mountains Conservancy Programs – Santa Monica Mountains Conservancy); Congressional District Community Projects (4, 5, 11, 29, 30, 32, 36, 37), U.S. Army Corps of Engineers Los Angeles (Los Angeles District, U.S. Army Corps of Engineers); Metropolitan Water District of Southern California (MWD | Reserves and Habitats (mwdh2o.com); Southern California Association of Governments (Annual Listing of Obligated Projects - Southern California Association of Governments).

Table 3.1.3: Planned Projects (Transportation) in the Project Vicinity

No. in Traffic Study	Project Name	System	RTP ID	Description	Status
Traffic Analysis Methodology and Data Collection Plan: Projects of Significance					
6	Metro D Line (Purple) Extension Project	Transit	LA0G447-LA0G447	Section 1: Wilshire/Western to Wilshire/La Cienega Station	Complete and operational.
7	I-5 North County Enhancements Project	State Highway	LA0G440-LA0G440	The project will extend the High-Occupancy Vehicle (HOV) lanes on I-5 from the SR-14 interchange to just south of the Parker Road interchange, incorporating an additional northbound truck climbing lane from SR-14 to Calgrove Boulevard and an additional southbound truck climbing lane from Pico Canyon Road/Lyons Avenue to SR-14.	2026 Completion
8	BRT Connector G Line (Orange)/ B Line (Red) to A Line (Gold)	Transit	1162T017	BRT connector G (Orange)/B (Red) line to A line (Gold).	Final EIR certified and approved by Metro Board of Directors in 2022; 2027 Completion

Table 3.1.3: Planned Projects (Transportation) in the Project Vicinity

No. in Traffic Study	Project Name	System	RTP ID	Description	Status
9	I-405 Auxiliary Lanes Improvement Project	State Highway	1163S014-LA0G1562	Add Auxiliary Lanes Along I-405 Northbound and Southbound between Artesia Blvd. and El Segundo to alleviate congestion and improve operations.	2026 Completion
10	Metro D Line (Purple) Subway Extension Project	Transit	1TR1002-LA0G1052	Section 2: Wilshire/Rodeo Station to Century City/ Constellation Station	Under construction; estimated completion in Spring 2027.
11	I-105 ExpressLanes Project	State Highway	1162S011	I-105 ExpressLanes from I-405 to Studebaker Rd. In Norwalk.	2027 Completion
12	Metro D Line (Purple) Subway Extension Project	Transit	1TR1003	Section 3: Westwood/UCLA Station and Westwood/Veterans Affairs Hospital Station	Under construction; estimated completion Fall 2027.
14	I-405 ExpressLanes Project	State Highway	LA0G1105	I-405 Express lanes from I-105 to I-110.	2035 Completion
15	I-405 ExpressLanes Project	State Highway	1200S004	I-405 Express lanes from I-110 to LA/ Orange County Line.	2028 Completion
16	I-10 ExpressLanes Project	State Highway	1200S001	I-10 ExpressLanes from I-605 to LA/San Bernardino County Line.	2028 Completion
17	I-405 ExpressLanes Project	State Highway	1200S002	I-405 Express Lanes from I-10 to I-105.	2028 Completion
18	Southeast Gateway Line (previously West Santa Ana Branch Transit Corridor)	Transit	1TR1011	Formally known as the West Santa Ana Branch Transit Corridor Light Rail Transit Line.	2035 Completion
19	East San Fernando Valley Light Rail Transit	Transit	1TR0706	East San Fernando Valley Light Rail Transit	Approved. Utility adjustment work currently ongoing; estimated completion in 2027. Completion of entire project anticipated in 2031.
21	Sepulveda Boulevard Improvements	Local Highway	1160014	Sepulveda Boulevard (Sepulveda Tunnel to W. 96th Street): Widen the existing 3,700-foot street segment by up to 40 feet to provide up to four lanes in each direction. Improvements would also include new ramps to Sky Way, to/from World Way, to/from Century Boulevard, and to/from New 'A' Street.	2030 Completion
22	New Ramps to LAX Consolidated Rental Car Facility	Local Highway	1160024	I-105/I-405 connections: construct new I-105 and I-405 on and off ramps to connect to the consolidated rental car facility and other landside access facilities.	2030 Completion

Table 3.1.3: Planned Projects (Transportation) in the Project Vicinity

No. in Traffic Study	Project Name	System	RTP ID	Description	Status
23	Metro C Line (Green) Extension to Torrance	Transit	1TR1001	The C Line (Green) Extension to Torrance is a proposed 4.6-mile light rail transit extension from the existing Metro C Line (Green) Redondo Beach Marine Station to the Torrance Transit Center currently under construction by the City of Torrance.	2030-2033 Completion
24	I-605 ExpressLanes Project	State Highway	1200S005	I-605 ExpressLanes from I-105 to Orange County line	2031 Completion
25	Sepulveda Transit Corridor Project	Transit	1160001	Sepulveda Pass Transit Corridor (Phase 2)[1]	2033 Completion
26	California High Speed Rail	Passenger Rail	7120010	California High-Speed Rail - Phase 1 (Includes Metrolink and LOSSAN Corridor Speed Upgrades)	2033 Completion
27	Slauson Light Rail Extension	Transit	1120003	Crenshaw Corridor to Metro A Line (Blue) Slauson Station	2045 Completion
28	Metro B Line (Red) Extension	Transit	1120004	Metro B Line (Red) Station North Hollywood to Burbank Bob Hope Airport	2045 Completion
29	Metro C Line (Green) Extension	Transit	1120005	Metro C Line (Green) Norwalk Station to Norwalk Metrolink Station	2045 Completion
30	Regional Express/HOT Lane Network	State Highway	7120013	Regional Express/HOT Lane Network	2045 Completion
Other Transportation Projects Within the Project's Vicinity					
N/A	Walk Pico! A Catalyst for Community Vitality and Connectivity	Pedestrian	N/A	Installs new sidewalk, sidewalk buffer, landscaping, street trees, ped/bike wayfinding signage, and other pedestrian improvements. Removes obstructions from the walkway.	Identified as a I-405 Comprehensive Multimodal Corridor Plan (CMCP) Tier 2B project. Tier 2B projects might need mitigation or modification to better align with CMCP goals but are close to implementation.
N/A	Santa Monica Pier Bridge Replacement	City of Santa Monica	N/A	The project would replace the existing bridge with a new structure designed and constructed to current standards. Eight build alternatives are collectively under consideration - the basic design parameters are essentially the same with the differences primarily related to the north-south placement of the	Construction began in December of 2025 and is anticipated to be complete in December of 2027.

[1] Sepulveda Transit Corridor Phase 2 would extend the transit line further south from the Metro E Line station on the Westside down toward Los Angeles International Airport (LAX).

Table 3.1.3: Planned Projects (Transportation) in the Project Vicinity

No. in Traffic Study	Project Name	System	RTP ID	Description	Status
				various paths for access by vehicles, bicycles, pedestrians, and those with limited mobility.	
N/A	Metro G Line (Orange) BRT Improvements	Transit	N/A	The G Line (Orange) was extended from Canoga Park to Chatsworth; in 2012 and is currently undergoing further enhancements to improve operating speeds, capacity, and safety by adding grade separations on major streets, closing minor streets, and providing better signal priority technology.	2027 Completion
N/A	Rancho Park Senior Neighborhood Project	Local Roadway	N/A	Throughout 2022-2025, LADOT will work with communities to create targeted Safe Routes for Seniors plans in five pilot neighborhoods. For each project area, the community planning process will culminate into a series of projects that establish a neighborhood plan specifically geared toward the active transportation needs of aging adults in the area.	2025 Completion

Note: For the purposes of this analysis, the Project "vicinity" refers to the study area and its close proximity.
Note: Projects of significance that have already been completed or that are a substantial distance from the study area have been excluded from this table.
Sources: WSP. November 2021. *Traffic Analysis Methodology and Data Collection Plan* (accessed August 2023); Metro. Projects. Website: https://www.metro.net/projects/ (accessed August 2023); Caltrans. District 7 Current Projects. Website: https://dot.ca.gov/caltrans-near-me/district-7 (accessed August 2023).
BRT = Bus Rapid Transit
HOT = High-Occupancy Toll
HOV = High-Occupancy Vehicle
LADOT = Los Angeles Department of Transportation
LAX = Los Angeles International Airport
LOSSAN = Los Angeles-San Diego-San Luis Obispo Rail Corridor
N/A = not available
RTP = Regional Transportation Plan



Project Area
Study Area
City/County Boundaries
Los Angeles County Planned Land Use
H30 - Residential 30
P - Public and Semi-Public

0 1000 2000
FEET

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.1-3

I-405 Sepulveda Pass ExpressLanes Project

Los Angeles County Planned Land Use

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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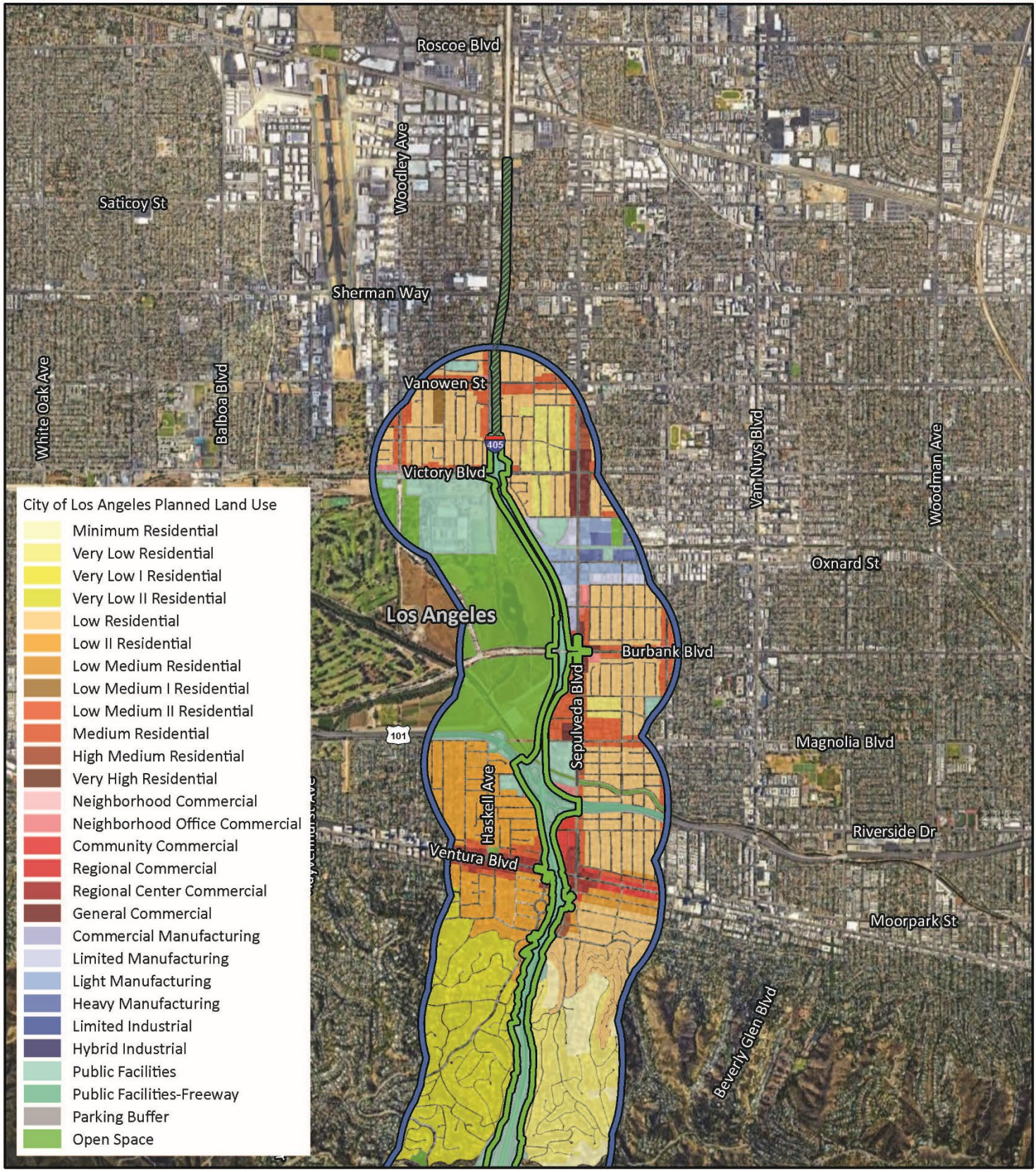

SOURCE: Google Imagery (2022), City of Los Angeles (2023)

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FIGURE 3.1-4

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I-405 Sepulveda Pass ExpressLanes Project

City of Los Angeles Planned Land Use

07-LA-405-PM 28.4/41.4

EA No. 07-354330

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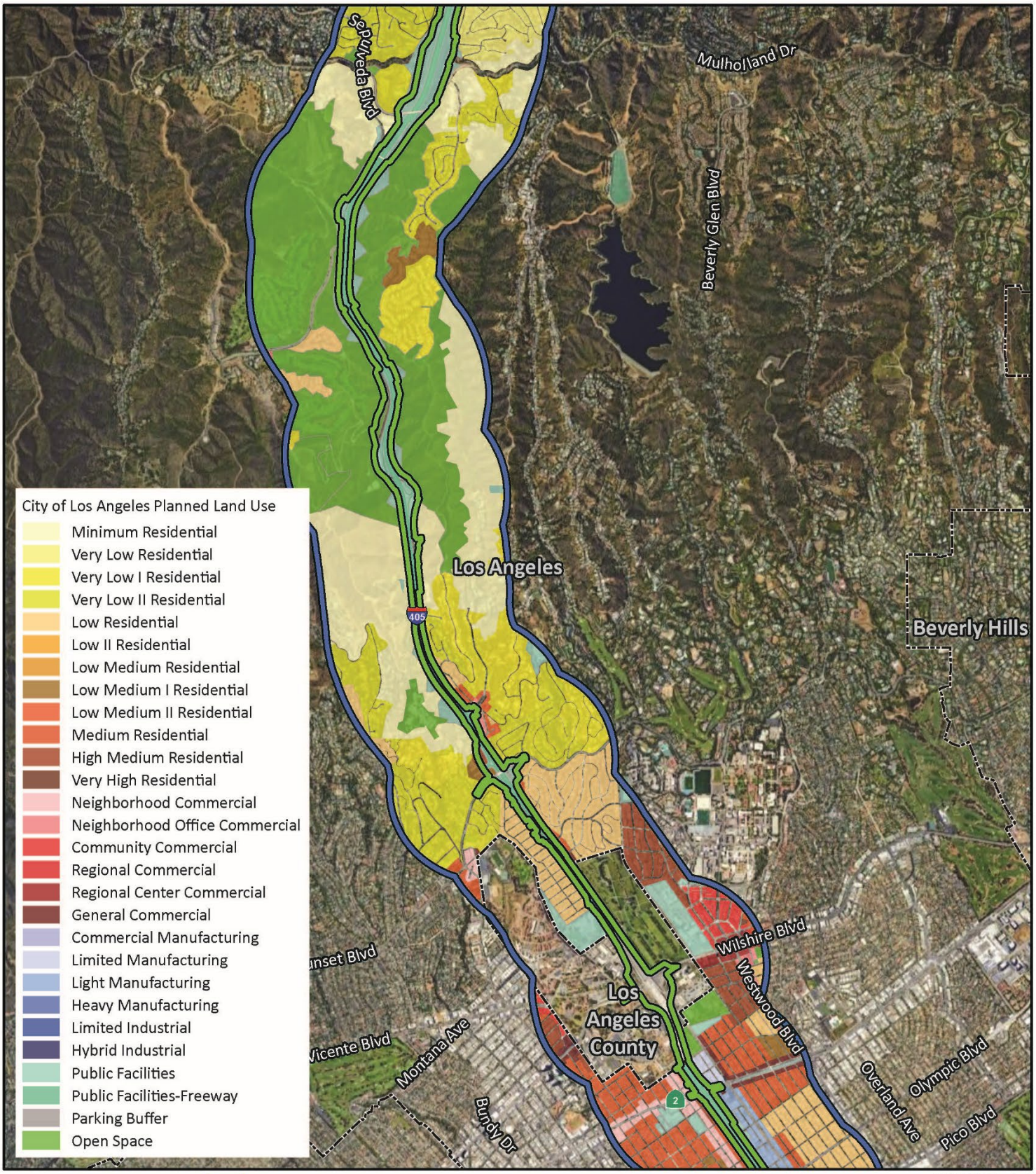

SOURCE: Google Imagery (2022), City of Los Angeles (2023)

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FIGURE 3.1-4

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I-405 Sepulveda Pass ExpressLanes Project

City of Los Angeles Planned Land Use

07-LA-405-PM 28.4/41.4

EA No. 07-354330

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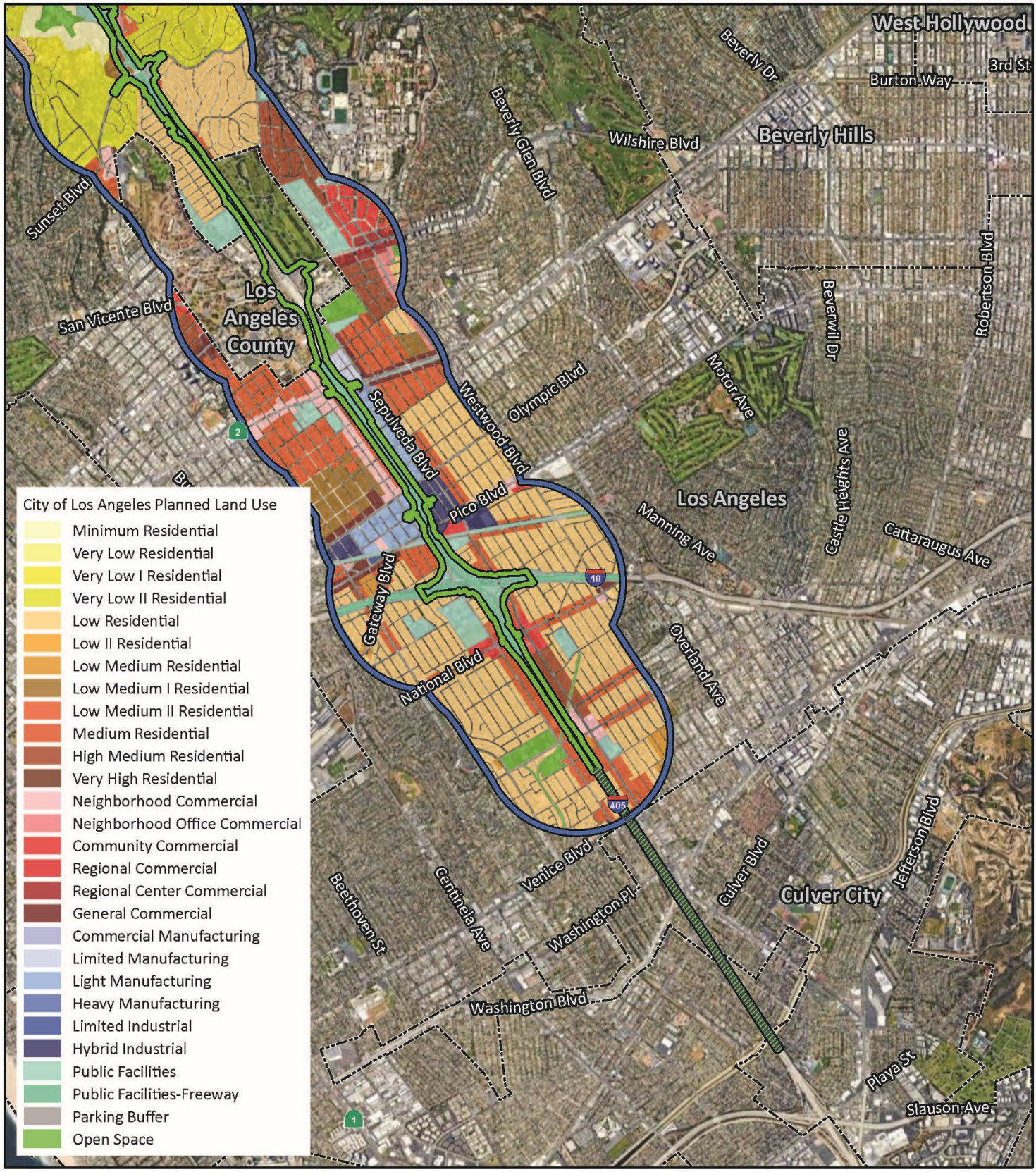

SOURCE: Google Imagery (2022), City of Los Angeles (2023)

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FIGURE 3.1-4

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I-405 Sepulveda Pass ExpressLanes Project

City of Los Angeles Planned Land Use

07-LA-405-PM 28.4/41.4

EA No. 07-354330

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3.1.1.2 Environmental Consequences

Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Construction of Alternative 2 would require staging areas within I-405 right-of-way (ROW) and to allow access for potential High-Occupancy Vehicle (HOV) lane restriping and signage changes. Due to the limited amount of construction proposed under Alternative 2, this alternative would not require the use of temporary construction easements (TCEs).

Alternatives 3 and 5 would result in identical temporary ROW impacts to one another, affecting properties that are owned by the City of Los Angeles or private property owners. Under Alternatives 3 and 5, a total of six TCEs would be required on privately owned properties, and seven permits would be required from the City of Los Angeles. Please refer to Figure 3.4-1 in Section 3.4, Relocations and Real Property Acquisition, for a depiction of the various TCEs and City permits that would be required to be obtained within the study area. No displacement associated with the establishment of these easements is expected to occur, as these areas do not contain any residences, businesses, or other occupied structures and would be temporary in nature.

As described in Section 3.7, Visual/Aesthetics, of this EIR/EIS, elements associated with the construction of the Build Alternatives could be visible to travelers passing through the area as well as to neighboring uses to active construction zones. Mountain Visual Assessment Unit (VAU) and West Los Angeles Residential VAU are likely to experience adverse effects during construction. Removal of retaining walls, noise barriers, and construction activities would result in temporary adverse effects. However, the sensitivity of viewers to these construction-related changes is anticipated to be moderate, and factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for visual conflicts with nearby land uses. Further, implementation of Measures VIS-8 through VIS-10 as outlined in Section 3.7, Visual/Aesthetics, would limit glare, ensure that pre-project conditions are restored, and require staging areas in non-disruptive locations. These measures would avoid and/or mitigate these potentially adverse construction-related visual effects to land uses in the vicinity of the Project Corridor and therefore would not interfere with temporary operations of these land uses.

Construction staging activities for all Build Alternatives, as discussed above, may result in temporary increases in dust and noise levels in the immediate vicinity, potentially affecting and disrupting adjacent land uses that may require concentration or lend itself to relaxation. However, impacts from dust and air pollution resulting from construction activities would be substantially minimized through applicable Caltrans and regional regulations to control excessive fugitive dust emissions, control emissions from construction vehicles, and adhere to Caltrans Standard Specification Section 14-9 for reducing air pollution generated during construction, including Project Feature PF-AQ-1 identified in Section 3.14, Air Quality, of this EIR/EIS. Noise resulting from construction activities would be minimized through compliance with federal, State, and local regulations, including Caltrans' specifications within the ROW and applicable construction and noise standards identified in Section 3.15, Noise, of this EIR/EIS. Therefore, construction activities related to the Build Alternatives are not anticipated to result in any temporary conflicts with existing land uses on adjacent residential and commercial properties.

During construction of the Build Alternatives, road and facility closures may result in inconveniences for surrounding land uses due to construction-related delays, temporary closures, and construction equipment operations. However, any road or facility closure would take place primarily during off-peak, weekend, and overnight hours, minimizing delays to the traveling public and local business operations. Access to all nearby businesses and other land use types would be maintained during any freeway, ramp, and/or local street closures through the identification of detour routes on alternate freeway off-ramps and local streets. Full and partial closures would be coordinated as outlined in the Draft Transportation Management Plan (Project Feature PF-TR-1 [TMP] in Section 3.6, Transportation). Further, no temporary adverse effects related to parking availability would occur during construction.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, no temporary impacts to existing or planned land uses, or land use compatibility would occur and there would be no adverse effects to land use.

Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Alternative 2 would involve two permits from the City of Los Angeles for the construction of retaining walls and barriers associated with the transition to an ExpressLane (EL) in place of the existing HOV lane. These permits consist of narrow strips of land parallel to the I-405 mainline and would not result in permanent land use changes.

Operation of Alternatives 3 and 5 would result in the same ROW impacts, affecting properties that are owned by the City of Los Angeles or private property owners. Please refer to Section 3.4, Relocations and Real Property Acquisition, of this EIR/EIS, for more information regarding the specific parcels to be affected by acquisitions under each Build Alternative.

As detailed in Section 3.4, Alternatives 3 and 5 would require the acquisition of public property in the form of six (6) permanent City relinquishments. These relinquishments would generally be limited to land slivers; therefore, are not anticipated to result in substantial land use changes. Additionally, two full and seven partial ROW acquisitions of private property would occur, resulting in the permanent displacement of one franchise paint supply business. Compliance with federal and State relocation regulations would ensure that this commercial storefront could relocate to a compatible property within the same general area. This property, in addition to other properties affected by ROW acquisitions under Alternatives 3 and 5, was selected due to its proximity to the I-405 mainline. Although Alternatives 3 and 5 involve the expansion of an existing freeway facility, the proposed full and partial property acquisitions would not result in substantial land use changes because these properties are already adjacent to the freeway and have been adjacent to the freeway since its construction in the late 1950s. Therefore, the current land uses on these properties are adapted to their location within an area that is highly visible and experiences very heavy traffic volumes. The Build Alternatives do not contain any operational features that would result in permanent changes to access or parking supporting these land uses. Further, pursuant to Measure LU-1, which would require that any properties used as TCEs be returned to their property owners in their original condition or better following construction, would ensure that no permanent land use changes would occur on these parcels or surrounding parcels.

All Build Alternatives are anticipated to result in visual changes to the Project Corridor from existing conditions as a result of the proposed improvements. This could potentially affect views from nearby land uses, including major activity centers. However, the avoidance and minimization measures identified in Section 3.7, Visual/Aesthetics, would be incorporated into the Build Alternatives in order to address potential visual impacts. Pursuant to these measures, the Build Alternatives would incorporate consistent landscaping, coloring, and aesthetic features in order to visually blend project features with the surrounding landscape. Further, planting design for landscaping under the Build Alternatives would consider safety, maintainability, and aesthetic compatibility with adjacent urban communities and would not deviate substantially from the existing planting theme and, therefore, would not substantially change the character of these surrounding land uses. With incorporation of Measures VIS-1 through VIS-11 and MM-VIS-12, the Build Alternatives would not have permanent adverse visual effects to other land uses, including major activity centers. Therefore, there would be no adverse effects to land use.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. As a result, the No Build Alternative would not result in permanent impacts related to existing and planned land uses, and no adverse effects would occur.

3.1.2 Consistency with Federal, State, Tribal, Regional, and Local Plans and Programs

This section discusses the Project's consistency with the Southern California Association of Governments (SCAG) 2024 Connect SoCal Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS), the SCAG 2025 Federal Transportation Improvement Program (FTIP), the Los Angeles County Metropolitan Transportation Authority (LACMTA) Long Range Transportation Plan (LRTP), airport and land use compatibility plans, and the general plans for the County of Los Angeles and City of Los Angeles.

3.1.2.1 Affected Environment

Southern California Association of Governments 2024 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Project List Technical Report accompanying the 2024 Connect SoCal RTP/SCS includes a list of projects considered by SCAG to align with the 2024 Connect SoCal RTP/SCS goals and further the region's progress on key performance measures. This list incorporates the 2023 FTIP, which has since been superseded by the 2025 FTIP but was the current FTIP at the time the 2024 Connect SoCal RTP/SCS was prepared. The Project is listed under FTIP ID 1162S012 in both Table 1, FTIP Projects, and Table 2, Financially Constrained Projects, of the Project List Technical Report to the 2024 Connect SoCal RTP/SCS. In Table 1, the Project is described as "I-405 Sepulveda Pass (Phase 1) ExpressLanes between U.S. 101 and I-10", while in Table 2, the Project is described as "I-405 Sepulveda Pass (Phase I) ExpressLanes".

In addition, the following are SCAG goals and subgoals in the 2024 Connect SoCal RTP/SCS:

- **Mobility:** Build and maintain an integrated multimodal transportation network
    - Support investments that are well-maintained and operated, coordinated, resilient and result in improved safety, improved air quality, and minimized greenhouse gas emissions
    - Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities
- **Communities:** Develop, connect and sustain livable and thriving communities
- **Environment:** Create a healthy region for the people of today and tomorrow
    - Integrate the region's development pattern and transportation network to improve air quality, reduce greenhouse gas emissions, and enable more sustainable use of energy and water
- **Economy:** Support a sustainable, efficient and productive regional economic environment that provides opportunities for all people in the region
    - Improve access to jobs and educational resources
    - Advance a resilient and efficient goods movement system that supports the economic vitality of the region, attainment of clean air and quality of life in our communities

SCAG Federal Transportation Improvement Program

Federal law requires that all federally funded projects and regionally significant projects (regardless of funding) must be listed in an FTIP. The Proposed Project is included in the 2025 FTIP Volume III Part A under FTIP ID 1162S012. In the listing, the Project is described as "I-405 Sepulveda Pass (Phase 1) ExpressLanes between U.S. 101 and I-10".

Long Range Transportation Plan – Los Angeles County

The Los Angeles County Metropolitan Transportation Authority (Metro) is the transportation planning commission for Los Angeles County, California, and is responsible for cooperative regional planning and furthering an efficient multimodal transportation system in the County. Metro has developed a 2020 Long-Range Transportation Plan (LRTP), which "provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years" (Metro 2020). The purpose of this LRTP is to lay out a strategy for long-term investment in and management of the County's regional transportation assets. The plan is continuously updated to reflect changing development and traffic patterns. The 2020 LRTP specifically identifies the Sepulveda Pass for EL improvements as well as major transit corridor projects and a joint development Park & Ride program.

Airport Land Use Compatibility Plans

The Los Angeles County Airport Land Use Commission (ALUC) is governed by Public Utilities Code Section 21670 and has a basic responsibility to assist local agencies in ensuring compatible land uses in the vicinity of all airports in the County.

Pursuant to this State law, Los Angeles County has established the Los Angeles County ALUC. The Los Angeles County Regional Planning Commission, consisting of five Commissioners, serves as the Los Angeles County ALUC, which has jurisdiction over 15 airports, five of which are County owned, nine are owned by public entities, and one is privately owned. Each airport facility has its own Airport Land Use Compatibility Plan (or equivalent), which seeks to protect the public from the adverse effects of aircraft noise, to

ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace.

According to the State Division of Aeronautics, an "airport influence area" is usually a planning area designated by an airport land use commission for each airport. Assembly Bill 2776 defines an "airport influence area" as the area where airport-related factors "may significantly affect land uses or necessitate restrictions on those uses as determined by an airport land use commission" (Official California Legislative Information). Portions of the study area overlap with the airport influence areas of the Santa Monica Municipal Airport and the Van Nuys Airport. Although the Santa Monica Municipal Airport is currently in operation, it is expected to close in December 2028, with the property to be replaced by a park or other community-driven development. Therefore, it is possible that by the time the Project has been completed and is in its operational stage, its overlap with the airport influence area for Santa Monica Municipal Airport would no longer be relevant.

Los Angeles County General Plan

The County of Los Angeles General Plan (2015) provides the policy framework for how and where the unincorporated areas of the County will grow through 2035, while recognizing and celebrating the County's wide diversity of cultures, abundant natural resources, and status as an international economic center.[2] Comprising approximately 2,650 square miles, unincorporated Los Angeles County is home to over one million people. The General Plan provides overall guidance for land use decisions within the County, specifically the unincorporated areas, and contains the following elements; Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, and Economic Development. The County's General Plan does not include any goals or objectives adopted by the County that would apply to the Project.

City of Los Angeles General Plan

The City of Los Angeles General Plan, initially adopted in 1970 and subsequently undergoing a range of both minor and comprehensive updates, serves as the overarching framework guiding land use decisions throughout the city.[3] The General Plan incorporates key elements, including Housing, Safety and Climate Resilience; Health, Wellness, Equity and Air Quality; Mobility, Open Space and Conservation, and Land Use and Zoning, as well as the vital Ground and Infrastructure/Framework Element. The Framework Element acts as a unifying structure, featuring goals and policies that interconnect the various elements of the General Plan into a cohesive vision for future growth and transformation.

The City of Los Angeles is home to 35 distinct Community Plans, each corresponding to a designated Community Plan Area. These Community Plans outline area-specific objectives and implementation strategies, aimed at achieving the broader goals outlined in the City's General Plan. Cumulatively, these 35 Community Plans collectively form the Land Use Element of the General Plan. Notably, the study area intersects with portions of ten Community Plans, as shown in Figure 3.1-5, City of Los Angeles Community Plans.

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2 Los Angeles County. General Plan 2035. Website: https://planning.lacounty.gov/long-range-planning/general-plan/ (accessed March 9, 2023).

3 City of Los Angeles. General Plan Overview. Website: https://planning.lacity.org/plans-policies/general-plan-overview (accessed March 9, 2023).

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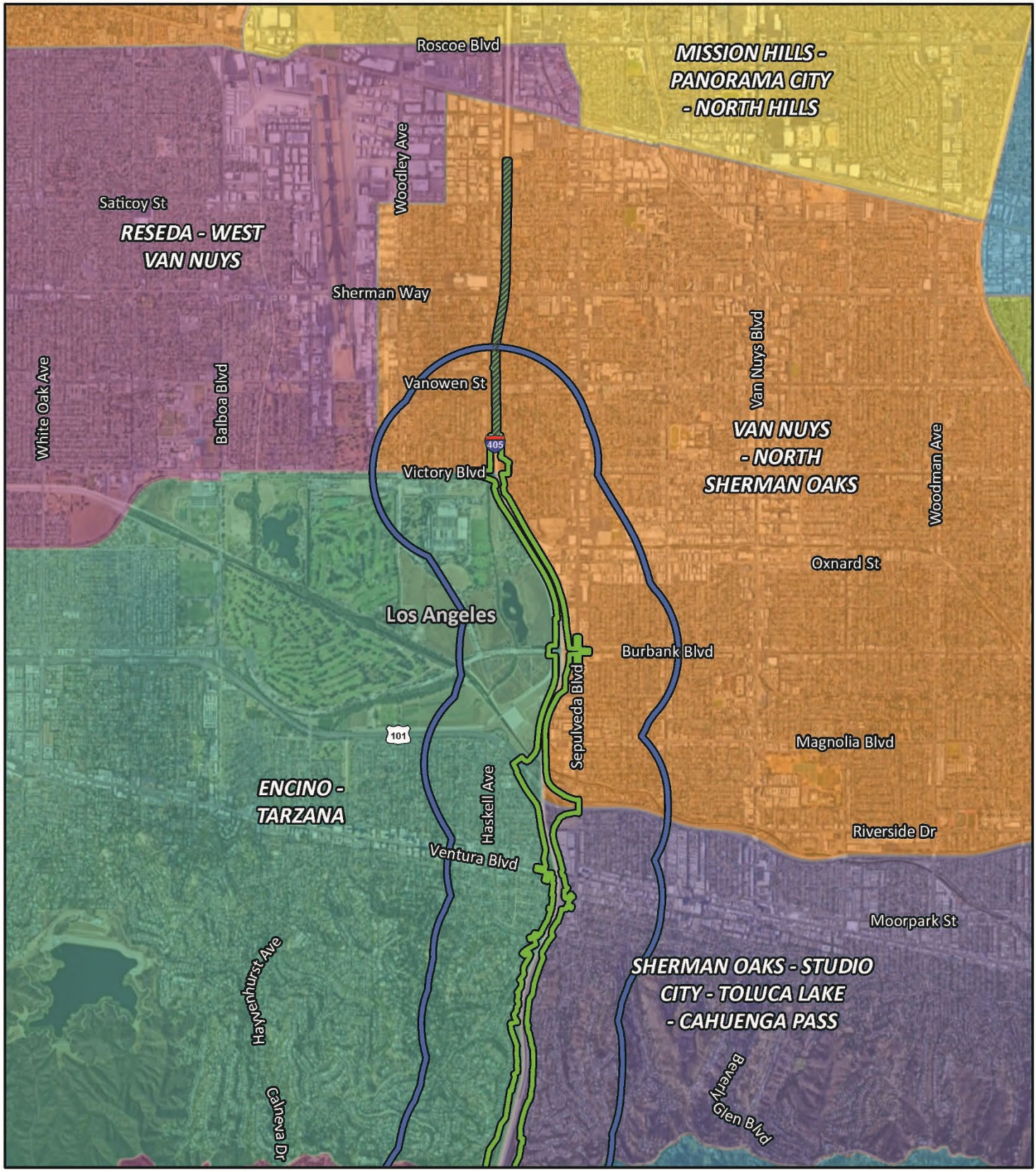

Project Area

Advanced Signage Only

Study Area

City/County Boundaries

City of Los Angeles Community Plans

0 2000 4000

FEET

SOURCE: Google Imagery (2022), City of Los Angeles (2023)

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FIGURE 3.1-5

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I-405 Sepulveda Pass ExpressLanes Project

City of Los Angeles Community Plans

07-LA-405-PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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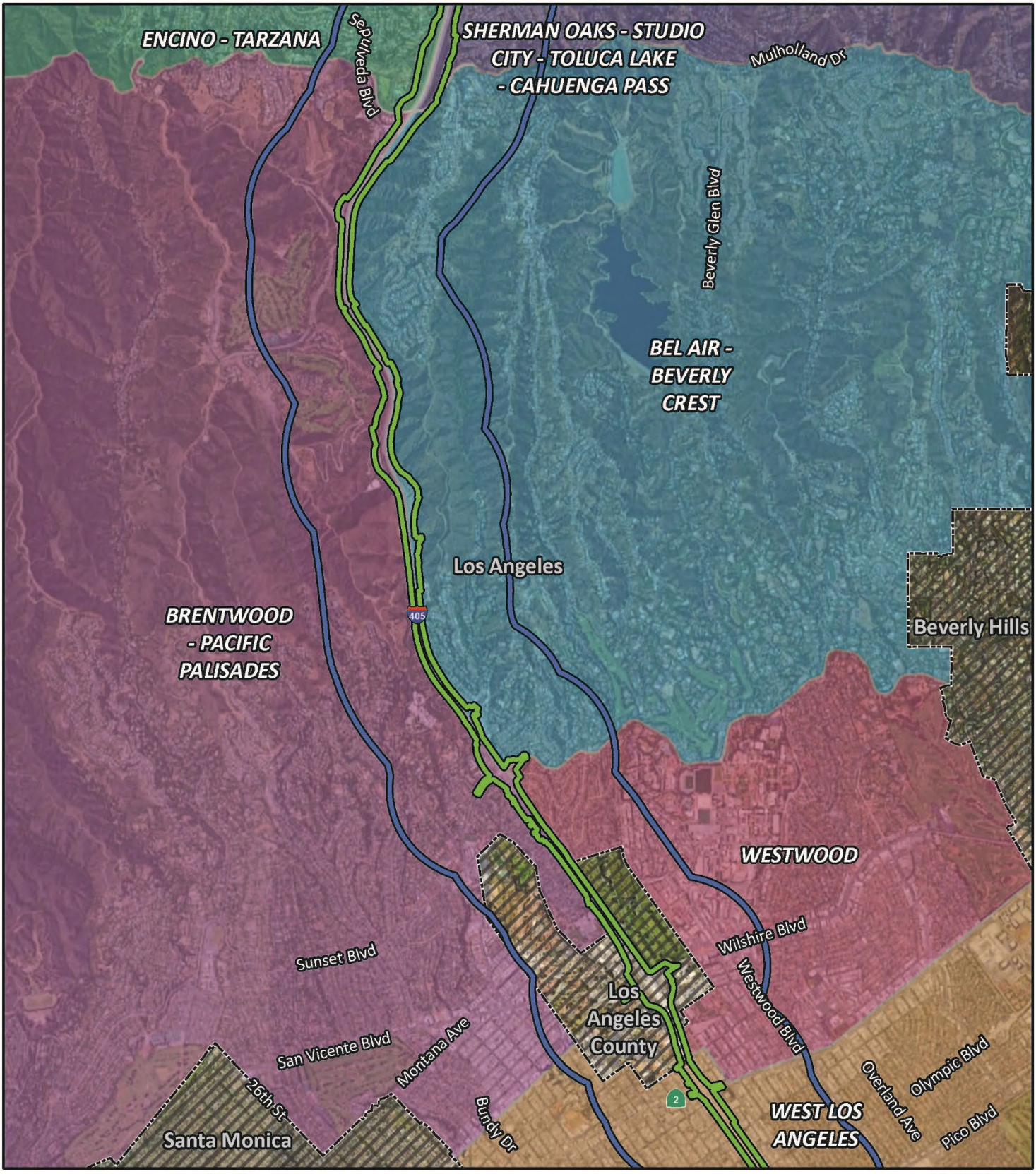

SOURCE: Google Imagery (2022), City of Los Angeles (2023)

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FIGURE 3.1-5

Page 2 of 3

I-405 Sepulveda Pass ExpressLanes Project

City of Los Angeles Community Plans

07-LA-405-PM 28.4/41.4

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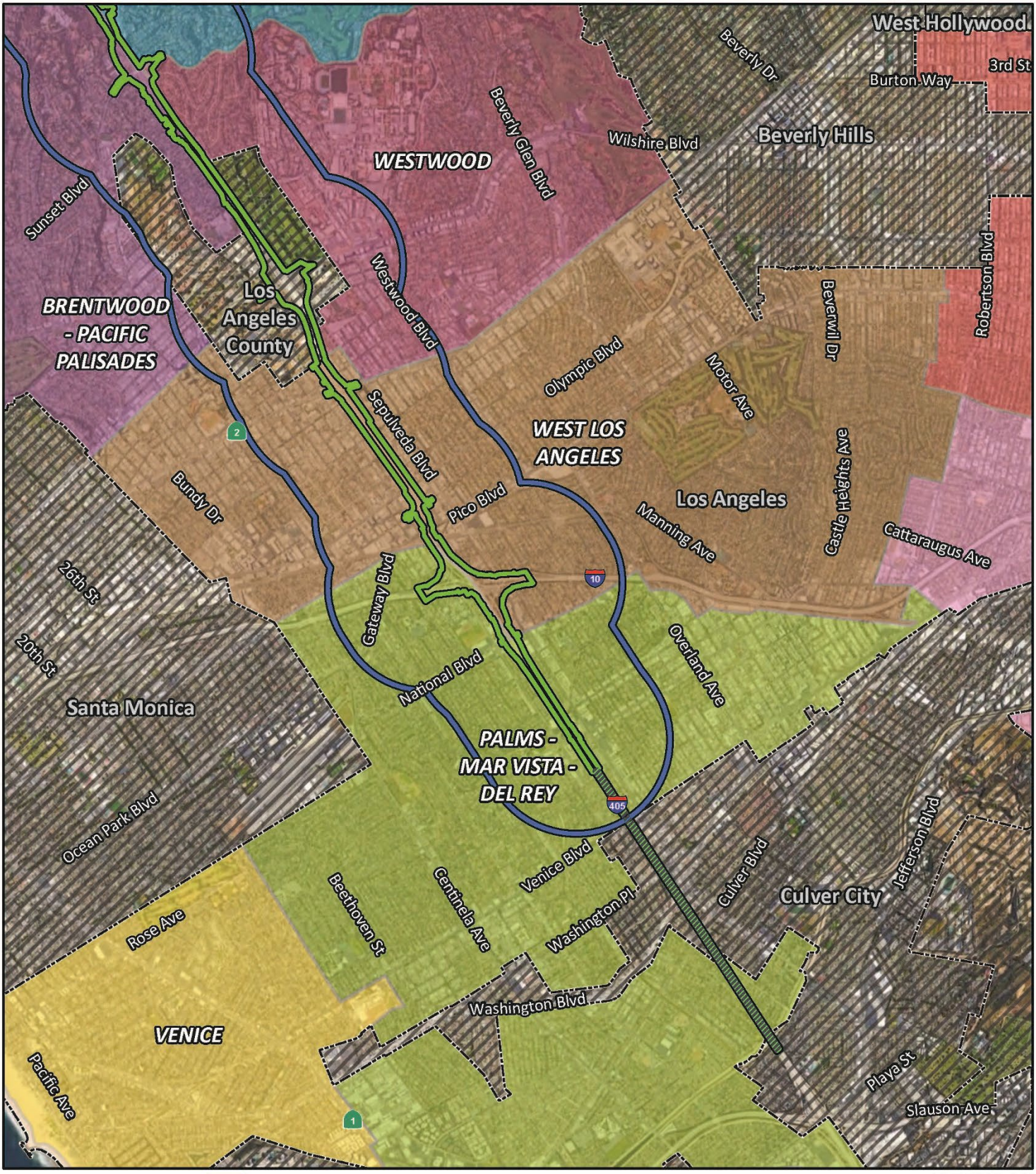

FIGURE 3.1-5

Page 3 of 3

I-405 Sepulveda Pass ExpressLanes Project

City of Los Angeles Community Plans

07-LA-405-PM 28.4/41.4
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EFIS No. 0720000070

SOURCE: Google Imagery (2022), City of Los Angeles (2023)

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3.1.2.2 Environmental Consequences

Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Consistency with State, regional, and local plans and programs is related to the consistency of permanent Project changes with those plans. The notification area for Van Nuys Airport overlaps with a portion of the study area; however, the proposed improvements do not meet the requirements for notification per the Van Nuys Airport Environs Land Use Plan (AELUP). As a result, the construction of the Build Alternatives would not result in any inconsistencies with State, regional, and local plans and policies.

No Build Alternative (Alternative 1)

Under the No Build Alternative, there would be no action, and the improvements associated with the Build Alternatives would not be constructed. The No Build Alternative would not preclude other current and planned development and transportation improvement projects, which would require discretionary environmental review for consistency with State, regional, and local land use policies. Therefore, the No Build Alternative would be consistent with local and regional planning documents.

Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

The regional and local land use policies consistency analysis for the Build Alternatives is provided in Table 3.1.4.

As shown in Table 3.1.4, all three Build Alternatives would be consistent with applicable land use plans, resulting in no adverse effects. Although no specific goals or policies within the City or County General Plans pertain to the Build Alternatives, the Build Alternatives would alleviate HOV lane deficiencies and accommodate projected future traffic volumes in the study area, ultimately improving mobility within the City of Los Angeles and the greater Los Angeles County region.

Alternative 5 proposes an additional HOV lane in each direction instead of the ExpressLanes proposed under Alternatives 2 and 3 and therefore does not directly match the Project's description under FTIP ID 1162S012 in the 2025 FTIP Volume III Part A and the 2024 Connect SoCal RTP/SCS Project List Technical Report as the "I-405 Sepulveda Pass (Phase 1) ExpressLanes between U.S. 101 and I-10". However, the additional HOV lane in each direction is intended to address the identified current and future traffic demand along the I-405 corridor and increase vehicular throughput, similar to the purpose of the ExpressLanes. Therefore, although Alternative 5 would differ slightly from the description of the Project in the 2024 Connect SoCal RTP/SCS and the 2025 FTIP, it would result in a comparable outcome and therefore would not result in a potentially adverse effect resulting from the conflict. If Alternative 5 is identified as the preferred alternative, the project listing would be updated in the RTP/SCS and FTIP to be consistent with Alternative 5. Therefore, the Build Alternatives would be consistent with the overarching goals of each plan and policy and would not result in any conflicts leading to substantial adverse effects.

Table 3.1.4: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 5
Los Angeles County General Plan				
No applicable goals or policies				
City of Los Angeles General Plan and Community Plans				
No applicable goals or policies				
Southern California Association of Governments 2024 Connect SoCal Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS)				
Transportation System Management Policy 12. Pursue efficient use of the transportation system using a set of operational improvement strategies that maintain the performance of the existing transportation system instead of adding roadway capacity, where possible.	**Consistent:** Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to pursue efficient use of the transportation system using a set of operational strategies that maintain the performance of the existing transportation system without adding roadway capacity.	**Consistent:** All three Build Alternatives would pursue efficient use of the transportation through the addition of High-Occupancy Vehicle (HOV) lanes or ExpressLanes (ELs). Alternative 2 would not add additional roadway capacity and would convert the existing HOV lane in each direction to an EL. Alternative 3 would convert the existing HOV lane in each direction to an EL and add an additional EL, and Alternative 5 would add an additional HOV lane to I-405 in each direction. Alternatives 3 and 5 would add capacity; these improvements represent operational strategies that would maintain the performance of the existing transportation system.		
Transportation System Management Policy 13. Prioritize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.	**Consistent:** Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to utilize transportation investments that increase travel time reliability, including build-out of the regional express lanes network.	**Consistent:** Alternative 2 would convert the existing HOV lane to one EL along I-405. This conversion is consistent with the segment's inclusion as a planned EL facility in Map 3.2, Regional Express Lane Network, of Connect SoCal. As such, Alternative 2 would be consistent with the build-out of the regional express lanes network.	**Consistent:** Alternative 3 would convert the existing HOV lane to an EL and add an additional EL along I-405. This conversion is consistent with the segment's inclusion as a planned EL facility in Map 3.2, Regional Express Lane Network, of Connect SoCal. As such, Alternative 3 would be consistent with the build-out of the regional express lanes network.	**Consistent:** Alternative 5 would add an additional HOV lane along I-405, which would enhance the operations of the roadway and increase travel time reliability.

Table 3.1.4: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 5
Technology Integration Policy 17. Support the implementation of technology designed to provide equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region.	**Consistent:** Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to implement technology designed to provide equal access to mobility, employment, economic opportunities, education, health and other quality-of-life opportunities for all residents within the SCAG region.	**Consistent**: All three Build Alternatives would pursue efficient use of transportation through the addition of either HOV lanes or ELs. Alternative 2 would convert the existing HOV lane to an EL along I-405, Alternative 3 would convert the existing HOV lane to an EL and add an additional EL along I-405, and Alternative 5 would add an additional HOV lane to I-405. These improvements would implement different transportation methods and technology that would further the goal of providing equal access to mobility, employment, economic opportunity, education, health and other quality-of-life opportunities for all residents within the SCAG region.		
Funding the System/ User Fees Policy 27. Establish a user fee–based system that better reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits.	**Consistent:** Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to establish a user-fee based system that reflects the true cost of transportation, provides firewall protection for new and existing transportation funds, and represents equitable distribution of costs and benefits.	**Consistent**: Alternative 2 would convert the existing HOV lane to an EL along I-405, which would include dynamic pricing and incorporate toll and communication infrastructure to reflect the true cost of using the EL. The funds that are acquired through tolls from the ELs would be used to support new or ongoing transportation projects within the region.	**Consistent**: Alternative 3 would convert the existing HOV lane to an EL and also add an additional EL along I-405, which would include dynamic pricing and incorporate toll and communication infrastructure to reflect the true cost of using the EL. The funds that are acquired through tolls from the ELs would be used to support new or ongoing projects within the region.	**Consistent:** Alternative 5 would add an additional HOV lane to I-405, which would not add a use-fee-based system. However, Alternative 5 does not preclude other planned and ongoing projects to perform this effort, and as such, would be consistent with this policy.

Table 3.1.4: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 5
SCAG Equitable Engagement and Decision-Making Policy 47. Increase equitable, inclusive, and meaningful representation of people of color and disadvantaged communities in the planning processes.	**Consistent:** Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to increase representation of all communities in the planning processes.	**Consistent**: To date, many opportunities for public participation have been made available throughout the scoping process for the Project. Please refer to Chapter 6 of the Community Impact Assessment (CIA) prepared for the Project for more details regarding the outreach that has already been completed, as well as plans for ongoing and future outreach. Further the public will be able to provide comments and input regarding the Build Alternatives and this EIR/EIS during its circulation period.		
SCAG Air Quality Policy 51. Reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	**Consistent:** Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to reduce hazardous air pollutants and greenhouse gas emissions and improve air quality throughout the region through planning and implementation efforts.	**Consistent:** All Build Alternatives would likely result in short-term construction-related emissions; however, these emissions would not result in any adverse impacts with the implementation of the Project Features for construction identified in Section 3.14, Air Quality, of this EIR/EIS. The Build Alternatives would generally result in long-term air quality benefits within the region through improved operations of I-405 through implementation of HOV or Express Lanes. While minor increases in Diesel Particulate Matter (DPM), particulate matter less than 2.5 microns in size ($PM_{2.5}$), and/or particulate matter less than 10 microns in size (PM_{10}) emissions would occur along certain I-405 corridor segments under Opening Year (2030) and/or Horizon Year (2050) scenarios, these emissions would fall well below applicable localized significance thresholds (LSTs) established for health protection purposes. As such, the Build Alternatives would not introduce potentially hazardous air pollutants into the vicinity of the corridor.		
SCAG Air Quality Policy 52. Support investments that reduce hazardous air pollutants and greenhouse gas emissions.	**Consistent:** Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to support investments that reduce hazardous air pollutants and greenhouse gas emissions	**Consistent:** All Build Alternatives would result in short-term construction-related emissions that would not result in substantial adverse impacts with the implementation of the Project Features for construction identified in Section 3.14, Air Quality, of this EIR/EIS. The Build Alternatives would generally result in long-term air quality benefits through improved operations of I-405 through implementation of HOV or Express Lanes. Further, to minimize operational air quality and/or greenhouse gas emissions impacts pursuant to local air quality goals and CEQA compliance, the Build Alternatives would implement Transportation System Management (TSM) and Transportation Demand Management (TDM) measures described in Section 3.14, Air Quality, of this EIR/EIS. Although minor increases in DPM, $PM_{2.5}$, and/or PM_{10} emissions would occur along certain I-405 corridor segments under Opening Year (2030) and/or Horizon Year (2050) scenarios, these emissions would fall well below applicable LSTs established for health protection purposes. As such, the Build Alternatives would not introduce potentially hazardous air pollutants into the vicinity of the corridor.		

Table 3.1.4: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 5
SCAG Air Quality Policy 53. Reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality for vulnerable populations, including but not limited to Priority Equity Communities and the AB 617 Communities.	**Consistent:** Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to reduce the exposure and impacts of emissions and pollutants and promote local and regional efforts that improve air quality.	**Consistent:** All Build Alternatives would not result in an adverse impact to air quality with adherence to the Project Features for construction identified in Section 3.14, Air Quality, of this EIR/EIS. These features would reduce the exposure of all receptors to construction-related emissions and pollutants. To minimize operational air quality and/or greenhouse gas emissions impacts pursuant to local air quality goals and CEQA compliance, the Build Alternatives would implement TSM and TDM measures described in Section 3.14, Air Quality, of this EIR/EIS. The Build Alternatives would generally result in long-term air quality benefits through improved operations of I-405 through implementation of HOV or ELs. Further, to minimize operational air quality and/or greenhouse gas emissions impacts pursuant to local air quality goals and CEQA compliance, the Build Alternatives would implement TSM and TDM measures described in Section 3.14, Air Quality, of this EIR/EIS. Although minor increases in DPM, $PM_{2.5}$, and/or PM_{10} emissions would occur along certain I-405 corridor segments under Opening Year (2030) and/or Horizon Year (2050) scenarios, these emissions would fall well below applicable LSTs established for health protection purposes. As such, the Build Alternatives would not introduce potentially hazardous air pollutants into the vicinity of the corridor.		
Goods Movement Policy 73. Ensure continued, significant investment in a safe, secure, clean and efficient transportation system—including both highways and rail—to support the intermodal movement of goods across the region.	**Consistent**: Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to ensure continued, significant investment in a safe, secure, clean and efficient transportation system—including both highways and rail—to support the intermodal movement of goods across the region.	**Consistent**: All Build Alternatives would enhance I-405 and improve trip reliability and reduce existing degraded conditions of the carpool and general-purpose lanes. This would also function to support the movement of goods across the region with implementation of HOV or ELs.		

Table 3.1.4: Consistency with Plans

Policy	No Build Alternative	Alternative 2	Alternative 3	Alternative 5
SCAG Universal Basic Mobility Policy 81. Promote increased payment credentials for disadvantaged community members and the transition of cash users to digital payment technologies to address payment barriers.	**Consistent:** Although improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to promote SCAG's goal to remove address payment barriers for all community members.	**Consistent:** Alternative 5 does not preclude other planned and ongoing projects to promote SCAG's policy of SCAG's goal to address payment barriers.		
Long Range Transportation Plan – Los Angeles County				
Metro LRTP	**Consistent:** Although the improvements under the Build Alternatives would not be realized, the No Build Alternative does not preclude other planned and ongoing projects to construct and expand the EL network throughout Los Angeles County.	**Consistent:** Alternatives 2, 3, and 5 would improve upon or expand the managed lane network, per Strategy 2.3 of the Metro LRTP.		
Airport Land Use Compatibility Plans (Santa Monica and Van Nuys Airports)				
Airport Land Use Compatibility Plans (Santa Monica and Van Nuys Airports)	**Consistent:** No changes to I-405 under the Build Alternatives would occur. There would be no effect on existing operations and safety at these airport facilities.	**Consistent:** The proposed improvements to I-405, including necessary signage/lane restriping, the EL conversions under Alternatives 2 and 3, and additional HOV lanes under Alternative 5 would not result in I-405 features that would trigger review by the Airport Land Use Commission for the two airport facilities whose Airport Environs Land Use Plan radii overlaps the Project Corridor. The improvements to I-405 under the Build Alternatives would be similar in scale and density to existing signage and freeway features on I-405. The noise environment would be similar to the current noise environment of I-405. No structures of significant heights that would impede aircraft safety or provide suitable rest areas for birds would occur.		

No Build Alternative (Alternative 1)
Consistency with State, regional, and local plans and programs is related to the consistency of permanent changes with those plans. As detailed in Table 3.1.4 above, the No Build Alternative would be consistent with applicable goals and policies. However, as previously stated, the Project is described in the 2025 FTIP and the 2024 Connect SoCal RTP/SCS Project List Technical Report as the "I-405 Sepulveda Pass (Phase 1) ExpressLanes between U.S. 101 and I-10". The No Build Alternative does not match this description and does not include any of the improvements proposed under the Build Alternatives or address the current traffic demand, which would increase in the future, the No Build Alternative is inconsistent with the 2025 FTIP and the 2024 Connect SoCal RTP/SCS. Because the No Build Alternative does not meet all goals and policies outlined in State, regional and local plans, an adverse effect could occur.

3.1.3 Parks and Recreational Facilities

3.1.3.1 Affected Environment

The Park Preservation Act (Public Resources Code Sections 5400-5409) prohibits local and state agencies from acquiring any property which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land. As defined by the Park Preservation Act, "public park" means any park operated by a public agency.

Figure 3.1-6, Parks and Recreation Facilities, shows the parks and recreational facilities, such as trails, found within the study area. There are several parks and recreational facilities that qualify for protection under Section 4(f) of the United States Department of Transportation Act of 1966 that have been identified within the study area. Section 4(f) resources are discussed in Appendix A of this EIR/EIS. Several of the parks and recreational facilities within the study area are immediately adjacent to the Interstate 405 (I-405) mainline as described below in Table 3.1.5.

3.1.3.2 Environmental Consequences

Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)
Construction of the Build Alternatives would not entail construction staging areas that would adversely affect any park or recreational facility within the study area. Construction of the Build Alternatives, including lane repainting, signage work, and freeway widening, may result in temporary increased travel times for the public in accessing local parks and recreation facilities, but access would be maintained throughout the duration of construction via the transportation management strategies in Project Feature PF-TR-1 (TMP). Pedestrian and bicycle access would also be maintained throughout the duration of construction, including through temporary bicycle facilities or traffic control measures where needed, in local arterial areas where advance signage improvements would occur.

No Build Alternative (Alternative 1)
The No Build Alternative would not result in any improvements on I-405 within the study area. As a result, the No Build Alternative would not result in temporary impacts related to parks and recreation facilities, including those covered under the Park Preservation Act, or Section 4(f) resources, and there would be no adverse effects.

Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

The Build Alternatives would not result in any permanent use of land that actively provides park or recreational facilities within the study area. As discussed in Appendix A, Section 4(f) Evaluation, implementation of the Build Alternatives would not result in Section 4(f) use determinations for any parks or recreational facilities that qualify for protection under Section 4(f), except for the Santa Monica Mountains National Recreation Area, which is anticipated to result in a *de minimis* use determination. This is due to acquisition of right of way to widen I-405, shift the Sepulveda Boulevard alignment up to 25 feet west towards Promontory Road, and construct a new retaining wall. The Build Alternatives would permanently acquire approximately 0.42 acre (18,476 square feet) from the Santa Monica Mountains National Recreation Area with an additional 0.28 acre (12,405 square feet) needed as a temporary construction easement (TCE). The area associated with the TCE would be fully restored following construction.

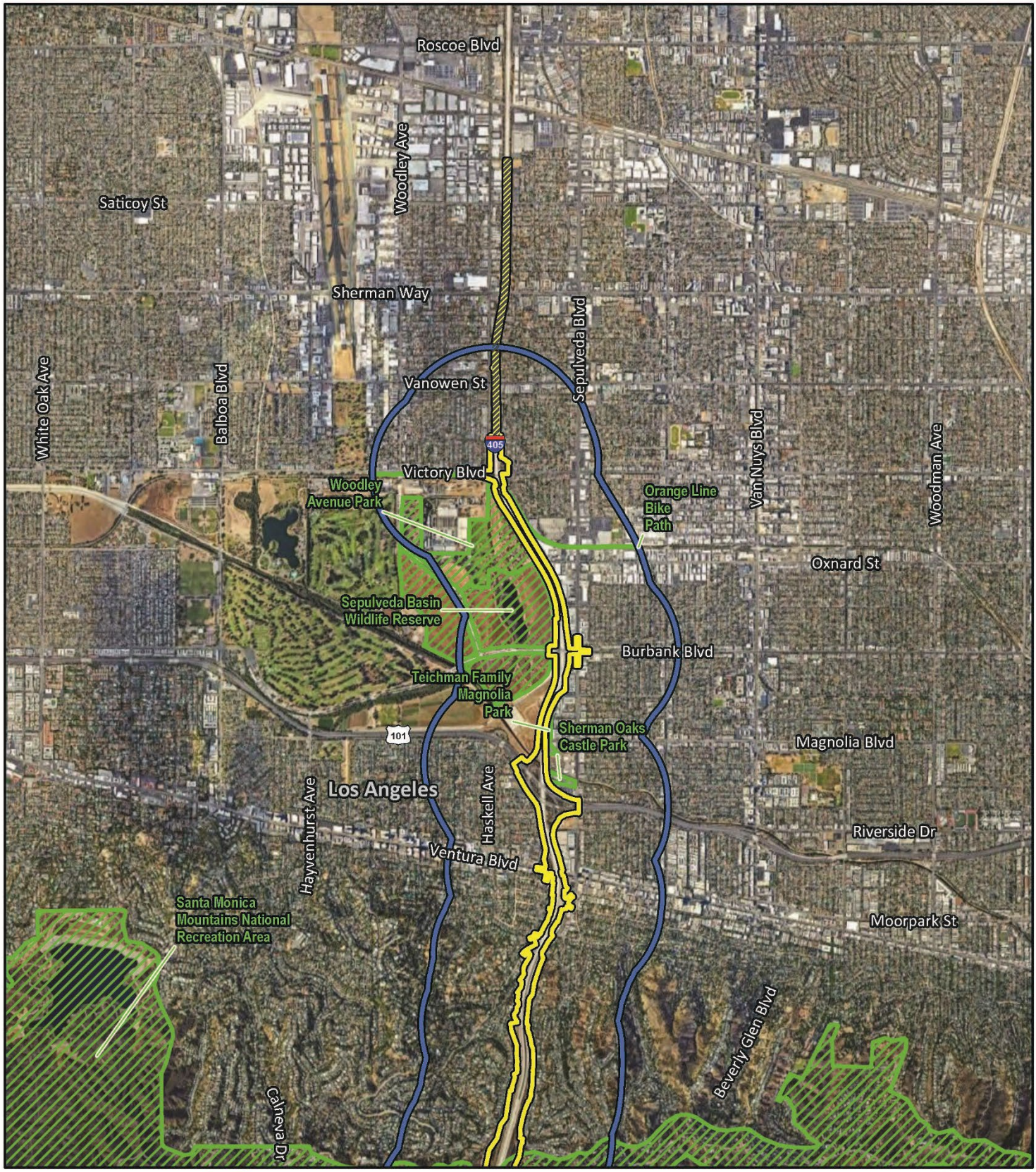
For parks and recreation areas, such as the Santa Monica Mountains National Recreation Area, a *de minimis* use determination may be made if the Federal Highway Administration (FHWA) concludes that the transportation project will not adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f) after mitigation. The acquired right-of-way would be between Sepulveda Boulevard and Promontory Road along the western edge of the recreation area.

It should be noted that this area does not contain any trails or other recreational facilities and is not accessible to the public. Rather, this area contains numerous pre-existing, infrastructure-related easements. These include easements related to access, drainage, and storm drains located near the Project, and an easement for future roadway expansion that overlaps with a portion the Project's proposed right-of-way. Promontory Road and these easements highlight the collaborative use of this Section 4(f) resource, balancing both infrastructure and preservation needs to ensure that the intended purpose of the recreational resource in other areas of the Santa Monica Mountains National Recreation Area is not impaired. The Project's overlap with the existing future road easement totals approximately 0.19 acre (8,353 square feet). Because this overlap represents an area previously reserved for non-recreational use, the Project's overall permanent right-of-way acquisition resulting in a change in use would be approximately 0.23 acre. This represents less than 0.001 percent of the 153,075 acres of open space associated with the Santa Monica Mountains National Recreation Area.

As discussed in Appendix A, implementation of the Build Alternatives is not anticipated to adversely affect the activities, features, and attributes qualifying the Santa Monica Mountains Recreation Area for protection under Section 4(f) with implementation of the avoidance, minimization, and mitigation measures identified in this EIR/EIS. Therefore, the Build Alternatives would not result in adverse effects due to operations on any parks or recreational resources, including those covered under the Park Preservation Act, or Section 4(f) resources.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. As a result, the No Build Alternative would not result in permanent impacts related to parks and recreation facilities, including those covered under the Park Preservation Act, or Section 4(f) resources and there would be no adverse effects.



Project Area
Advanced Signage Only
Study Area
City/County Boundaries
Parks and Recreation Facilities

N

0 2000 4000
FEET

SOURCE: Google Imagery (2022), City of Los Angeles (2023)

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FIGURE 3.1-6

Page 1 of 3

I-405 Sepulveda Pass ExpressLanes Project

Parks and Recreation Facilities

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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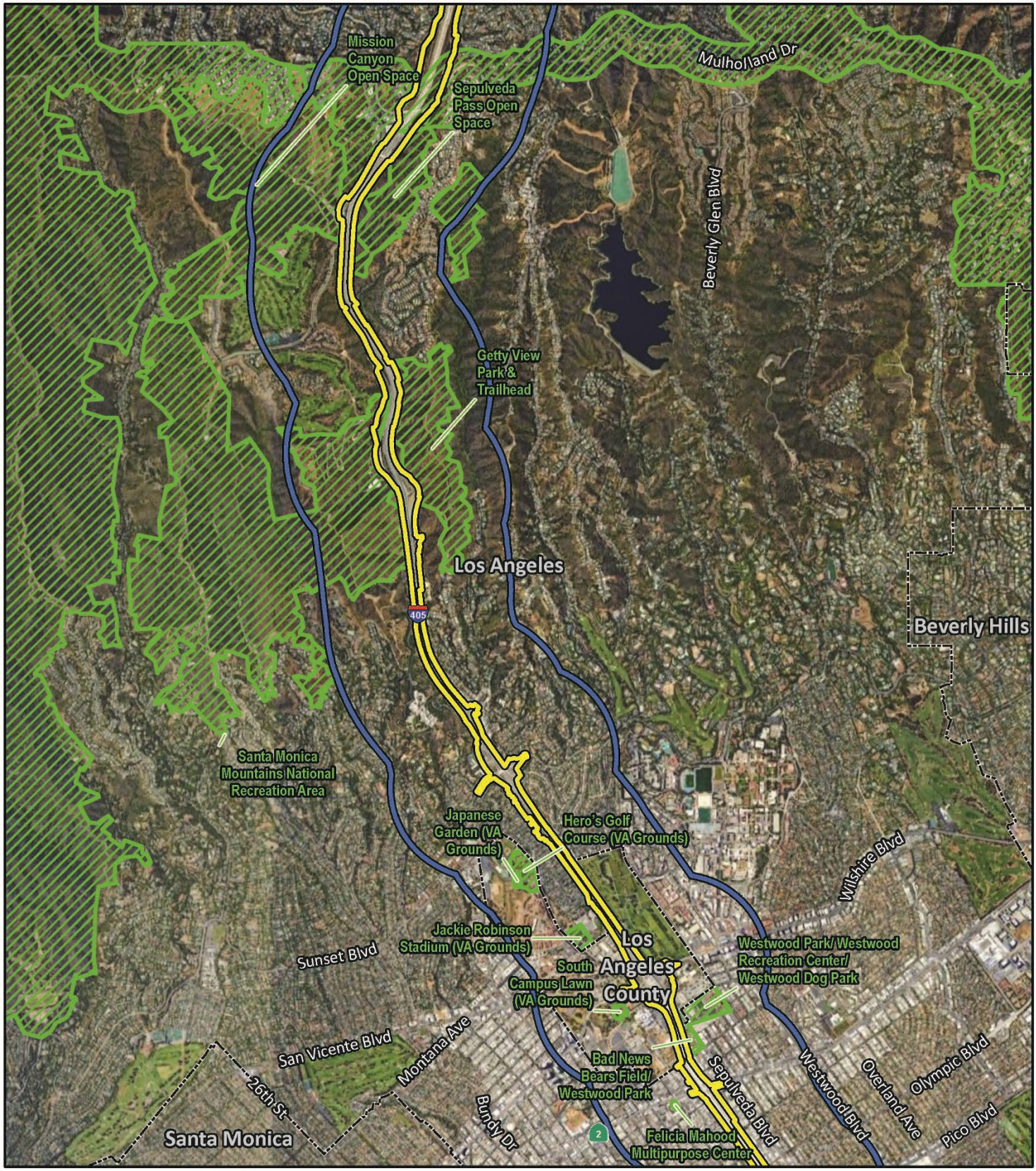

Project Area
Advanced Signage Only
Study Area
City/County Boundaries
Parks and Recreation Facilities

0 2000 4000
FEET

SOURCE: Google Imagery (2022), City of Los Angeles (2023)

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FIGURE 3.1-6
Page 2 of 3

I-405 Sepulveda Pass ExpressLanes Project
Parks and Recreation Facilities

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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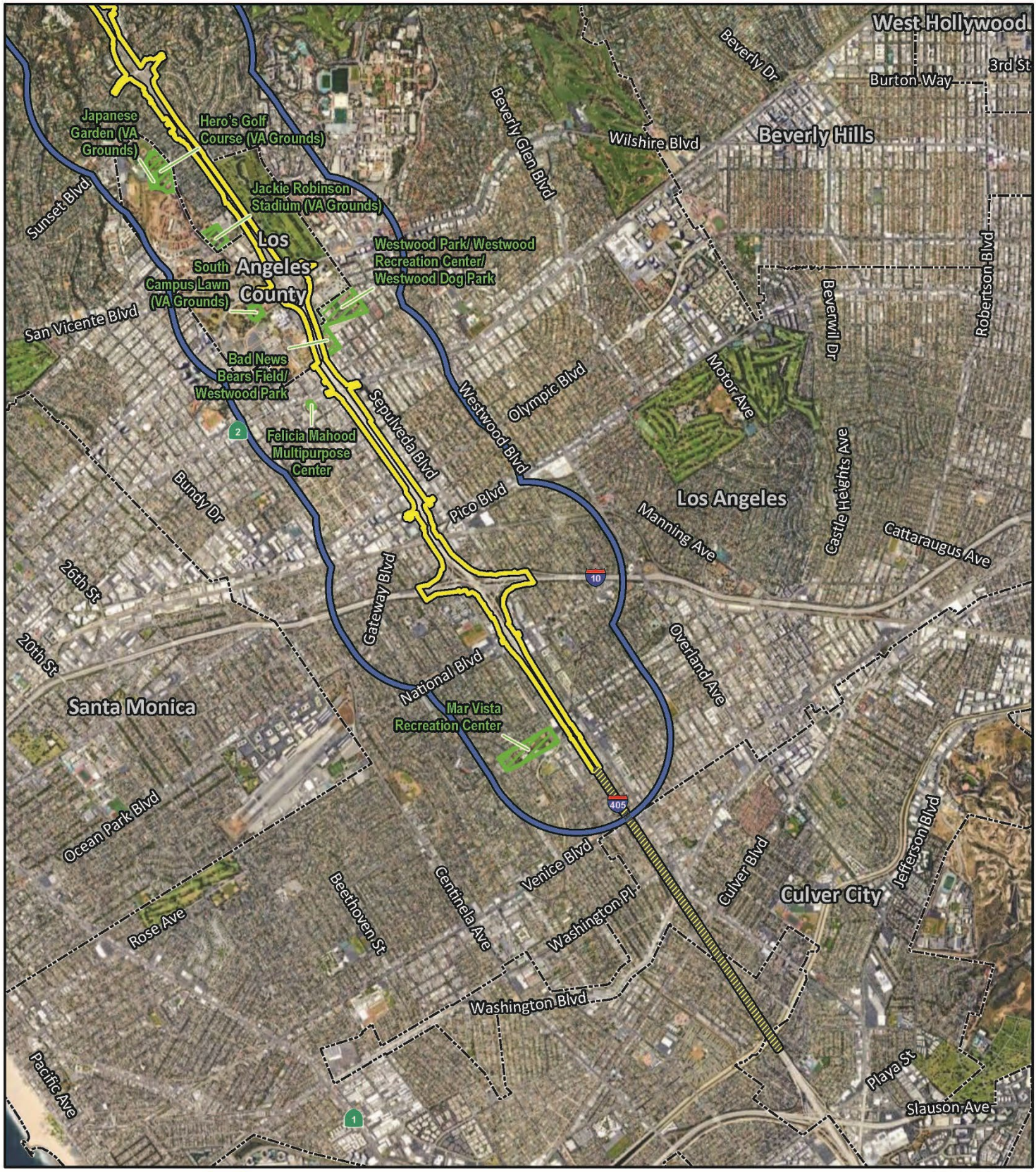

Project Area
Advanced Signage Only
Study Area
City/County Boundaries
Parks and Recreation Facilities

N

0 2000 4000
FEET

SOURCE: Google Imagery (2022), City of Los Angeles (2023)

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FIGURE 3.1-6
Page 3 of 3

I-405 Sepulveda Pass ExpressLanes Project
Parks and Recreation Facilities

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Table 3.1.5: Study Area Parks and Recreation Facilities

Jurisdiction	Park/Recreation Facility Name	Address	Size (Acres)	Distance from I-405
City of Los Angeles (Mar Vista Neighborhood)	Mar Vista Recreation Center	11430 Woodbine St.	18.5	200 feet
City of Los Angeles (Sawtelle Neighborhood)	Felica Mahood Multipurpose Center	11338 Santa Monica Blvd.	4.3	0.15 mile
City of Los Angeles (Westwood Neighborhood)	Bad News Bears Field/ Westwood Park	1411 South Sepulveda Blvd.	7.9	0/adjacent
City of Los Angeles (Westwood Neighborhood)	Westwood Park/Westwood Recreation Center	1350 South Sepulveda Blvd.	26.7	200 feet
Los Angeles County	South Campus Lawn (Veterans Affairs Grounds)	304 Dowlen Dr.	16.9	860 feet
Los Angeles County	Jackie Robinson Stadium (Veterans Affairs Grounds)	100 Constitution Ave.	3.9	775 feet
Los Angeles County	MacArthur Field (Veterans Affairs Grounds)	10 Bonsall Ave.	5.0	1,410 feet
Los Angeles County	Heroes Golf Course (Veterans Affairs Grounds)	11301 Wilshire Blvd.	14.1	1,970 feet
City of Los Angeles (Bel-Air Neighborhood)	Getty View Park and Trailhead	1399 Casiano Rd.	180.1	0/adjacent
City of Los Angeles (Bel-Air Neighborhood)	Sepulveda Pass Open Space	457 North Fairfax Ave.	155.7	0/adjacent
City of Los Angeles (Brentwood Neighborhood)	Mission Canyon Open Space	8260 Mulholland Dr.	479.9	0/adjacent
City of Los Angeles (Sherman Oaks Neighborhood)	Los Angeles Riverfront Park	Los Angeles River Bike Path	6.2	0.2 mile
City of Los Angeles (Sherman Oaks Neighborhood)	Sherman Oaks Castle Park	4989 Sepulveda Blvd.	5.0	0/adjacent
City of Los Angeles (Sherman Oaks Neighborhood)	Teichman Family Magnolia Park	15365 Magnolia Blvd.	3.9	0/adjacent
City of Los Angeles (Sepulveda Basin Neighborhood)	Woodley Avenue Park	6331 Woodley Ave.	209.2	0/adjacent
National Parks Service	Santa Monica Mountains National Recreation Area	26876 Mulholland Hwy.	157,000	0/adjacent
City of Los Angeles (Sepulveda Basin Neighborhood)	Sepulveda Basin Wildlife Reserve	6350 Woodley Ave.	2,150	0/adjacent
City of Los Angeles (Sherman Oaks Neighborhood)	Los Angeles River Bike Path (Sherman Oaks)	Near 15250 Valleyheart Dr.	N/A	0/adjacent
Los Angeles County	Japanese Garden (Veterans Affairs Grounds)	229 Patton Ave.	3.5	1,500 feet
Los Angeles County	Orange Line Busway Bike Path	Near 15546 Friar St.	N/A	0/adjacent

Source: County of Los Angeles, Department of Regional Planning. 2023. *County of Los Angeles California, Enterprise GIS Repository.* Website: https://egis-lacounty.hub.arcgis.com/datasets/lacounty::subdivision-activity-unincorporated-areas/ (accessed August 28, 2023).
GIS = Geographic Information System
N/A = not available

3.1.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would not result in any substantial adverse impacts related to consistency with applicable local, regional, and State plans and programs or parks and recreational facilities, and no mitigation is proposed relative to these topics. However, the Build Alternatives would include avoidance, minimization, and/or mitigation measures that can lessen or compensate potential adverse effects to surrounding land uses.

With incorporation of Measure LU-1 as listed below, Project Feature PF-TR-1 (TMP) as provided in Section 3.6, Transportation, Measures VIS-1 through VIS-11, and MM-VIS-12 as outlined in Section 3.7, Visual/Aesthetics, the Build Alternatives would not result in any substantial adverse impacts related to existing and future land use.

LU-1 **Restoration of Land Used Temporarily During Construction.** Prior to construction, the Contractor shall generate time-stamped photo documentation of the pre-construction conditions of all temporary staging areas and other areas that would be subject to Temporary Construction Easements (TCEs). All construction access, mobilization, material laydown, and staging areas and other areas that would be subject to TCEs shall be returned to the property owner in a condition equal to or better than the pre-construction condition.

3.2 Growth

3.2.1 Regulatory Setting

The Federal Highway Administration (FHWA) Technical Advisory T 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents, states that the "…social, economic, and environmental impacts of any substantial, foreseeable, induced development should be presented for each alternative, including adverse effects on existing communities. Where possible, the distinction between planned and unplanned growth should be identified."

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

The CEQA Guidelines (Section 15358[a][2]) also states in its definition of indirect impacts that "…Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems."

3.2.2 Affected Environment

The information in this section is based on the *Community Impact Assessment* (May 2025) prepared for the Project and follows the First Cut Screening guidelines provided in Caltrans' *Guidance for Preparers of Growth-Related, Indirect Impact Analysis* (February 2012).

Please refer to Section 3.1, Land Use, for the definitions and figures of the "study area" and "Project Corridor."

3.2.2.1 County of Los Angeles

According to the Southern California Association of Governments (SCAG) Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the County of Los Angeles has historically experienced and is projected to experience growth across its population, number of households, and employment. From 2019 to 2050, the population is anticipated to grow from 10,046,000 to 10,793,000 (a 7.4 percent increase). See Table 3.2.1. In the same time period, the number of households in the County is anticipated to increase from 2,990,000 to 4,155,000 (a 22.4 percent increase). Concurrently, employment within the County is projected to increase from 4,562,000 to 5,461,000 (an 8.5 percent increase).

Table 3.2.1: County Growth Projections

Los Angeles County	1990	2019	2035	2050	% Change from 2019 to 2050
Population	8,863,000	10,046,000	10,449,000	10,793,000	7.4%
Household	2,990,000	3,393,000	3,933,000	4,155,000	22.5%
Employment	4,562,000	5,031,000	5,386,000	5,461,000	8.5%

Source: Southern California Association of Governments. *2024 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS).

3.2.2.2 City of Los Angeles

Similar to the County, the City of Los Angeles is anticipated to continue on a trend of positive population, household, and employment growth. Table 3.2.2 demonstrates the City of Los Angeles is anticipated to experience a population growth rate of 21.6 percent from 2019 to 2050. During the same time period, the number of households in the City is expected to grow from 1,398,600 to 1,828,200, or by approximately 30.7 percent. Further, the number of jobs within the City is anticipated to grow from 1,954,000 to 2,137,700, or approximately 9.4 percent. It should be noted that data points for the years 1990 and 2035, which are included in Table 3.2.1 above, were unavailable at the City level.

Table 3.2.2: City Growth Projections

City of Los Angeles	2019	2050	% Change from 2019 to 2050
Population	3,907,200	4,753,320	21.6%
Household	1,398,600	1,828,200	30.7%
Employment	1,954,000	2,137,700	9.4%

Source: Southern California Association of Governments. *2024 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS).

3.2.3 Environmental Consequences

The potential growth-related impacts of the Project were considered in the context of the first-cut screening approach to assessing the potential growth-influencing effects of the Project and whether any further analysis is necessary based on consideration of the following:

- How, if at all, does the Project potentially change accessibility?
- How, if at all, do the project type, project location, and growth pressure potentially influence growth?
- Is Project-related growth reasonably foreseeable?
- If there is Project-related growth, how, if at all, will that impact resources of concern?

The potential for the Project to influence growth based on these considerations is discussed below.

3.2.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Any potential growth-related impacts of the Build Alternatives would be permanent. Therefore, there would be no temporary growth-inducing impacts as a result of the Build Alternatives, and no adverse effects would occur due to construction of the Build Alternatives.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, it would not contribute to or respond to the planned growth in and around the Project Corridor.

3.2.3.2 Permanent Impacts

Build Alternatives (Alternative 2)

The following questions from the First Cut Screening guidelines were considered in determining growth-related impacts to the City and County of Los Angeles for Alternative 2.

How, if at all, does the proposed project potentially change accessibility?

Alternative 2 would alleviate HOV lane deficiencies and accommodate projected future traffic volumes in the study area, consistent with adopted local land use and transportation plans. Improvements to I-405 resulting from Alternative 2 would include restriping of the existing footprint as well as construction of new toll and communication infrastructure, modification/installation of overhead signs, and the construction of an additional weave lane at ExpressLane (EL) ingress/egress locations to maintain stopping sight distance at curves. Alternative 2 would not provide new transportation facilities (it would convert the existing HOV lane to one EL in both directions), nor would it create new access points to areas previously not accessible. Therefore, Alternative 2 would not result in changes in accessibility to the transportation system in the study area.

How, if at all, do the proposed project type, project location, and growth pressure potentially influence growth?

As noted above, Alternative 2 would not add new through lane capacity; it would convert existing HOV lanes to ELs. It would not change accessibility to neighboring communities within the study area. The study area is fully developed (except for a small amount of vacant infill parcels and undevelopable areas), consisting of open space, commercial uses, industrial, mixed uses, public, institutional, and low-, medium-, and high-density residential uses.

Alternative 2 is intended to accommodate approved and planned growth in the study area because dynamic pricing would be deployed in the EL to ensure trip reliability and traffic flow, thereby reducing congestion in the study area. Pressure for growth is typically a result of a combination of factors, including economic, market, and land use demands and conditions. Growth in the study area is expected to occur with or without the Project.

Alternative 2 may allow growth in the study area to be more attractive; however, a substantial number of development projects were proposed and approved prior to the initiation of the Project, which indicates that development within the study area is not dependent on completion of Alternative 2. Therefore, although Alternative 2 would accommodate existing and planned growth, it would not influence growth beyond what is currently planned. Growth is anticipated to occur in these areas, regardless of whether Alternative 2 is completed, and this growth has already been accounted for in local and regional planning documents.

Is project-related growth reasonably foreseeable?

Indirect impacts need only be evaluated if they are reasonably foreseeable, rather than remote and speculative. As discussed above, Alternative 2 would not influence the rate, type, amount, and/or location of growth in the study area beyond what is planned for the region. Project-related growth is not anticipated with Alternative 2.

If there will be project-related growth, how, if at all, would resources of concern be impacted?

Based on the analysis presented above, Alternative 2 would not result in any growth-related effects; therefore, would not result in growth-related impacts on any resources of concern. No further analysis is necessary.

Build Alternatives (Alternative 3)

The following questions from the First Cut Screening guidelines were considered in determining growth-related impacts to the City and County of Los Angeles for Alternative 3.

How, if at all, does the proposed project potentially change accessibility?

Alternative 3 would alleviate HOV lane deficiencies and accommodate projected future traffic volumes in the study area, consistent with adopted local land use and transportation plans. Improvements to I-405 resulting from Alternative 3 would include restriping of the existing footprint and widening the freeway to accommodate the new EL in each direction, as well as construction of new toll and communication infrastructure, and modification/installation of overhead signs. Despite the additional EL in each direction, Alternative 3 would not provide new transportation facilities, as the additional EL would occur on an existing freeway facility, nor would it create new access points to areas previously inaccessible. Therefore, Alternative 3 would not result in changes in accessibility to the transportation system in the study area.

How, if at all, do the proposed project type, project location, and growth pressure potentially influence growth?

As noted above, Alternative 3 would add capacity to the existing facility. Capacity-increasing projects are the types of projects that need to be closely examined for potential growth influence. Alternative 3 would not change accessibility to neighboring communities within the study area. The study area is fully developed (except for a small amount of vacant infill parcels and undevelopable areas), consisting of open space, commercial uses, industrial, mixed uses, public, institutional, and low-, medium-, and high-density residential uses.

Alternative 3 is intended to accommodate approved and planned growth in the study area because it would add capacity along I-405, thereby reducing congestion in the study area. Pressure for growth is typically a result of a combination of factors, including economic, market, and land use demands and conditions. Growth in the study area is expected to occur with or without Alternative 3.

As a capacity enhancement to an existing freeway facility, Alternative 3 may make growth in the study area more attractive; however, a substantial number of development projects were proposed and approved prior to the initiation of this Project, which indicates that development within the study area is not dependent on completion of Alternative 3. Therefore, although Alternative 3 would accommodate existing and planned growth, it would not influence growth beyond what is currently planned. Growth is anticipated to occur in these areas, regardless of whether Alternative 3 is completed, and this growth has already been accounted for in local and regional planning documents.

Is project-related growth reasonably foreseeable?

Indirect impacts need only be evaluated if they are reasonably foreseeable, rather than remote and speculative. As discussed above, Alternative 3 would not influence the rate, type, amount, and/or location of growth in the study area beyond what is planned for the region. Project-related growth beyond what is already planned is not anticipated with Alternative 3.

If there will be project-related growth, how, if at all, would resources of concern be impacted?

Based on the analysis presented above, Alternative 3 would not result in any growth-related effects; therefore, would not result in growth-related impacts on any resources of concern. No further analysis is necessary.

Build Alternatives (Alternative 5)

The following questions from the First Cut Screening guidelines were considered in determining growth-related impacts to the City and County of Los Angeles for Alternative 5.

How, if at all, does the proposed project potentially change accessibility?

Alternative 5 would alleviate HOV lane deficiencies and accommodate projected future traffic volumes in the study area, consistent with adopted local land use and transportation plans. Improvements to I-405 resulting from Alternative 5 would include widening the freeway to accommodate the additional HOV lane, as well as construction of retaining walls where required to minimize and avoid right-of-way acquisition. Despite the additional HOV lane in each direction, Alternative 5 would not provide new transportation facilities, as the additional HOV lane would occur on an existing freeway facility, nor would it create new access points to areas previously not accessible. Therefore, Alternative 5 would not result in changes in accessibility to the transportation system in the study area.

How, if at all, do the proposed project type, project location, and growth pressure potentially influence growth?

As noted above, Alternative 5 would add capacity to the existing facility. Capacity-increasing projects are the types of projects that need to be closely examined for potential growth influence. Alternative 5 would not change accessibility in the study area as it would not create barriers to neighboring communities within the study area. The study area is fully developed (except for a small amount of vacant infill parcels and undevelopable areas), consisting of open space, commercial uses, industrial, mixed uses, public, institutional, and low-, medium-, and high-density residential uses.

Alternative 5 is intended to accommodate approved and planned growth in the study area because it would add capacity along I-405, thereby reducing congestion in the study area. Pressure for growth is typically a result of a combination of factors, including economic, market, and land use demands and conditions. Growth in the study area is expected to occur with or without Alternative 5.

As a capacity enhancement to an existing freeway facility, Alternative 5 may allow growth in the study area to be more attractive; however, a substantial number of development projects were proposed and approved prior to the initiation of this study, which indicates that

development within the study area is not dependent on completion of Alternative 5. Therefore, although Alternative 5 would accommodate existing and planned growth, it would not influence growth beyond what is currently planned. Growth is anticipated to occur in these areas, regardless of whether Alternative 5 is completed, and this growth has already been accounted for in local and regional planning documents.

Is project-related growth reasonably foreseeable?

Indirect impacts need only be evaluated if they are reasonably foreseeable, rather than remote and speculative. As discussed above, Alternative 5 would not influence the rate, type, amount, and/or location of growth in the study area beyond what is planned for the region. Project-related growth beyond what is already planned is not anticipated with Alternative 5.

If there will be project-related growth, how, if at all, would resources of concern be impacted?

Based on the analysis presented above, Alternative 5 would not result in any growth-related effects and, therefore, would not result in growth-related impacts on any resources of concern. No further analysis is necessary.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. The No Build Alternative would not change accessibility around the Project Corridor in the study area and would not reduce delays and congestion along the Project Corridor. Over time, forecasted growth of the study area and the surrounding areas may be constrained due to continued HOV lane degradation and conditions on I-405. In addition, the study area is fully urbanized. Therefore, the No Build Alternative would not influence growth patterns and would not result in adverse effects on resources of concern in the study area.

3.2.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would not result in a substantial growth-related impact. No further growth analysis is necessary. Therefore, no avoidance, minimization, or mitigation measures are required.

3.3 Community Character and Cohesion

3.3.1 Regulatory Setting

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

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

3.3.2 Affected Environment

The information in this section is based on the *Community Impact Assessment* (CIA) (May 2025) prepared for the Project.

Please refer to Section 3.1, Land Use, for the definitions and figures of the "study area" and "Project Corridor." As shown on Figure 3.1-1, in Section 3.1, the Project Corridor includes areas along the Interstate 405 (I-405) corridor where improvements are proposed and where advance signage would be required. Most of the proposed improvements would be built within the California Department of Transportation (Caltrans) existing right-of-way (ROW) of the Project Corridor, and the installation of advance signage within State and local (City arterials leading to I-405) ROW is not likely to result in community impacts. Thus, the study area does not include the portions of the Project Corridor that include advance signage. The study area Census tracts are listed below in Table 3.3.1.

Data presented in this section is from the 2021 American Community Survey (ACS) 5-Year Estimates conducted by the United States Census Bureau (U.S. Census Bureau 2021). The study area does not include the portions of the Project Corridor in which advanced signage is the only proposed improvement. As a result, no Census tracts within the City of Culver City are considered part of the study area, though they are still considered part of the Project Corridor for more general land use analysis. It should be noted that Census Tracts 1200.10, 1272.10, 1275.2 1278.04, 1278.05, 1278.06, 1397.05, 1413.03, 1413.04, 2621, 2641.02, 2641.03, 2652.03, 2653.01, 2674.04, 2676, 2715, 2719.02, 2723.01, 2751.01, 2751.02, 2752, 2755, 2756.03, 7026, 7027, 7028.01, 7028.02, 7028.03, 7030.03, and 9800.08 were not considered in this analysis because the bulk of the population within those areas is more than 0.5 mile from the Project Corridor. This description of the study area is necessarily detailed to allow the demographic, economic, and community-based implications of the Proposed Project to be accurately ascertained.

Table 3.3.1: Study Area Census Tracts

Jurisdiction	Census Tract
City of Los Angeles	Census Tract 1276.05
	Census Tract 1276.06
	Census Tract 1277.11
	Census Tract 1284
	Census Tract 1288.01
	Census Tract 1288.02
	Census Tract 1289.10
	Census Tract 1413.05
	Census Tract 1413.06
	Census Tract 1414
	Census Tract 1415
	Census Tract 1416
	Census Tract 2622
	Census Tract 2623.01
	Census Tract 2623.02
	Census Tract 2643.04
	Census Tract 2652.04
	Census Tract 2653.03
	Census Tract 2653.04
	Census Tract 2653.06
	Census Tract 2653.07
	Census Tract 2654.10
	Census Tract 2655.21
	Census Tract 2655.22
	Census Tract 2655.23
	Census Tract 2655.24
	Census Tract 2672.01
	Census Tract 2672.02
	Census Tract 2673
	Census Tract 2674.03
	Census Tract 2675.03
	Census Tract 2677
	Census Tract 2678
	Census Tract 2711
	Census Tract 2712
	Census Tract 2713
	Census Tract 2716
	Census Tract 2717.02
	Census Tract 2717.03
	Census Tract 2717.04
	Census Tract 2718.01
	Census Tract 2718.04
	Census Tract 2719.01
	Census Tract 9800.24
Unincorporated Los Angeles County	Census Tract 9800.17

Source: *Community Impact Assessment* (May 2025).

Community character encompasses many attributes, including social and economic characteristics, and assets that make a community unique and that establish a sense of place for its residents. As previously described in Section 3.1, Land Use, the study area consists of varying densities of residential uses, commercial land uses, mixed-use areas consisting of retail/housing, open space, public and institutional land uses, and I-405.

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood, a level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually due to continued association over time.

Demographic data compiled by the U.S. Census Bureau, including the 2021 ACS 5-year estimates, may be used to measure a community's level of cohesion. Community character and cohesion are often subtle qualities that can be hard to identify through numbers alone, especially for someone that does not live in and is not familiar with the community. However, there are certain qualities that tend to indicate a higher degree of community cohesion. The CIA prepared for the Project evaluated Census tracts within the study area based on the following indicators of community cohesion:

- **Long-Term Residency:** Communities with a high percentage of long-term residents are typically more cohesive because a greater proportion of the population has had time to establish social networks and develop an identity with the community. The U.S. Census Bureau's 2021 ACS 5-Year Estimates provides data in Tables B07013 and B25026 regarding the year that each householder in Los Angeles County, the City of Los Angeles, and the study area Census tracts, moved into their current housing unit. For the purpose of this analysis, those households that moved into their current residence before 2015 are considered long-term residents since they have lived in their current residence for more than seven years. Both renter and owner-occupied units are included in this analysis.
- **Larger Households:** In general, communities with large, multigenerational households are more cohesive than communities comprised of smaller households with mostly single people. Larger households provide more opportunities for the household to become connected with other households in the community through daily participation in community activities. The U.S. Census Bureau's 2021 ACS 5-Year Estimates provides data in Table S1101 regarding the number of persons per household in Los Angeles County, the City of Los Angeles, and the study area Census tracts.
- **Elderly Residents:** In general, communities with a high percentage of elderly residents (65 years or older) tend to demonstrate a greater social commitment to their community. This is because the elderly population, which includes retirees, often tends to be more active in the community since they have more time available for volunteering and participating in social organizations. The U.S. Census Bureau's 2021 ACS 5-Year Estimates provides data in Table B01001 regarding the age of the population of Los Angeles County, the City of Los Angeles, and the study area Census tracts.
- **Home Ownership:** Communities with a high percentage of owner-occupied residences are typically more cohesive because their population tends to be less mobile. Because they have a financial stake in their community, homeowners often take a greater interest in what is happening in their community than renters do. This means they often have a stronger sense of belonging to their community. The U.S. Census Bureau's 2021 ACS 5-Year Estimates provides data in Table B07013 regarding the percentage of housing units in Los Angeles County, the City of Los Angeles, and the study area Census tracts that are owner-occupied.

- **Ethnically Homogenous Communities:**[1,2] In general, homogeneity of the population contributes to higher levels of community cohesion. Communities that are ethnically homogeneous often speak the same language, participate in worship and other cultural institutions that reflect local ethnic traditions, and share a common culture; therefore, they are more likely to engage in social interaction on a routine basis. The criteria used to identify whether ethnically homogenous communities were likely to occur within the City of Los Angeles, and the study area Census tracts are detailed in Section 4.1.1.1, Regional Population Characteristics, of the CIA. This metric is derived from the U.S. Census Bureau's 2021 ACS 5-Year Estimates Data Profile, Table B16001.

These indicators of community character and cohesion in the study area are described in greater detail below.

3.3.2.1 Long-Term Residency

Table 3.3.2 provides a summary of the community cohesion indicators for the study area based on U.S. Census Bureau's 2021 5-Year ACS Estimates, including the percentage of the population that moved into their current residences in 2015 or earlier in the study area. Of the study area Census tracts, Census Tract 1415 (82.2 percent) has the highest percentage of long-term residents. Census Tract 2653.04 reported the lowest percentage of long-term residents (6.6 percent). As shown in Table 3.3.2, 67.6 percent of Los Angeles County residents are considered long-term residents because they moved in before 2015. Table 3.3.2 also shows that a handful of study area Census tracts have a higher percentage of long-term residents than the County, including Census tracts in the Sherman Oaks, Van Nuys, Encino, and Mar Vista Neighborhood Council Areas, as well as Unincorporated Los Angeles County.

3.3.2.2 Larger Households

Table 3.3.2 also shows that the average household size for Los Angeles County is slightly less than 3 persons and the City of Los Angeles has a slightly lower average of 2.75 persons. Only four Census tracts had a household size greater than the County (3 persons) and a majority of these were located within the Van Nuys and Lake Balboa Neighborhood Council Areas.

3.3.2.3 Elderly Residents

Table 3.3.2 also demonstrates that Los Angeles County has a greater percentage of residents 65 years and older (13.7 percent) than the City of Los Angeles (12.9 percent).

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1 It should be noted that language is only one marker of ethnic/cultural identity. Given that the U.S. Census Bureau does not collect information from individuals regarding their religious beliefs and/or adherence to certain cultural traditions, it must be acknowledged that a review of the various languages spoken at home in the study area likely provides an incomplete picture of the various ethnically homogenous communities that may exist within a particular geography. Nevertheless, it is useful to identify large concentrations of people who speak the same language as it helps explain the types of social and cultural bonds that may exist within the community.

2 Ethnically homogenous communities were identified in the study area cities when both of the following criteria were met: (1) 2,000 or more residents (or approximately 667 households) speak a language other than English at home; and (2) the percentage of the population that speaks that language at home is higher than the County as a whole. These criteria were developed based on a conservative estimate of the general number of residents that tend to be present prior to the establishment of ethnic places of worship, cultural institutions, and/or business districts within a community.

Table 3.3.2: Community Cohesion Indicators

Jurisdiction/Area	Long Term Residents (Moved in Before 2015)	Average Household Size of Owner and Renter	65 Years and Over	Owner-occupied (%)	Ethnically Homogenous Communities
Los Angeles County	**67.6%**	**2.94**	**13.7%**	**46.5%**	**N/A**
City of Los Angeles	66.1%	2.75	12.9%	37.0%	6
Census Tracts in the City of Los Angeles					
1276.05	66.7%	**3.24**	4.3%	15.7%	1
1276.06	**76.2%**	2.79	11.0%	32.5%	1
1277.11	66.7%	2.44	**14.8%**	41.7%	2
1284	**68.8%**	2.20	10.0%	**57.4%**	0
1288.01	49.6%	2.49	7.8%	24.1%	0
1288.02	44.4%	1.97	**16.8%**	33.7%	0
1289.10	63.6%	2.05	12.8%	**50.2%**	1
1413.05	42.7%	1.79	**14.0%**	33.8%	N/A
1413.06	37.6%	1.88	9.0%	22.4%	N/A
1414	57.5%	2.38	**15.5%**	**51.7%**	0
1415	**82.2%**	2.29	**22.9%**	**97.2%**	1
1416	**72.1%**	2.55	**19.8%**	**87.0%**	1
2622	66.7%	2.20	**23.1%**	**73.3%**	1
2623.01	**79.6%**	1.68	**26.8%**	**92.9%**	1
2623.02	65.8%	1.74	**27.1%**	**79.9%**	1
2643.04	20.0%	2.09	7.1%	14.5%	N/A
2652.04	12.8%	1.60	13.3%	16.6%	N/A
2653.03	10.1%	2.62	2.6%	4.0%	1
2653.04	6.6%	2.50	2.7%	0.0%	1
2653.06	8.7%	2.43	0.0%	3.3%	N/A
2653.07	16.8%	1.66	1.3%	0.0%	N/A
2654.10	62.8%	1.96	**18.4%**	**56.4%**	0
2655.21	35.9%	2.13	9.5%	8.6%	N/A
2655.22	12.2%	2.22	8.6%	14.4%	N/A
2655.23	42.2%	2.33	12.3%	39.8%	N/A
2655.24	56.8%	1.86	**18.9%**	24.9%	N/A
2672.01	62.7%	2.10	**16.1%**	26.9%	N/A
2672.02	50.3%	2.31	**16.2%**	37.6%	N/A
2673	51.0%	2.25	10.8%	12.0%	1
2674.03	37.0%	2.03	8.6%	11.1%	1
2675.03	63.5%	2.33	6.0%	16.6%	N/A
2677	52.8%	2.68	12.7%	29.6%	1
2678	58.6%	2.02	20.9%	**55.2%**	1
2711	60.9%	2.36	**19.6%**	**60.1%**	0
2712	55.1%	2.31	6.7%	10.2%	1
2713	61.9%	2.36	12.0%	**63.9%**	0
2716	48.5%	1.85	11.5%	32.3%	1
2717.02	39.9%	2.21	8.8%	23.7%	1
2717.03	60.8%	1.94	**16.2%**	34.8%	N/A
2717.04	40.8%	5.11	9.7%	20.5%	N/A
2718.01	54.6%	2.04	12.1%	12.1%	2
2718.04	63.9%	2.87	10.9%	27.6%	N/A
2719.01	**67.9%**	2.29	**14.2%**	33.2%	0
9800.24	**70.0%**	1.95	12.5%	**81.7%**	0
Census Tracts in Unincorporated Los Angeles County					
9800.17	0.0%	1.51	**21.5%**	0.0%	N/A

Source: U.S. Census Bureau. 2021 ACS 5-Year Estimates, Tables B07013, B25026, S1101, B01001, B07013, and B16001.
Bolded numbers indicate values that are greater than the County.
ACS = American Community Survey
N/A = not available

There is a large cluster of Census tracts with a greater percentage of residents 65 years and older than the County within the Sherman Oaks, Encino, and Bel Air-Beverly Crest Neighborhood Council Areas.

3.3.2.4 Home Ownership

Table 3.3.2 also shows that a cluster of Census tracts within the Encino, Sherman Oaks, and Bel Air-Beverly Crest Neighborhood Council Areas have higher percentages of owner-occupied housing units than the County. The City of Los Angeles (37 percent) had a lower percentage of owner-occupied housing units than the County (46.5 percent).

3.3.2.5 Ethnically Homogenous Communities

Table 3.3.2 also shows that the City of Los Angeles itself contains six distinct ethnically homogenous communities on a citywide scale, while Census Tracts 1277.11 and 2718.01 each have two potential ethnically homogenous communities specific to their respective Census tracts. A majority of the ethnically homogenous communities were identified to be Spanish, Persian, Russian, Japanese, Armenian, Korean, Tagalog, or Chinese speaking. The remainder of the Census tracts within the study area have either 0 or 1 ethnically homogenous communities, or do not have data available.

3.3.2.6 Community Cohesion Summary

Three Census tracts would be considered the most cohesive based on the community cohesion indicators utilized in Table 3.3.2. Each of these Census tracts had higher percentages of the population relative to the County under four or more community cohesion metrics. Census Tract 1284 is in the Van Nuys Neighborhood Council Area and has a higher percentage of long-term residents and percentage of owner-occupied units than the County. Census Tract 1415 is in the Encino Neighborhood Council Area and has a higher percentage of persons 65 and older, long-term residents, and owner-occupied units than the County. Census Tract 2719.01 is in the Mar Vista Neighborhood Council Area and has a higher percentage of the population that are long-term residents and persons 65 years or older than the County. These metrics ultimately indicate higher levels of community cohesion than other Census tracts.[3]

As previously stated, community cohesion can be subtle and difficult to objectively determine. While the metrics included in Table 3.3.2 above tend to indicate a higher degree of community cohesion, a wide range of factors can also be useful when determining the degree of cohesion within a particular community. Consideration of a greater number of indicators is likely to present a clearer picture of a particular community and the degree of cohesion present. As such, additional topics for consideration with respect to community cohesion are provided below.

[3] Though these metrics generally correlate with high levels of community cohesion, the methodology used in this EIR/EIS does not require that a community exhibit any of these indicators of community cohesion in order to be considered cohesive. Instead, the presence of these indicators in a community helps the analyst measure how cohesive a community may be and which demographic factors could be influencing the level of social connection that exists among its residents.

3.3.2.7 Other Demographics

Employment

Table 3.3.3 provides demographic characteristics for the study area related to employment, income, and education, as reported in the 2021 ACS 5-Year Estimates. As shown in Table 3.3.3, the City of Los Angeles (7.1 percent) has a higher unemployment rate than the County (6.8 percent). Census Tract 9800.17 in unincorporated Los Angeles County has an unemployment rate of 50.8 percent, the highest in the study area; however, this Census tract is associated with the permanent residents of the West Los Angeles VA Medical Center. Census Tract 2712 in the West LA – Sawtelle Neighborhood Council Area has the lowest unemployment rate at 1.1 percent.

Income

As shown in Table 3.3.3, a cluster of households with a median household income of over $100,000 a year, well above the County value of $76,367, can be found in the Sherman Oaks and Bel Air-Beverly Crest Neighborhood Council Areas, as well as outside the boundaries of any Neighborhood Council Areas (Census Tracts 1414, 1415, 1416, 2622, 2623.01, 2623.02, and 2623.04). This cluster of Census tracts also demonstrates a notably lower percentage of residents below the poverty level in comparison to the County, ranging from 2.7 to 9.1 percent, as opposed to 13.9 percent of the County. This cluster is generally found within the South Sherman Oaks to Getty View Park segment of the study area. Conversely, the cluster of Census Tracts 2652.04, 2653.03, 2653.04, 2653.06, and 2653.07 demonstrate substantially high percentages of the population living below the poverty line, ranging from 34.5 to 75.8 percent of residents. The median household incomes within this cluster range from $17,326 to $31,231, lower than the County value of $76,367. This cluster is located within the Westwood and North Westwood Neighborhood Council Areas. These two clusters in particular highlight the wide range of economic circumstances found within the study area, in which higher-income communities tend to be concentrated within the higher elevations of the Sepulveda Pass area.

Table 3.3.3: Employment, Income, and Education

Jurisdiction/Area	Total Population	Population With Income Under Federal Poverty Level in Last 12 Months	Percent Below Poverty Level	Median Household Income	Unemployment Rate (%)	High School Graduate or Higher (Over the Age of 25) (%)	College Graduate or Higher (Over the Age of 25) (%)
Los Angeles County	**9,861,892**	**1,366,544**	**13.9**	**$76,367**	**6.8%**	**80%**	**34.0%**
City of Los Angeles	3,828,299	635,837	**16.6**	$69,778	**7.1%**	78.4%	**36.2%**
Census Tracts in the City of Los Angeles							
1276.05	3,827	1,002	**26.2**	$52,839	5.7%	68.0%	15.9%
1276.06	3,179	764	**24.0**	$58,936	3.7%	78.8%	28.3%
1277.11	3,107	607	**19.5**	**$79,556**	**10.5%**	71.7%	**36.7%**
1284	4,643	694	**14.9**	**$109,911**	2.9%	**92.3%**	**49.9%**
1288.01	3,807	430	11.3	$75,515	**9.5%**	**96.3%**	**66.9%**
1288.02	4,309	139	3.2	**$101,190**	3.2%	**95.3%**	**51.9%**
1289.10	4,586	288	6.3	**$105,833**	**9.6%**	**94.9%**	**63.3%**
1413.05	2,625	256	9.8	**$96,745**	6.4%	**99.0%**	**68.0%**
1413.06	3,101	63	2.0	**$92,598**	**13.1%**	**100.0%**	**67.6%**
1414	5,199	356	6.8	**$106,684**	4.8%	**97.6%**	**63.6%**
1415	3,006	81	2.7	**$178,879**	3.3%	**98.7%**	**70.2%**
1416	4,183	162	3.9	**$189,250**	5.6%	**98.8%**	**79.5%**
2622	4,099	256	6.2	**$166,447**	4.4%	**95.6%**	**77.4%**
2623.01	2,098	190	9.1	**$243,214**	5.6%	**95.4%**	**76.8%**
2623.02	2,807	250	8.9	**$199,643**	2.5%	**99.4%**	**81.6%**
2643.04	2,541	104	4.1	**$110,405**	4.0%	**100.0%**	**93.6%**
2652.04	1,415	488	**34.5**	N/A	**12.2%**	**100.0%**	**70.2%**
2653.03	4,653	2,817	**60.5**	$31,231	5.4%	**93.9%**	**68.9%**
2653.04	2,197	1,574	**71.6**	$17,326	**14.2%**	**100.0%**	**75.7%**
2653.06	1,348	1,022	**75.8**	$19,688	**8.0%**	**85.5%**	**52.2%**
2653.07	1,704	750	**44.0**	$22,756	1.3%	**100.0%**	**92.5%**
2654.10	1,735	96	5.5	**$134,375**	3.4%	**99.4%**	**72.7%**
2655.21	1,505	259	**17.2**	$65,461	**7.3%**	**100.0%**	**76.6%**
2655.22	2,350	679	**28.9**	**$95,370**	1.9%	**100.0%**	**80.4%**
2655.23	2,262	175	7.7	$66,082	4.3%	**100.0%**	**90.6%**
2655.24	2,808	272	9.7	**$95,607**	1.9%	**99.1%**	**75.6%**
2672.01	2,997	423	**14.1**	**$79,032**	4.7%	**97.6%**	**70.7%**
2672.02	3,745	528	**14.1**	**$112,180**	**7.0%**	**99.3%**	**78.4%**
2673	4,041	751	**18.6**	**$83,420**	**8.5%**	**91.0%**	**66.5%**
2674.03	3,549	532	**15**	**$96,442**	**17.7%**	**95.7%**	**66.3%**

Table 3.3.3: Employment, Income, and Education

Jurisdiction/Area	Total Population	Population With Income Under Federal Poverty Level in Last 12 Months	Percent Below Poverty Level	Median Household Income	Unemployment Rate (%)	High School Graduate or Higher (Over the Age of 25) (%)	College Graduate or Higher (Over the Age of 25) (%)
2675.03	2,183	225	10.3	**$137,818**	3.3%	**95.5%**	**76.0%**
2677	3,667	264	7.2	**$123,594**	3.1%	**93.8%**	**75.5%**
2678	2,770	133	4.8	**$102,802**	1.7%	**97.1%**	**76.8%**
2711	2,357	171	7.3	**$102,833**	**7.3%**	**88.7%**	**58.3%**
2712	2,288	178	7.8	**$83,750**	1.1%	**93.6%**	**68.8%**
2713	4,765	564	11.8	**$102,426**	4.1%	**93.3%**	**59.6%**
2716	4,729	462	9.8	**$101,271**	2.5%	**99.2%**	**81.5%**
2717.02	3,875	555	**14.3**	$74,442	5.5%	**91.6%**	**71.4%**
2717.03	2,659	215	8.1	**$104,357**	1.9%	**97.2%**	**73.7%**
2717.04	2,909	319	11.0	**$138,000**	3.0%	**98.9%**	**84.9%**
2718.01	2,992	330	11	$57,891	5.0%	**93.9%**	**49.7%**
2718.04	2,317	54	2.3	**$98,083**	**8.8%**	**94.1%**	**65.7%**
2719.01	3,194	233	7.3	**$103,839**	2.2%	**94.8%**	**56.5%**
9800.24	200	25	12.5	**$154,091**	5.5%	**91.9%**	**68.5%**
Census Tracts in Unincorporated Los Angeles County							
9800.17	900	625	**69.4**	N/A	**50.8%**	**84.1%**	9.8%

Source: U.S. Census Bureau American Community Survey. 2021 ACS 5-Year Estimates, Tables DP03, S1701, and S1501.
Bolded numbers indicate values that are greater than the County.
N/A = not available

Education

As shown in Table 3.3.3, nearly all of the study area Census tracts reported a higher percentage of residents who are high school graduates or higher than Los Angeles County overall (80 percent). The City of Los Angeles and nearly all of the study area Census tracts reported a higher percentage of residents who are college graduates or higher than Los Angeles County (34 percent).

Community Facilities

Accessibility of community facilities and services enhances the quality of life in the community and contributes to the sense of community cohesion. Below is a discussion regarding the community facilities within the study area, which are illustrated in Figure 3.3-1, Community Facilities, below.

Schools

Public schools located within the study area are included in Table 3.3.4, and private schools within the study area are included in Table 3.3.5, both provided below.

Community, Recreation, and Senior Centers

Community and recreation centers and senior facilities located within the study area are included in Table 3.3.6 below.

Libraries

Two libraries are located within the study area. The first is the West Los Angeles Regional Branch Los Angeles Public Library (approximately 800 feet from the Project Corridor) and the second is the Westwood Branch Los Angeles Public Library (approximately 2,265 feet from the Project Corridor).

Parks and Recreation

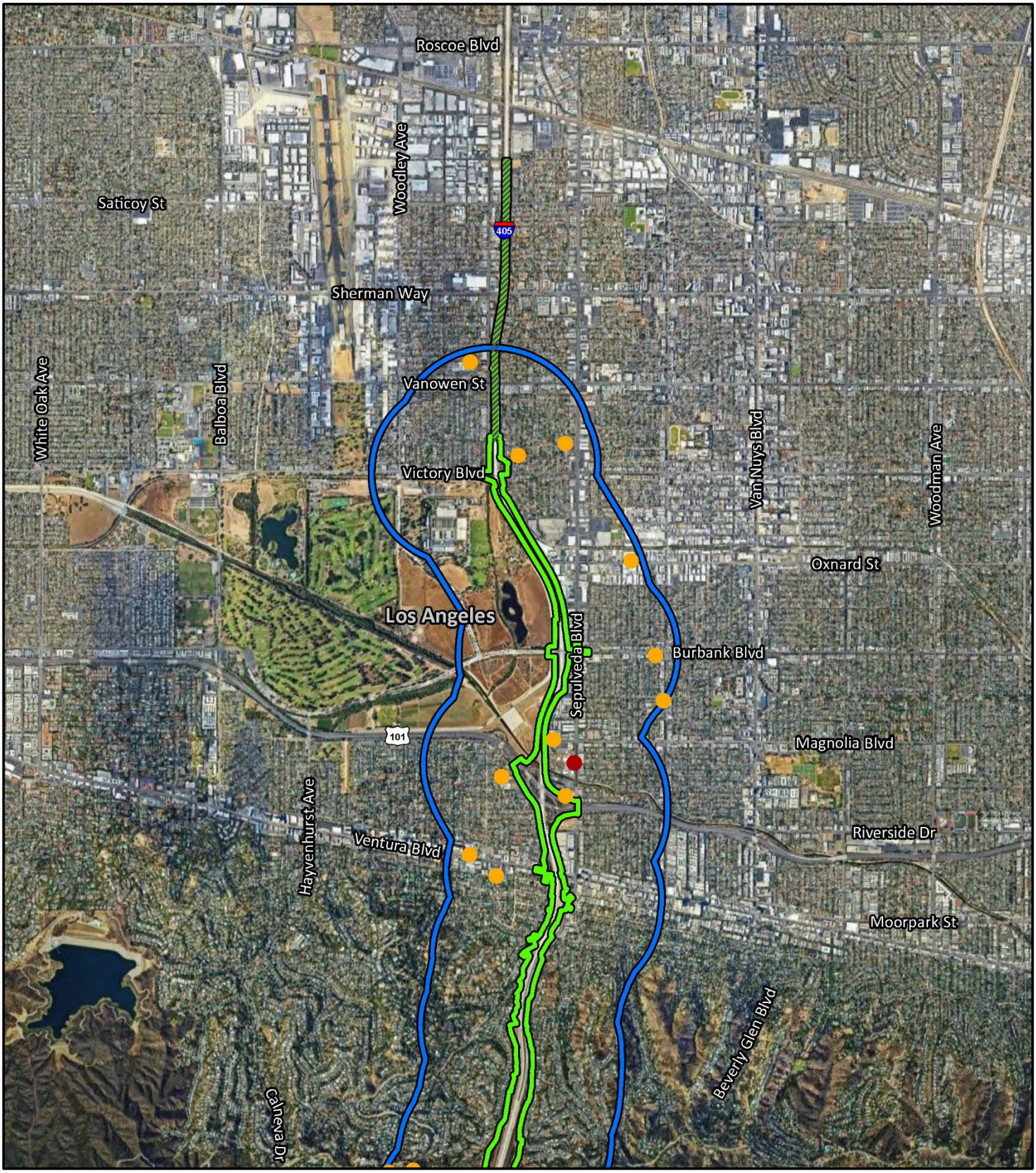
Refer to Section 3.1, Land Use, for a list of public parks and recreational resources within 0.5 mile of the Project Corridor.

Homeless Shelters

Three shelters/facilities for individuals experiencing homelessness are located within the study area. The first two are the Salvation Army Haven Program Building Numbers 207 and 212 (located inside the West Los Angeles Veterans Affairs Medical Center, 450 feet from I-405), and the third is People Assisting the Homeless (PATH) West Los Angeles (located at 2346 Cotner Avenue, 285 feet from I-405).

3.3.2.8 Property Tax Base

Transportation projects sometimes require the permanent acquisition of privately owned land for incorporation into the public ROW. The removal of this land from the tax assessment roll can affect local property tax revenues. Therefore, a brief discussion about property tax revenues in the study area is provided below.



SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.3-1

Page 1 of 3

I-405 Sepulveda Pass ExpressLanes Project

Community Facilities

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EFIS No. 0720000070

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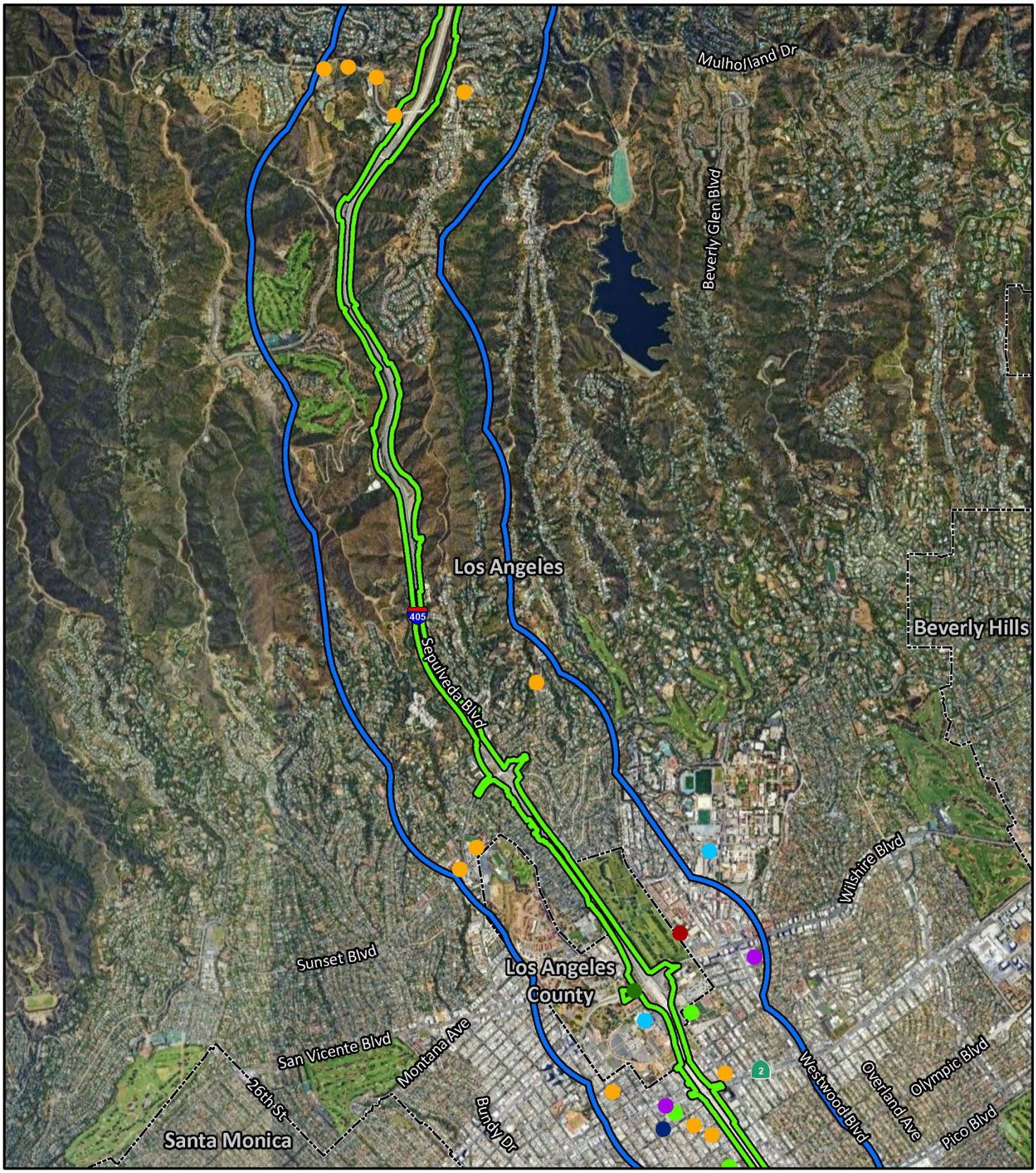

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.3-1

Page 2 of 3

I-405 Sepulveda Pass ExpressLanes Project

Community Facilities

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EFIS No. 0720000070

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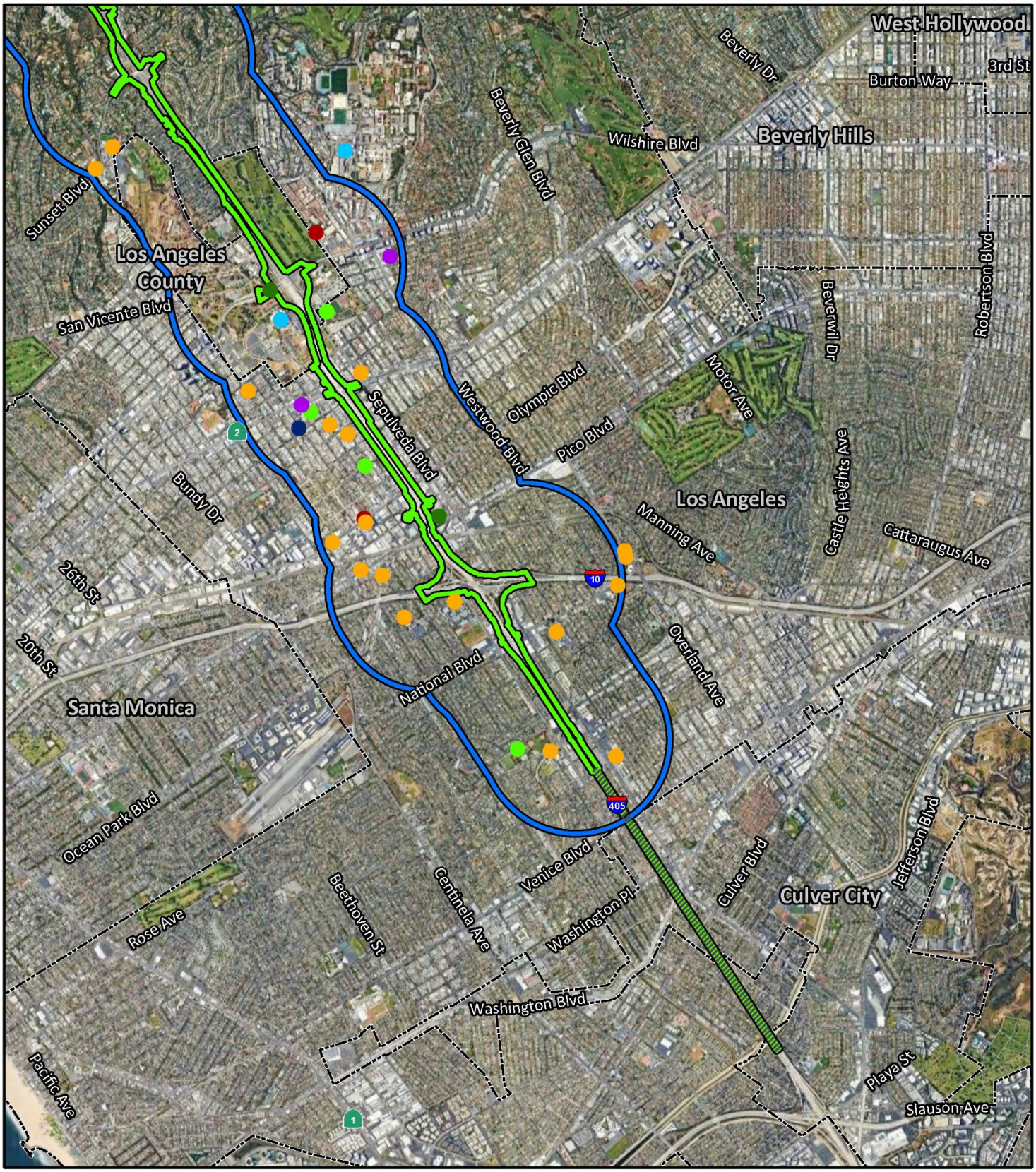

Project Area
Advanced Signage Only
Study Area
City/County Boundaries

Fire Stations
Homeless Shelters
Hospitals
Libraries
Schools
Community Centers
Police Stations

0 2000 4000
FEET

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.3-1
Page 3 of 3

I-405 Sepulveda Pass ExpressLanes Project
Community Facilities
07-LA-405-PM 28.4/41.4
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EFIS No. 0720000070

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Table 3.3.4: Public Schools

Jurisdiction/Area	School	Address	Distance from Project Corridor
City of Los Angeles	Bassett Street Elementary	15756 Bassett St.	680 feet
City of Los Angeles	Kester Avenue Elementary School	5353 Kester Ave.	2,610 feet
City of Los Angeles	Palms Middle	10860 Woodbine St.	2,675 feet
City of Los Angeles	Clover Avenue Elementary	11020 Clover Ave.	1,115 feet
City of Los Angeles	Charnock Road Elementary	11133 Charnock Rd.	620 feet
City of Los Angeles	Daniel Webster Middle	11330 West Graham Pl.	265 feet
City of Los Angeles	Richland Avenue Elementary	11562 Richland Ave.	800 feet
City of Los Angeles	Nora Sterry Elementary	1730 Corinth Ave.	700 feet
City of Los Angeles	Sylvan Park Elementary	6238 Noble Ave.	2,770 feet

Source: Los Angeles County GIS Hub. Website: https://egis-lacounty.hub.arcgis.com/ (accessed May 25, 2023).
GIS = Geographic Information System

Table 3.3.5: Private/Charter Schools

Jurisdiction/Area	School	Address	Distance from Project Corridor
City of Los Angeles	Hesby Oaks Leadership Charter	15530 Hesby St.	440 feet
City of Los Angeles	Community Magnet Charter Elementary	11301 Bellagio Rd.	1,890 feet
City of Los Angeles	Valley Beth Shalom Day School	15739 Ventura Blvd.	2,000 feet
City of Los Angeles	St. Cyril of Jerusalem Elementary	4548 Haskell Ave.	1,170 feet
City of Los Angeles	Magnolia Science Academy 4	11330 West Graham Pl., B-9	265 feet
City of Los Angeles	Citizens of the World Charter School Mar Vista	11561 Gateway Blvd.	1,105 feet
City of Los Angeles	Ivy Bound Academy of Math, Science, and Technology Charter Middle	15355 Morrison St.	50 feet
City of Los Angeles	Brentwood School	100 South Barrington Pl.	1,670 feet
City of Los Angeles	City Charter Middle School	11625 West Pico Blvd.	1,760 feet
City of Los Angeles	Berkeley Hall	16000 Mulholland Dr.	1,910 feet
City of Los Angeles	Windward School	11350 Palms Blvd.	685 feet
City of Los Angeles	Arete Preparatory Academy	11500 W Olympic Blvd., #318	1,165 feet
City of Los Angeles	The Archer School for Girls	11725 Sunset Blvd.	2,410 feet
City of Los Angeles	Brawerman Elementary School	11661 West Olympic Blvd.	2,245 feet
City of Los Angeles	Saint Sebastian School	1430 Federal Ave.	2,015 feet
City of Los Angeles	Wise School	15500 Stephen S Wise Dr.	665 feet
City of Los Angeles	Milken Community School	15800 Zeldins Way	110 feet
City of Los Angeles	Curtis School	15871 Mulholland Dr.	1,060 feet
	Grace Christian Academy	6510 Peach Ave.	1,775 feet
City of Los Angeles	Fusion Academy	1640 South Sepulveda Blvd., Ste. 100	335 feet
City of Los Angeles	New Horizon School Westside	1819 Sawtelle Blvd.	430 feet
City of Los Angeles	The Mirman School	16180 Mulholland Dr.	2,495 feet
City of Los Angeles	Redeemer Baptist Elementary School	10792 National Blvd.	2,505 feet
City of Los Angeles	ABC Little School-Sherman Oaks	14926 Burbank Blvd.	1,975 feet

Table 3.3.5: Private/Charter Schools

Jurisdiction/Area	School	Address	Distance from Project Corridor
City of Los Angeles	Emek Hebrew Academy Teichman Family Torah Center	15365 Magnolia Blvd.	260 feet
City of Los Angeles	St. Joseph's Academy	6443 Firmament Ave.	370 feet
City of Los Angeles	The Help Group's North Hills Prep	15339 Saticoy St.	1,700 feet
City of Los Angeles	Notre Dame Academy Elementary School	2911 Overland Ave.	2,850 feet
City of Los Angeles	Notre Dame Academy Girls' High School	2851 Overland Ave.	2,875 feet
City of Los Angeles	Morning Star Christian Academy	15055 Oxnard St.	2,315 feet

Source: Los Angeles County GIS Hub. Website: https://egis-lacounty.hub.arcgis.com/ (accessed May 25, 2023).
GIS = Geographic Information System

Table 3.3.6: Community, Recreation and Senior Centers

Jurisdiction/Area	Facility	Address	Distance from Project Corridor
City of Los Angeles	Mar Vista Recreation Center	11430 Woodbine Ave.	1,480 feet
City of Los Angeles	Westwood Recreation Center	1350 Sepulveda Blvd.	475 feet
City of Los Angeles	YMCA Westside Family	1311 La Grange Ave.	555 feet
City of Los Angeles	Felicia Mahood Multipurpose Center	11338 Santa Monica Blvd.	690 feet

Source: Los Angeles County GIS Hub. Website: https://egis-lacounty.hub.arcgis.com/ (accessed May 25, 2023).
GIS = Geographic Information System

Property taxes are levied on the assessed value of privately owned property. Property taxes for properties in the study area are collected by the County of Los Angeles and apportioned to various governmental entities within each tax rate area. The amount levied is limited to 1 percent[4] of the assessed property value for Los Angeles County and is divided among each of the local taxing agencies (i.e., cities, the County, special districts, successor agencies to former redevelopment agencies, school districts, and community college districts) that are authorized to receive a portion of the 1 percent basic property tax levy.

The distribution to each taxing agency is based on allocation factors that are established pursuant to State law (Assembly Bill 8). Table 3.3.7 presents the total revenues collected by the City of Los Angeles as well as Los Angeles County in Fiscal Year 2021–2022, which is the most recent year for which such data were available.

[4] Los Angeles County Assessor's Office. Proposition 13. Website: https://assessor.lacounty.gov/real-estate-toolkit/proposition-13 (accessed February 7, 2024).

Table 3.3.7: Local Government Revenues (Fiscal Year Ended June 30, 2022)

Jurisdiction	Property Tax Revenue	Total Revenue
Los Angeles County[1]	$8,265,772,000	$33,326,577,000
City of Los Angeles[2]	$2,628,691,000	$19,952,927,000

Sources:
1 Los Angeles County, Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2022. Website: https://auditor.lacounty.gov/wp-content/uploads/2023/01/Annual-Comprehensive-Financial-Report-FY-2021-2022.pdf (accessed June 28, 2023).
2 City of Los Angeles, Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2022. Website: https://controller.lacity.gov/acfr22.pdf (accessed June 28, 2023).

3.3.2.9 Sales Tax Base

Construction and operation of transportation projects can result in closures of local freeways, roadways, ramps, curbs, and parking areas that may affect the ability of patrons to reach desired businesses. If reasonable access to a business is not maintained during construction of a transportation project, sales may decline, leading to a subsequent decline in sales tax generation. This can be of particular concern for businesses that rely on pass-by traffic for clientele. Conversely, some businesses may benefit from increased patronage and sales in the event that they are located along a detour route. Therefore, a brief discussion about sales tax revenues in the study area is provided below.

Effective January 1, 2022, the sales tax rate in the City of Los Angeles is 9.5 percent, of which 5.5 percent is allocated to the State, 1 percent is allocated to City operations, and 0.5 percent is allocated to the County Transportation Fund.[5] The Department of Tax and Fee Administration tabulates sales tax transactions for each city and county in California on a quarterly and yearly basis.[6] As shown in Table 3.3.8, Sales Tax Generation, in 2021 the average business in the City of Los Angeles generates $3,667 in sales tax yearly for the City and $1,833 for the County.

Table 3.3.8: Sales Tax Generation

City	Sales Tax Generated	Average Sales Tax Generated from Each Business	Average Sales Tax Received by City per Business	Average Sales Tax Received by County per Business
Los Angeles	$50,494,524,410	$366,654	$3,667	$1,833

Source: California Department of Tax and Fee Administration. Taxable Sales in California, First Quarter 2021. Table 4. Taxable Sales in California Cities, by Type of Business. Website: https://www.cdtfa.ca.gov/legal/t4-3q17.pdf (accessed June 28, 2023).

5 California Department of Tax and Fee Administration. California Sales and Use Tax Rates by County and City. Website: https://www.cdtfa.ca.gov/taxes-and-fees/rates.aspx (accessed June 28, 2023).
6 California Department of Tax and Fee Administration. Detailed Description of the Sales & Use Tax Rate. Website: https://www.cdtfa.ca.gov/taxes-and-fees/sut-rates-description.htm (accessed June 28, 2023).

3.3.3 Environmental Consequences

3.3.3.1 Temporary Impacts

Temporary effects to community character and cohesion generally depend on whether a project is likely to create a barrier within or disrupt connectivity of a community. Either of these can be a result of disruptions in access or residential and/or business acquisitions. Temporary effects to community character and cohesion can occur from the temporary use of land from privately owned properties for use as temporary construction easements (TCEs), short-term air quality and noise effects, and temporary road and ramp closures/detours along and in the immediate vicinity of I-405 within the study area. These temporary changes can also affect the various indicators of community cohesion discussed above in Section 3.3.2, although these indicators are more likely to be affected by permanent changes under the Build Alternatives.

It should be noted that the I-405 Pavement Rehabilitation Project along the Sepulveda Pass corridor project commenced in the Spring of 2025 and is anticipated to be completed in 2029, which will require a number of road and ramp closures within the study area in order to accommodate the replacement of pavement, overhead signage, guardrails, and other features to improve the safety and mobility of the I-405 corridor. As previously stated, should a build alternative be identified as the preferred alternative, construction would commence in September 2028 and conclude in September 2030 (Alternative 2) or September 2031 (Alternatives 3 and 5). As such, given the proximity of the I-405 Pavement Rehabilitation Project to the Proposed Project and the overlapping construction timeline, the following analysis considers potential construction-related impacts of the Build Alternatives within the context of this ongoing project.

Build Alternatives (Alternative 2)

Potential temporary effects to study area residents and community facilities resulting from Alternative 2, including construction equipment and staging area noise and emissions, would be minimized through compliance with Caltrans standards for noise (Caltrans Standard Specifications, Section 14-8.02), emission control (Caltrans Standard Specifications, Sections 7-1.02A and 7-1.02C), air pollution control (Caltrans Standard Specifications, Section 14-9.02), and City standards for management of staging areas.

Proposed activities under Alternative 2 would require partial or full closure of local streets and ramps during construction. Closure charts and detour plans for affected locations are planned for completion during final Project design. Construction of Alternative 2 may result in temporary access restrictions and detours for residents and those traveling to community facilities within the study area, which could discourage visitors to such facilities. It should be noted that construction of the I-405 Pavement Rehabilitation Project, as discussed above, would partially overlap with the construction of Alternative 2, and would also result in potential temporary access restrictions and detours. Overlapping access restrictions and detours between the two projects could create potentially inconvenient conditions for affected travelers within the community. As previously stated, disruptions in access to community facilities can create a barrier within or disrupt connectivity of affected communities. However, temporary access restrictions under Alternative 2 would be minimized through transportation management strategies identified in Project Feature PF-TR-1 (Transportation Management Plan [TMP]) in Section 3.6, Transportation, of this EIR/EIS.

As stated in the TMP (February 2025), local street improvements, which could result in closures and delays, would occur along Beloit Avenue, Church Lane, Sepulveda Boulevard, and Bel Air Crest Road, which contain several community facilities. The TMP includes a list of freeway ramps subject to improvements and, therefore, potential closures and delays. However, ramp and roadway closures would occur at nighttime and/or overnight whenever feasible, thereby occurring outside of operational hours for most potentially affected community facilities. Further, in some instances, streets and ramps would remain open while the number of lanes may be reduced in order to avoid full closures and maintain access. In the event of a full ramp or roadway closure, adherence to the communication strategies identified in the TMP (Public Awareness Campaign [PAC], Motorist Information Systems, etc.) would ensure that alternative routes are provided with sufficient advance notice. Further, given the compact and urbanized nature of the study area, community facilities within the study area are accessible via multiple streets, and detours would be staggered to ensure that these establishments are accessible by at least one street at any given time. Although staging and closures along affected streets could result in the temporary loss of on-street or off-street parking that may typically serve a particular facility, it is likely that on-street parking would be available on other cross-streets within walking distance of the establishment. As such, Alternative 2 would not result in a substantial temporary loss of parking to serve community facilities within the Study Area.

Temporary access restrictions under the I-405 Pavement Rehabilitation Project would be minimized through transportation management strategies identified in a project-specific TMP. Further, the I-405 Pavement Rehabilitation Project is generally limited to the I-405 mainline and therefore would have minimal effects on access to local community facilities such as churches, libraries, recreation centers, and parks. As such, construction of Alternative 2 would not result in substantial adverse temporary effects related to community facility access, even with an overlapping construction period with the I-405 Pavement Rehabilitation Project. Given that access to these establishments would be maintained and temporary roadway and ramp detour closures would be managed consistent with the TMP, construction of Alternative 2 would not create a barrier within or disrupt connectivity of affected communities.

According to Section 3.7, Visual/Aesthetics, elements associated with the construction of Alternative 2 could be visible to travelers passing through the area as well as to neighboring uses near active construction zones. This could have implications for communities within the study area, particularly those closest to the I-405 freeway. Mountain Visual Assessment Units (VAU) and West Los Angeles Residential VAU are likely to experience adverse temporary effects during construction. Removal of retaining walls, soundwalls, and construction activities would result in temporary adverse effects. The visual character of communities surrounding I-405 during construction phases may be slightly affected; however, the sensitivity of viewers to these construction-related changes is anticipated to be moderate, and factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405, would reduce the potential for substantial adverse effects to occur. Further, implementation of Measures VIS-8 through VIS-10, as identified in Section 3.7, Visual/Aesthetics, and included below in Section 3.3.4, would function to avoid and/or mitigate these potentially adverse temporary visual effects. Because Alternative 2 would not involve the establishment of additional retaining walls with the potential to visually disrupt community character within the study area, it would not result in any adverse short-term visual effects to community character.

Economic Impacts

As previously stated, potential temporary effects to study area businesses resulting from Alternative 2, including construction equipment and staging area noise and emissions, would be minimized through compliance with Caltrans standards for noise (Caltrans Standard Specifications, Section 14-8.02), emission control (Caltrans Standard Specifications, Sections 7-1.02A and 7-1.02C), air pollution control (Caltrans Standard Specifications, Section 14-9.02), and City standards for management of staging areas.

As previously discussed, proposed activities under Alternative 2 would require partial or full closure of local streets and ramps during construction, which may result in temporary access restrictions and detours for residents and those traveling to businesses within the study area, which could discourage visitors to businesses or reduce sales for businesses that rely on pass-by traffic for clientele. These detours could also result in increased patronage for businesses along detour routes, though patron behavior is difficult to accurately predict. It should be noted that construction of the I-405 Pavement Rehabilitation Project, as discussed above, would partially overlap with the construction of Alternative 2, and would also result in potential temporary access restrictions and detours. Overlapping access restrictions and detours between the two projects could create potentially inconvenient conditions for affected travelers within the community. However, temporary access restrictions under Alternative 2 would be minimized through transportation management strategies identified in Project Feature PF-TR-1 (Transportation Management Plan [TMP]) in Section 3.6, Transportation, of this EIR/EIS. As stated in the TMP (February 2025), business access would be maintained where local street improvements are proposed. Further, the nighttime/overnight closures, partial closures, and communication strategies identified in the TMP would ensure adequate business access. Given the compact and urbanized nature of the study area, businesses within the study area are accessible via multiple streets, and detours would be staggered to ensure that these establishments are accessible by at least one street at any given time. Similarly, on-street parking would be available on other cross-streets within walking distance of the establishment. As such, Alternative 2 would not result in a substantial temporary loss of parking to serve businesses within the Study Area.

Given that temporary access restrictions under the I-405 Pavement Rehabilitation Project would be minimized through transportation management strategies identified in a project-specific TMP and the I-405 Pavement Rehabilitation Project is generally limited to the I-405 mainline, construction of Alternative 2 would not result in substantial adverse temporary economic effects related to business access, even with an overlapping construction period with the I-405 Pavement Rehabilitation Project.

Construction of Alternative 2 would provide short-term construction jobs specific to the variety of construction activities. Construction workers are only at a job site for the time frame in which their specific skills are needed to complete that phase of construction and would not be expected to relocate their household’s place of residence. The construction employment associated with Alternative 2 would be a net benefit for the region as it would spur additional economic and business activities, including increased fuel sales at local gas stations, dining at local restaurants, and business at local motels and hotels if necessary.

Build Alternatives (Alternatives 3 and 5)

In a similar manner to Alternative 2, compliance with Caltrans standards for noise (Caltrans Standard Specifications, Section 14-8.02), emission control (Caltrans Standard Specifications, Sections 7-1.02A and 7-1.02C), and air pollution control (Caltrans Standard

Specifications, Section 14-9.02) would ensure that no substantial adverse effects would affect homes or community facilities such as churches, libraries, recreation centers, and parks during construction of Alternatives 3 and 5.

In comparison to the local street and ramp improvements proposed under Alternative 2, construction of Alternatives 3 and 5 includes roadway and structural work that would require temporary overnight lane and/or shoulder closures on I-405, which could result in temporary delays in travel time to and from community facilities. Overnight complete one directional freeway closures would occur for approximately seven hours per closure during construction of overhead sign structures at several locations along I-405. However, no two closures would be planned at the same time. Under these closures, traffic from the mainline would detour to local streets and/or parallel routes to bypass the closure location and get back on mainline.

It should be noted that construction of the I-405 Pavement Rehabilitation Project, as discussed above, would partially overlap with the construction of Alternatives 3 and 5, and would also result in potential temporary access restrictions and detours. Overlapping access restrictions and detours between the two projects could create potentially inconvenient conditions for affected travelers within the community. However, temporary access restrictions under Alternatives 3 and 5 would be minimized through transportation management strategies identified in Project Feature PF-TR-1 (Transportation Management Plan [TMP]) in Section 3.6, Transportation, of this EIR/EIS.

As stated in the TMP (February 2025), local street improvements, which could result in closures and delays, would occur along Beloit Avenue, Church Lane, Sepulveda Boulevard, and Bel Air Crest Road, which contains several community facilities. The TMP also includes a list of freeway ramps subject to improvements and, therefore, potential closures and delays. However, ramp and roadway closures would occur at nighttime and/or overnight whenever feasible, thereby occurring outside of operational hours for most potentially affected community facilities. Further, in some instances, streets and ramps would remain open while the number of lanes may be reduced in order to avoid full closures and maintain access. In the event of a full ramp or roadway closure, adherence to the communication strategies identified in the TMP (Public Awareness Campaign [PAC], Motorist Information Systems, etc.) would ensure that alternative routes are provided with sufficient advance notice. Further, given the compact and urbanized nature of the study area, community facilities within the study area are accessible via multiple streets, and detours would be staggered to ensure that these establishments are accessible by at least one street at any given time. Although staging and closures along affected streets could result in the temporary loss of on-street or off-street parking that may typically serve a particular establishment, it is likely that on-street parking would be available on other cross-streets within walking distance of the establishment. As such, construction of Alternatives 3 and 5 would not result in a substantial temporary loss of parking to serve community facilities within the Study Area.

Temporary access restrictions under the I-405 Pavement Rehabilitation Project would be minimized through transportation management strategies identified in a project-specific TMP. Further, the I-405 Pavement Rehabilitation Project is generally limited to the I-405 mainline and therefore would have minimal effects on access to community facilities. As such, Alternatives 3 and 5 would not result in substantial adverse temporary effects related to community facility access, even with overlapping construction periods with the I-405 Pavement Rehabilitation Project. Given that access to these establishments would be

maintained and temporary roadway and ramp detour closures would be managed consistent with the TMP, Alternatives 3 and 5 would not create a barrier within or disrupt connectivity of affected communities.

As discussed in Section 3.7, Visual/Aesthetics, elements associated with the construction of Alternatives 3 and 5 could be visible to travelers passing through the area as well as to neighboring uses to active construction zones. This could have temporary implications for communities within the study area, particularly those closest to the I-405 freeway. The Mountain VAU and West Los Angeles Residential VAU are likely to experience temporary adverse effects during construction. Therefore, the visual character of communities surrounding I-405 during construction phases may be slightly affected; however, the sensitivity of viewers to these construction-related changes is anticipated to be moderate, and factors such as viewer position, proximity to the construction zones, and frequency of exposure are not expected to change substantially during the construction phases. These factors, in addition to the distance from major activity centers to the potential construction zones along I-405 and implementation of Measures VIS-8 through VIS-10, identified in Section 3.7, Visual/Aesthetics, would reduce the potential for substantial adverse effects to occur.

Economic Impacts

As previously stated, potential temporary effects to study area businesses resulting from Alternatives 3 and 5, including construction equipment and staging area noise and emissions, would be minimized through compliance with Caltrans standards for noise (Caltrans Standard Specifications, Section 14-8.02), emission control (Caltrans Standard Specifications, Sections 7-1.02A and 7-1.02C), air pollution control (Caltrans Standard Specifications, Section 14-9.02), and City standards for management of staging areas.

In comparison to the local street and ramp improvements proposed under Alternative 2, construction of Alternatives 3 and 5 includes roadway and structural work that would require temporary overnight lane and/or shoulder closures on I-405, which could result in temporary delays in travel time to and from homes, businesses, and community facilities. Overnight complete one directional freeway closures would occur for approximately seven hours per closure during construction of overhead sign structures at several locations along I-405. However, no two closures would be planned at the same time. Under these closures, traffic from the mainline would detour to local streets and/or parallel routes to bypass the closure location and get back on mainline.

Congestion along I-405 and local roadways from construction activities has the potential to affect movement of goods along the I-405 corridor, discourage visitors to popular attractions, or temporarily limit access to businesses that rely on pass-by traffic for clientele. These detours could also result in increased patronage for businesses along detour routes, though patron behavior is difficult to accurately predict. It should be noted that construction of the I-405 Pavement Rehabilitation Project, as discussed above, would partially overlap with the construction of Alternatives 3 and 5, and would also result in potential temporary access restrictions and detours. Overlapping access restrictions and detours between the two projects could create potentially inconvenient conditions for affected travelers within the community. However, temporary access restrictions under Alternatives 3 and 5 would be minimized through transportation management strategies identified in Project Feature PF-TR-1 (Transportation Management Plan [TMP]) in Section 3.6, Transportation, of this EIR/EIS. As stated in the TMP (February 2025), business access would be maintained

where local street improvements are proposed. Further, the nighttime/overnight closures, partial closures, and communication strategies identified in the TMP would ensure adequate business access. Given the compact and urbanized nature of the study area, businesses within the study area are accessible via multiple streets, and detours would be staggered to ensure that these establishments are accessible by at least one street at any given time. Similarly, on-street parking would be available on other cross-streets within walking distance of the establishment. As such, Alternatives 3 and 5 would not result in a substantial temporary loss of parking to serve businesses within the Study Area.

Given that temporary access restrictions under the I-405 Pavement Rehabilitation Project would be minimized through transportation management strategies identified in a project-specific TMP and the I-405 Pavement Rehabilitation Project is generally limited to the I-405 mainline, construction of Alternatives 3 and 5 would not result in substantial adverse temporary economic effects related to business access, even with an overlapping construction period with the I-405 Pavement Rehabilitation Project.

Construction of Alternatives 3 and 5 would provide more short-term construction jobs compared to Alternative 2 due to the wider extent of construction planned under these alternatives. Similar to Alternative 2, construction employment associated with Alternatives 3 and 5 would be a net benefit for the region as it would spur additional economic and business activities.

No Build Alternative (Alternative 1)

The No Build Alternative proposes no improvements to I-405, maintaining the existing four general-purpose lanes throughout the Project Corridor in the northbound and southbound directions. The freeway facility would remain as is, with the exception of other proposed projects that are either under development or currently under construction. Therefore, the No Build Alternative would not result in adverse effects with respect to community character and cohesion or economic impacts. However, the existing deficiencies and degraded conditions of the HOV lanes would continue.

3.3.3.2 Permanent Impacts

Build Alternatives (Alternative 2)

Alternative 2 would improve trip reliability along the I-405 mainline, thus making it easier for travelers to reach homes and community facilities within the study area. No new roads or freeways would be built, and no existing neighborhoods, including neighborhoods exhibiting the community cohesion indicators discussed in Section 3.3.2, would be divided in any way. Therefore, there would be no permanent changes to commuting patterns or neighborhood composition. As discussed in Section 3.4, Relocations and Real Property Acquisition, Alternative 2 would not result in private property acquisitions; therefore, would not result in the closures of any study area community facilities (such as churches, libraries, recreation centers, and parks). Further, because no private property acquisitions would occur, no displacement of larger, tenured, owner-occupied, or senior-occupied households would occur.

Alternative 2 would improve regional operational flows along I-405, which would allow improved regional access between neighborhoods and community facilities that may be difficult to reach under existing conditions. An improved commute could decrease the likelihood of larger, tenured, owner-occupied, or senior-occupied households from leaving the community on the basis of proximity to employment.

Therefore, Alternative 2 would not result in substantial adverse effects to community character and cohesion within the study area.

Economic Impacts

Alternative 2 would improve trip reliability along the I-405 mainline, thus making it easier for travelers to reach businesses within the study area. As discussed in Section 3.4, Relocations and Real Property Acquisition, Alternative 2 would not result in private property acquisitions; therefore, would not result in the closures of any study area businesses nor affect property/sales tax yields. Further, because no private property acquisitions would occur, no permanent effects related to employment would occur.

Alternative 2 would improve regional operational flows along I-405, which would allow improved regional access between homes and businesses that may be difficult to reach under existing conditions. Drivers would have the opportunity to reduce travel times and potentially reduce the negative effects of increased commute times as described under the No Build Alternative, in exchange for paying a toll. Therefore, Alternative 2 presents an opportunity for the alleviation of negative effects to regional growth, employment, and the economy.

Under Alternative 2, an existing HOV lane would be converted into a tolled ExpressLane (EL). This change of a lane from HOV lane to a toll lane could have adverse effects on household disposable income and could lead to an increased financial burden for previous HOV lane users. However, toll users meeting the applicable vehicle occupancy requirements may use the Els with no charge. Under Alternative 2, vehicles with 3 or more occupants can use the EL with no charge. As discussed in Section 4.6 of the CIA, Alternative 2 would maintain Metro's Low-Income Assistance Plan; therefore, the financial burden of changing free lanes to tolled access lanes under Alternative 2 would not have a substantial adverse financial effect.

Build Alternatives (Alternatives 3 and 5)

Alternatives 3 and 5 would improve trip reliability along the I-405 mainline, thus making it easier for travelers to reach homes and community facilities within the study area. No new roads or freeways would be built, and no existing neighborhoods, including neighborhoods exhibiting the community cohesion indicators discussed in Section 3.3.2, would be divided in any way. Therefore, there would be no permanent changes to commuting patterns or neighborhood composition. Accordingly, no short- or long-term substantial adverse effects to patronage of community facilities, such as churches, libraries, recreation centers, and parks, would occur within the communities.

As discussed in Section 3.4, Relocations and Real Property Acquisition, Alternatives 3 and 5 would not result in the acquisition or displacement of any residential properties or community facilities (such as churches, libraries, recreation centers, and parks). Because no residential or community facility acquisitions would occur, no displacement of larger, tenured, owner-occupied, or senior-occupied households would occur.

Examples of permanent visual changes anticipated to occur under Alternatives 3 and 5 include bridge structure expansion, realignment of retaining walls closer to adjacent land uses, and revised ramp locations, which could permanently affect the visual character of nearby communities. However, Measures VIS-1 through VIS-7, VIS-11, and MM-VIS-12, as identified in Section 3.7, would be incorporated into the Build Alternatives in order to

address potential visual effects. Pursuant to these measures, Alternatives 3 and 5 would incorporate consistent landscaping, coloring, and aesthetic features in order to visually blend Project features with the surrounding landscape. Further, planting design for landscaping under Alternatives 3 and 5 would consider safety, maintainability, and aesthetic compatibility with adjacent urban communities and would not deviate substantially from the existing planting theme.

Alternatives 3 and 5 would improve regional operational traffic congestion and capacity along I-405, which would allow improved regional access between neighborhoods and community facilities that may be difficult to reach under No Build conditions. Alternatives 3 and 5 would require the permanent closure of one of the two existing southbound Sunset Boulevard On-ramps to avoid freeway widening into the Church Lane/Brentwood Glen neighborhood. Without the ramp closure, residential right-of-way impacts would result on Church Lane. The existing southbound on-ramp south of Sunset Boulevard serves eastbound Sunset Boulevard vehicles; these vehicles would now be directed north on Church Lane to access I-405 via the southbound Sunset Boulevard hook on-ramp. The area around I-405/Sunset Boulevard/Church Lane would be reconfigured by removing the southbound on-ramp south of Sunset Boulevard, adding a new right-turn lane on westbound Sunset Boulevard between I-405 and Church Lane and lengthening the existing left turn lanes on eastbound Sunset Boulevard to northbound Church Lane. The southbound on-ramp north of Sunset Boulevard would be retained and improved. Traffic signal modifications at the Sunset Boulevard/Church Lane intersection would also be made to facilitate vehicle movements onto southbound I-405. This reconfiguration would maintain access to southbound I-405 for drivers from both eastbound and westbound Sunset Boulevard and improve traffic operations on I-405. Therefore, the permanent closure of one of the two existing southbound Sunset Boulevard ramps would result in minimal delays that would not substantially affect I-405 mainline access. ELs proposed under Alternative 3 would operate the same as under Alternative 2 but would be able to accommodate twice the volume with the second lane. Under Alternative 5, the addition of a second HOV lane would function to alleviate the existing HOV lane degradation and could potentially allow for the flow of traffic to move at speeds above the federally mandated minimum peak hour speeds, thus improving travel time for a greater volume of drivers. An improved commute could decrease the likelihood of larger, tenured, owner-occupied, or senior-occupied households from leaving the community on the basis of proximity to employment.

Based on the information presented above, Alternatives 3 and 5 would not result in substantial adverse effects to community character and cohesion within the study area.

Economic Impacts

Alternatives 3 and 5 would improve trip reliability along the I-405 mainline, thus making it easier for travelers to reach businesses within the study area. Accordingly, no short- or long-term substantial adverse effects to patronage of businesses would occur within the study area.

As discussed in Section 3.4, Relocations and Real Property Acquisition, Alternatives 3 and 5 would result in the full ROW acquisition of one paint supply business, which would necessitate its relocation. However, compliance with the Federal Uniform Relocation Assistance Act of 1970 (as amended) and the Caltrans' California Relocation Assistance Program (RAP) would assist this business both informationally and financially to ensure its successful reestablishment within the community. Because Alternatives 3 and 5 would ensure

reestablishment of the business, no permanent effects to employment would occur. Other property acquisitions under Alternatives 3 and 5 are generally limited to partial acquisitions of land slivers that would not displace homes or businesses. Therefore, property/sales tax losses associated with Alternatives 3 and 5 would be nominal.

Alternatives 3 and 5 would improve regional operational flows and capacity along I-405, which would allow improved regional access between neighborhoods and businesses that may be difficult to reach under existing conditions. ELs proposed under Alternative 3 would operate the same as under Alternative 2 but would be able to accommodate twice the volume with the second lane. Under Alternative 5, the addition of a second HOV lane would function to alleviate the existing HOV lane degradation and could potentially allow for the flow of traffic to move at speeds above the federally mandated minimum peak hour speeds, thus improving commute time for a greater volume of drivers. Alternatives 3 and 5 would increase the opportunities for drivers to shorten their commute times and, in turn, potentially alleviate negative effects to regional growth and the economy.

Similar to Alternative 2, under Alternative 3, an existing HOV lane would be converted into a tolled EL. This change of a lane from HOV lane to a tolled EL could have adverse effects on household disposable income and increase the financial burden for previous HOV lane users. However, toll users meeting the applicable vehicle occupancy requirements may use the ELs with no charge. As discussed in Section 4.6 of the CIA, Alternative 3 would maintain Metro's ExpressLanes Low-Income Assistance Plan. Therefore, the financial burden of changing free lanes to tolled access lanes under Alternative 3 would not have a substantial adverse financial effect. Alternative 5 would add an additional HOV lane in each direction and leave the existing HOV lanes in place, this alternative would not involve the addition of any tolled ELs. Therefore, the financial burden of changing free lanes to tolled access lanes under Alternative 5 would not have an adverse financial effect.

No Build Alternative (Alternative 1)

The No Build Alternative proposes no improvements to I-405, maintaining the existing four general-purpose lanes throughout the Project Corridor in the northbound and southbound directions. The freeway facility would remain as is, with the exception of other proposed projects that are either under development or currently under construction. Existing access to businesses and community facilities, such as churches, libraries, recreation centers, and parks, would remain. No permanent acquisitions or displacement of residents or businesses would occur, including within areas exhibiting the indicators of community cohesion discussed in Section 3.3.2. For the above reasons, there would be no permanent adverse effects on community character and cohesion.

Although the No Build Alternative would not create a physical or geographic barrier between communities, the continuance or worsening of HOV lane degradation and congestion levels along I-405 could negatively affect the ability of the public to travel easily within the City of Los Angeles or Los Angeles County and may result in other permanent adverse effects to community character and cohesion factors.

Economic Impacts

As stated above, the continuance or worsening of HOV lane degradation and congestion levels along I-405 could negatively affect the ability of the public to travel easily within the City of Los Angeles or Los Angeles County and may result in other permanent adverse effects to economic activity.

3.3.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives will incorporate Project Feature PF-TR-1, as outlined in Section 3.6, Transportation, and Measures VIS-1 through VIS-11, and MM-VIS-12 as outlined in Section 3.7, Visual/Aesthetics, to help avoid and/or minimize potential adverse visual effects to community character and cohesion.

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3.4 Relocations and Real Property Acquisition

3.4.1 Regulatory Setting

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

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. Please see Appendix C for a copy of Caltrans' Title VI/Non-Discrimination Policy Statement.

3.4.2 Affected Environment

The information in this section is summarized from the *Draft Relocation Impact Report* (DRIR) (June 2024) and the *Community Impact Assessment* (CIA) (May 2025). As shown on Figure 3.1-1 in Section 3.1, Land Use, of this EIR/EIS, and discussed in Section 3.3, Community Character and Cohesion, the study area for the assessment of Proposed Project effects related to property acquisition and relocation includes portions of Los Angeles County and the City of Los Angeles, specifically the Census tracts shown in Table 3.3.1 in Section 3.3, Community Character and Cohesion. This study area was selected because it covers the entire Project Corridor and includes areas in the vicinity of the Project Corridor that are likely to be considered for the relocation of businesses or residences displaced by the Build Alternatives. As described earlier in Section 3.1, the existing land uses in the study area include single- and multi-family residential, commercial, industrial, agriculture, institutional, open space and recreation, public facilities, and transportation and utilities, as well as vacant, water and other uses.

3.4.3 Environmental Consequences

3.4.3.1 Temporary Impacts

Build Alternatives (Alternative 2)

Alternative 2 would convert the existing High-Occupancy-Vehicle (HOV) lane in each direction, along Interstate 405 (I-405) between Interstate 10 (I-10) and U.S. Highway 101 (US-101), to an ExpressLane (EL). Alternative 2 proposes to widen the freeway, where necessary, to accommodate an additional weave lane at EL ingress/egress locations and maintain stopping sight distance at curves.

Table 3.4.1 summarizes the right-of-way (ROW) impacts of Alternative 2.

Alternative 2 would involve two permits from the City of Los Angeles for the construction of retaining walls and barriers associated with the widening to accommodate the proposed weaving lane. These permits consist of narrow strips of land parallel to the I-405 mainline and would not result in the displacement of any residences, businesses, or other structures, meaning no relocations would be necessary and no substantial adverse effects would occur.

Table 3.4.1: Alternative 2 Right-of-Way Impacts

Right-of-Way Impacts			Parcels		
No.	**Type**	**Area of ROW Impact (sq ft)**	**APN**	**Total Parcel Area (sq ft)**	**Type**
C1.1	Permit	3,280	Unknown	Unknown	City
C2.1	Permit	1,741	Unknown	Unknown	City

Source: LSA (2024).
APN = Assessor's Parcel Number
ROW = right-of-way
sq ft = square feet

Build Alternatives (Alternatives 3 and 5)

Alternative 3 would convert the existing HOV lane to an EL and add a second EL in each direction between I-10 and US-101. Alternative 3 proposes to widen the freeway to the outside in order to accommodate the proposed two-lane EL facility as described. Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

Alternative 5 proposes to add an additional HOV lane from I-10 to US-101 in each direction. The freeway would be widened and restriped to accommodate the two HOV lanes with a buffer separating the HOV lanes from the general-purpose lanes. Alternative 5 proposes to widen the freeway to the outside in order to accommodate the proposed two-lane HOV facility as described. Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

Table 3.4.2 summarizes the right-of-way impacts of Alternatives 3 and 5, including both temporary and permanent impacts. Because Alternatives 3 and 5 would result in the same extent of widening and therefore the same property acquisition footprint, they are grouped together for the purposes of the following analysis.

Alternatives 3 and 5 involve seven permits from the City of Los Angeles for the construction of retaining walls and barriers associated with the proposed widening. These permits consist of narrow strips of land parallel to the I-405 mainline. No displacements associated with the establishment of these easements are expected to occur as these areas do not contain residences, businesses, or other structures.

Under Alternatives 3 and 5, seven privately owned parcels are proposed Temporary Construction Easements (TCEs). These TCEs would occur within narrow strips of land adjacent to the I-405 corridor and therefore would not result in any relocation impacts. TCEs would remain during construction only, and any effects on properties would be reverted after construction is finished. Specifically, the Build Alternatives' incorporation of Measure LU-1 would ensure that land subject to TCEs is returned to the property owner in a condition equal to or better than the pre-construction condition.

As such, under Alternatives 3 and 5, no substantial adverse effects related to relocations and real property acquisitions would occur.

Table 3.4.2: Alternatives 3 and 5 Right-of-Way Impacts

Right-of-Way Impacts			Parcels		
No.	**Type**	**Area of Impact (sq ft)**	**APN**	**Total Parcel Area (sq ft)**	**Type**
Private					
P1.1	Full	14,111	4260-020-016	14,111	Commercial
P3.1	TCE	3,228	4365-008-906	4,710,205	Government
P3.1	Partial	2,674	4365-008-906	4,710,205	Government
P3.2	TCE	2,592	4365-008-906	4,710,205	Government
P3.2	Partial	784	4365-008-906	4,710,205	Government
P7/8.1	Full	30,124	4429-035-005	30,124	Commercial
P7/9.1	Partial	1,282	4429-031-007, 4429-031-009	Unknown	Commercial
P8/10/11.1	TCE	39,340	4429-034-005, 4429-037-025	Unknown	Government
P8/10/11.1	Partial	54,557	4429-034-005, 4429-037-025	Unknown	Government
P12.1	TCE	3,743	4368-001-019	8,570	Other
P12.1	Partial	3,101	4368-001-019	8,570	Other
P12.2	TCE	3,400	4368-001-018	7,870	Other
P12.2	Partial	2,993	4368-001-018	7,870	Other
P14.1	TCE	11,883	4493-014-036	Unknown	Other
P14.1	Partial	14,153	4493-014-036	Unknown	Other
P15.1	TCE	5,263	4377-043-004	Unknown	Other
Public					
C1.1	Relinquishment	554	N/A	Unknown	City
C2.1	Permit	7,961	N/A	Unknown	City
C2.1	Relinquishment	2,525	N/A	Unknown	City
C4/5.1	Permit	36,327	N/A	Unknown	City
C5.2	Permit	19,184	N/A	Unknown	City
C5.2	Relinquishment	1,007	N/A	Unknown	City
C6.2	Permit	1,760	N/A	Unknown	City
C6/7.1	Permit	28,755	N/A	Unknown	City
C6/7.1	Relinquishment	2,080	N/A	Unknown	City
C13.1	Permit	6,698	N/A	Unknown	City
C13.1	Relinquishment	1,013	N/A	Unknown	City
C13.2	Permit	15,068	N/A	Unknown	City
C14.1	Relinquishment	14,989	N/A	Unknown	City

Source: LSA (2024).
APN = Assessor's Parcel Number
N/A = not available
ROW = right-of-way
sq ft = square feet

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not require construction staging areas. There would be no temporary impacts related to relocations and real property acquisition, and no adverse effects would occur.

3.4.3.2 Permanent Impacts

Build Alternatives (Alternative 2)

The majority of the ROW needed to carry out Alternative 2 is already within Caltrans' jurisdiction, but some city permits would be necessary for the construction of retaining walls and barriers associated with the change in lane usage from HOV to EL and the addition of a weaving lane. The ROW needed within the Caltrans and City ownership would not result in

the displacement of any residences, businesses, or other structures, meaning no relocations would be necessary. Therefore, Alternative 2 would not result in permanent adverse effects related to relocations and real property acquisition.

Build Alternatives (Alternatives 3 and 5)

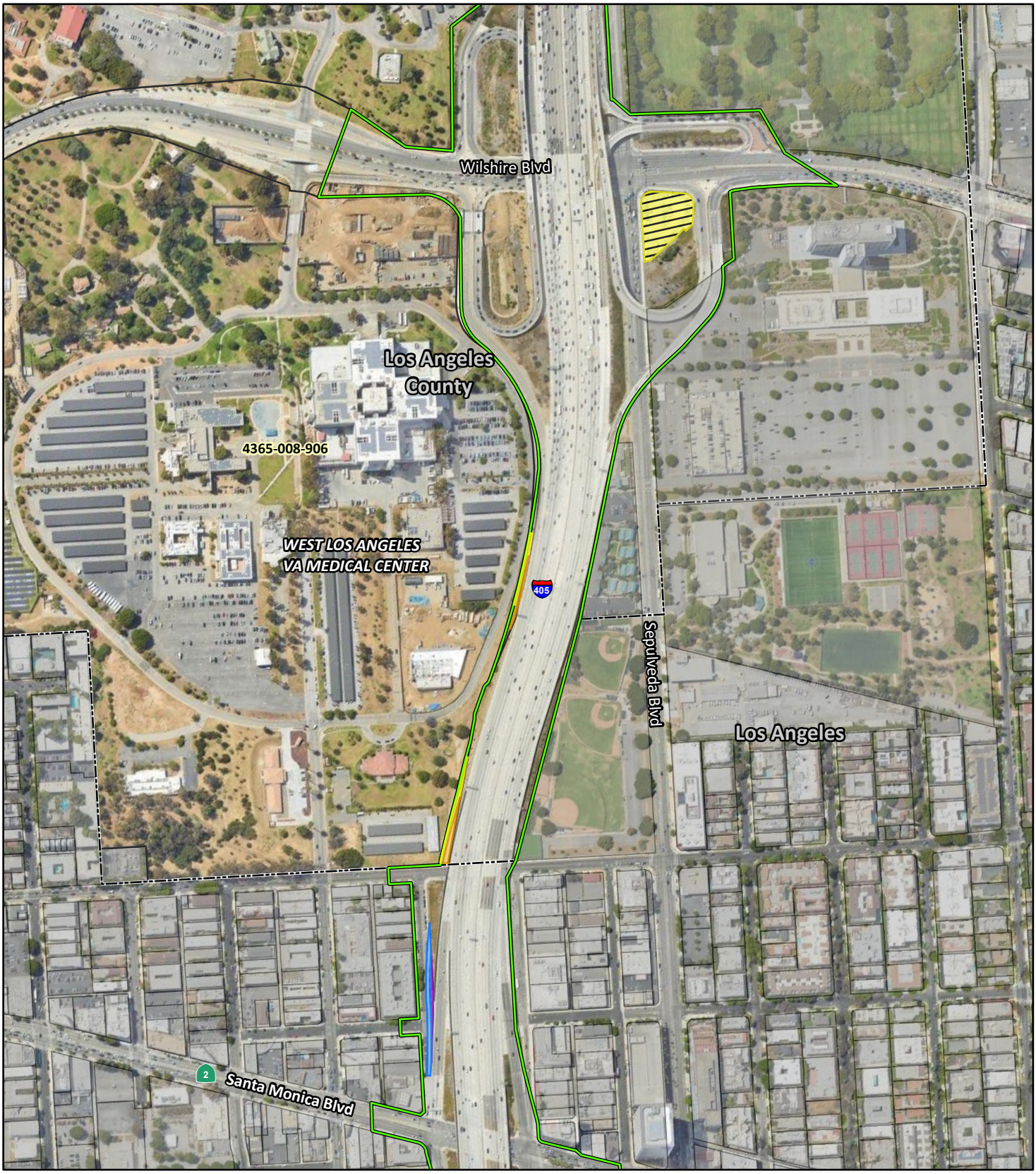
Alternatives 3 and 5 would require the ROW acquisition of public property in the form of six permanent City relinquishments. These relinquishments would generally occur on narrow strips of vacant land and are therefore not anticipated to have adverse effects relating to displacement or relocation.

In addition to the public property acquisitions, seven privately owned parcels would be subject to partial ROW acquisitions and two privately owned parcels are proposed for full ROW acquisitions under Alternatives 3 and 5; one is currently vacant and would not result in any displacements. The second full parcel acquisition would result in the displacement of an existing commercial paint supply business.

As shown in Figure 3.4-1, Property Acquisitions and Easements, partial property acquisitions under Alternatives 3 and 5 would generally consist of narrow strips of land adjacent to the I-405 mainline and would not result in the displacement of any residences, businesses, or other structures, meaning no relocations would be necessary. Properties on which partial acquisitions would occur would not experience substantial adverse effects to operations.

While one of the two parcels slated for a full ROW acquisition is currently vacant and would not result in any displacements, the other would result in the displacement of an existing commercial paint supply business. According to the *Draft Relocation Impact Report* (DRIR) prepared for the Proposed Project in June 2024, this business has been in operation for more than 15 years and employs fewer than 20 individuals. The individual business represents one of 21 franchise locations run by a larger company, and one of the many paint supply businesses within the City of Los Angeles.

The DRIR states that upon displacement, suitable business sites would be available for rent, purchase, or development within the designated replacement area with similar lease rates or purchase prices that could potentially accommodate the business. However, special relocation considerations may be required for this particular business due to its use of painting materials, equipment, and storage that may be toxic. This business may need to apply for a Conditional Use Permit (CUP) or zoning designation that allows the business to operate, and these land use requirements may necessitate the expansion of the relocation area, which could result in an extended down time of operations. However, the Proposed Project's compliance with the Uniform Act and Caltrans' RAP would ensure that the business owner is assisted throughout the relocation process to ensure its successful reestablishment. Please refer to Appendix C for more information regarding the rights and benefits of displaced business owners, farms, or nonprofit organizations under Caltrans's Relocation Assistance Program. As discussed in Appendix C, this assistance can be financial, such as payments for moving expenses, re-establishment expenses, and other related expenses. It can also be advisory, such as guidance and information provided by a Caltrans Relocation Agent. Further, the relocation process would comply with federal, State, and local regulations regarding the handling of potentially toxic or hazardous materials. With adherence to these measures, the Proposed Project would ensure that the owner of the displaced business would have the means necessary to successfully reestablish whilst protecting its financial interests.



Project Area
City/County Boundaries
APN Parcels Where Acquisitions/ Easements Would be Required
Temporary Construction Easements
Partial Parcel Acquisitions
Full Parcel Acquisitions
Potential Construction Laydown Areas
City Encroachment Permit Areas
City Street ROW to be Acquired for Caltrans

0 250 500
FEET

SOURCE: Google Maps (2022); WSP (2024)

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FIGURE 3.4-1
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I-405 Sepulveda Pass ExpressLanes Project
Property Acquisitions and Easements

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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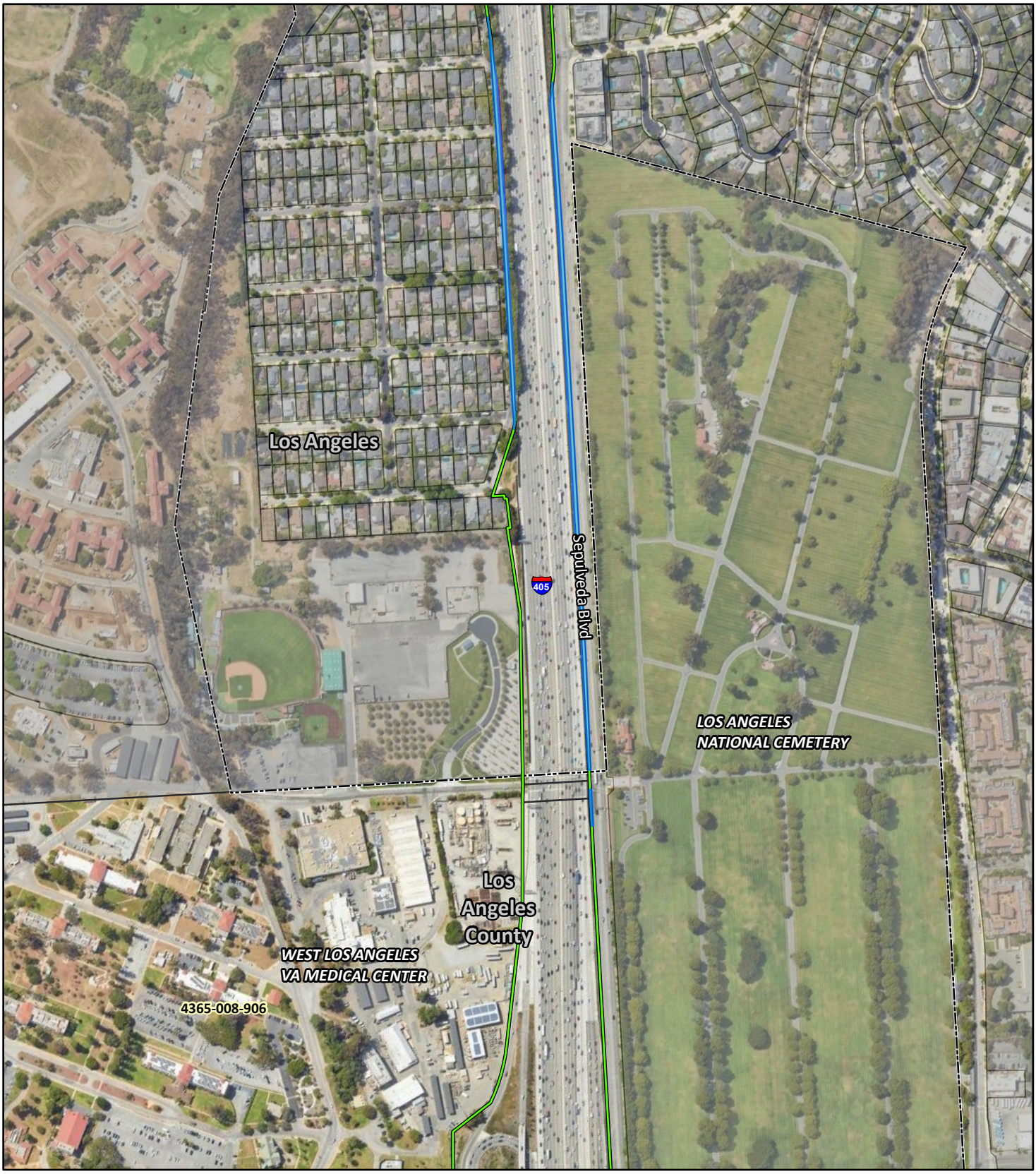

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SOURCE: Google Maps (2022); WSP (2024)

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FIGURE 3.4-1
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I-405 Sepulveda Pass ExpressLanes Project
Property Acquisitions and Easements

07-LA-405-PM 28.4/41.4
EA No. 07-354330
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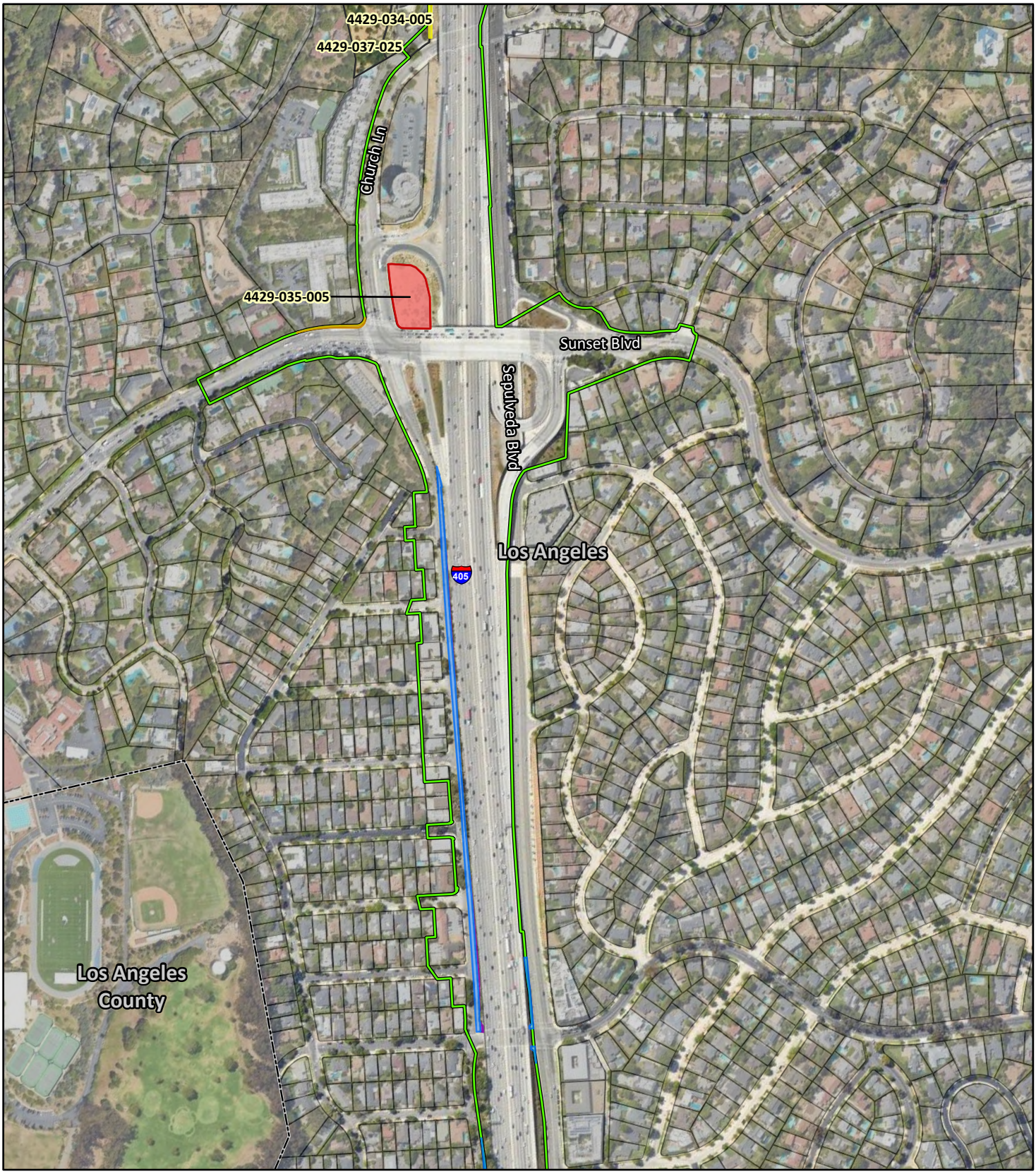

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SOURCE: Google Maps (2022); WSP (2024)

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FIGURE 3.4-1
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I-405 Sepulveda Pass ExpressLanes Project
Property Acquisitions and Easements

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SOURCE: Google Maps (2022); WSP (2024)

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FIGURE 3.4-1
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I-405 Sepulveda Pass ExpressLanes Project
Property Acquisitions and Easements

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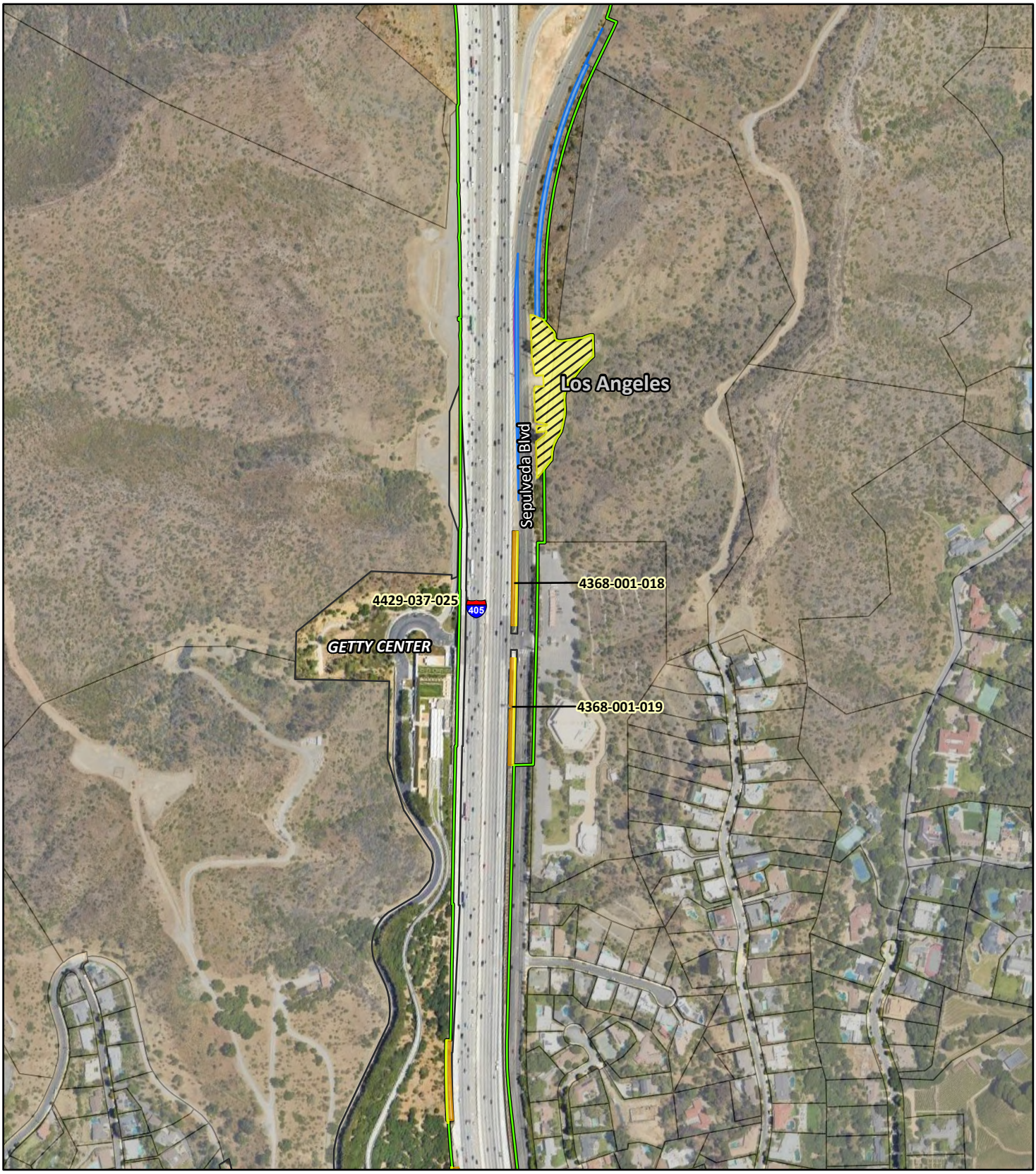

Project Area
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Full Parcel Acquisitions
Potential Construction Laydown Areas
City Encroachment Permit Areas
City Street ROW to be Acquired for Caltrans

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SOURCE: Google Maps (2022); WSP (2024)

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FIGURE 3.4-1
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I-405 Sepulveda Pass ExpressLanes Project

Property Acquisitions and Easements

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SOURCE: Google Maps (2022); WSP (2024)

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FIGURE 3.4-1
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I-405 Sepulveda Pass ExpressLanes Project

Property Acquisitions and Easements

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Project Area
City/County Boundaries
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SOURCE: Google Maps (2022); WSP (2024)

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FIGURE 3.4-1
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I-405 Sepulveda Pass ExpressLanes Project

Property Acquisitions and Easements

07-LA-405-PM 28.4/41.4
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Although not anticipated, in the event that residential relocations become necessary under any Build Alternative, the provisions of the Uniform Act and the 1987 Amendments as implemented by the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by Caltrans (March 2, 1989) would be followed. An independent appraisal of the affected property would be obtained, and an offer for the full appraisal would be made. Therefore, Alternatives 3 and 5 would not result in substantial adverse effects pertaining to relocations and real property acquisition.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, no partial or full property acquisitions would occur under the No Build Alternative. Therefore, no relocations of residential or commercial properties or property or sales tax revenue losses would occur under the No Build Alternative.

3.4.4 Avoidance, Minimization, and/or Mitigation Measures

Through compliance with the Federal Uniform Relocation Assistance Act, the Caltrans Relocation Assistance Program, and Measure LU-1 (as described in Section 3.1, Land Use), the Proposed Project would have no adverse effects pertaining to relocations and real property acquisition. No additional avoidance, minimization, and/or mitigation measures are required.

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3.5 Utilities/Emergency Services

This section is based on information from the *Draft Project Report* (October 2026) and the *Community Impact Assessment* (May 2025).

3.5.1 Affected Environment

This section describes the existing utilities and emergency services facilities and providers in the study area, which extends 0.5 mile from the Project footprint (maximum disturbance limits for Alternatives 3 and 5, as it involves the highest disturbance among all of the Build Alternatives [Alternatives 2, 3, and 5]).

3.5.1.1 Utilities

Existing utilities are located adjacent to and within the study area. The locations of utilities have been identified from freeway as-built plans obtained from the California Department of Transportation (Caltrans) for portions of the study area, available utility as-built plans provided by various utility owners, and field visits for undeveloped portions of the study area. Utility owners with existing facilities known to exist within the study area include the following:

- AT&T
- Breitburn
- Charter
- Chevron
- City of Los Angeles Cox
- County of Los Angeles
- Crimson Midstream
- Crown Castle
- Extent
- Frontier
- Los Angeles Bureau of Engineering (LABOE)
- Los Angeles Department of Water and Power (LADWP)
- Metropolitan Water District of Southern California (MWD)
- Los Angeles Sanitation & Environment
- Pacific Bell
- Pacific Telephone and Telegraph
- Rogers Cable
- SCS Energy
- Shell
- Southern California Edison
- Southern California Gas
- Southern California Water District
- Spectrum
- Standard Oil
- Torrance Logistics Co.
- Verizon
- Veterans Affairs
- Waste Management

3.5.1.2 Fire Protection

The study area is served by the County of Los Angeles, the City of Los Angeles, and the City of Culver City Fire Departments. The following fire stations serve the Project study area:

- Los Angeles County Fire Station 70 is approximately 9 miles west of the Sepulveda Pass portion of the I-405 at 3970 Carbon Canyon Road in Malibu.

- Los Angeles County Fire Station 89 is approximately 10 miles west of the Sepulveda Pass portion of the I-405 at 29575 Canwood Street in Agoura Hills.
- Los Angeles Fire Station 37 is approximately 0.18 mile northeast of Interstate 405 (I-405) at 1090 Veteran Avenue in Los Angeles. It provides ambulance and fire services in response to medical emergencies, motor vehicle accidents, rescue calls, and incidents involving hazardous materials.
- Los Angeles Fire Station 88 is approximately 0.16 mile east of I-405 at 5101 Sepulveda Boulevard in Sherman Oaks.
- Los Angeles Fire Station 59 is approximately 0.23 mile southwest of I-405 at 11505 W Olympic Boulevard in Los Angeles.
- Culver City Fire Department 1 is approximately 1 mile east of the I-405 at 9600 Culver Boulevard in Culver City.
- Culver City Fire Department 2 is approximately 0.05 mile west of the I-405 at 11252 Washington Boulevard in Culver City.
- Culver City Fire Department 3 is approximately 0.8 mile southwest of I-405 at 600 Bristol Parkway in Culver City.

3.5.1.3 Police Protection

The study area is served by the Los Angeles County Sheriff's Department (LASD), the City of Los Angeles Police Department (LAPD), and the City of Culver City Police Department. The closest LASD office is the Malibu/Lost Hills Sheriff's Station, located at 27050 Agoura Road, Agoura Hills, CA 91301 approximately 10 miles west of the central Sepulveda Pass corridor. The LAPD West Los Angeles Community Police Station, located 0.24 mile southwest of I-405 at 1663 Butler Avenue in Los Angeles, serves the study area. The Culver City Police Department is located at 4040 Duquesne Avenue, Culver City, CA 90232, located approximately 2 miles east of the I-405 in the City of Culver City limits. Police services on freeways in California, including I-405, U.S. Highway 101 (US-101), State Route 2 (SR-2), and Interstate 10 (I-10) are provided by the California Highway Patrol (CHP). Although there are no CHP offices in the study area, the CHP operates an office at 6300 Bristol Parkway in Culver City, which is approximately 1.2 mile south of the study area.

3.5.1.4 Hospitals and Emergency Rooms

As shown in Figure 3.3-1 in Section 3.3, Community Facilities, two hospitals currently exist within the study area. The closest hospital to I-405 is the VA (Veteran's Affairs) Medical Center, located approximately 445 feet from I-405 at 11301 Wilshire Boulevard. Another hospital, Ronald Reagan University of California Los Angeles (UCLA) Medical Center, spans across several properties both within and outside of the study area and is located approximately 2,600 feet from I-405. Both hospitals provide emergency rooms with staffing to provide 24-hour medical emergency response.

3.5.2 Environmental Consequences

3.5.2.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

The construction of Alternatives 2, 3, and 5 may affect existing surface or subsurface utility facilities, requiring protection in-place, removal, or relocation. The utility facilities that could potentially be affected during construction of the Build Alternatives are listed below in

Table 3.5.1. As part of the *Draft Project Report* (October 2026) and described in Section 2.1.2 of Chapter 2, Alternatives, preliminary utility conflict maps and relocation schemes were prepared for the Build Alternatives, and relocations have been identified within existing or proposed public roadway right-of-way (ROW). Should a Build Alternative be identified as the preferred alternative, an updated utility search would be conducted during final design to determine all utilities that would require protection in-place, removal, or relocation. Completion of utility work may result in temporary service disruptions to some utility users in the vicinity of the study area.

Table 3.5.1: Utility Facilities Potentially Affected During Construction

No.	Utility Owner	Locations	Wet (W)/Dry (D)	Utility Type(s)	Utility Conflict Description
Alternative 2					
1	AT&T	I-405 crossing near Sepulveda Blvd UC	D	Abandoned Telephone	Remove
2	Breitburn	I-405 crossing near Wilshire Blvd UC	W	Oil	PIP
		I-405 crossing near Wilshire Blvd UC	D	Gas	PIP
3	Charter	Bel Air Crest Rd UC	D	CATV	Relocate
4	Chevron	Sepulveda Blvd UC	W	Oil	Encase
5	Crimson Midstream	I-405 crossing near Olympic Blvd	W	Oil	PIP
6	Crown Castle	Church Ln/Ovada Pl UC	D	Fiber Optic	Relocate
7	Extenet	Church Ln	D	Telecom	Relocate
8	Frontier	Bel Air Crest Rd UC, Sepulveda Blvd UC	D	Telecom	Relocate
9	LABOE	Waterford St	W	Sewer	Encase
		Bel Air Crest Rd UC	W	Sewer	Adjust to Grade
		I-405 crossing at multiple locations	W	Abandoned Sewer	Remove
10	LADWP – Water	Bel Air Crest Rd UC, Church Ln,	W	Water	Relocate
		I-405 crossing at multiple locations	W	Abandoned Water	Remove
11	LADWP – Electric	Sepulveda Blvd UC, Church Ln/Ovada Pl UC, Bel Air Crest Rd UC	D	Electrical	Relocate
		Sepulveda Blvd UC	D	Electrical	Remove
		Sepulveda Blvd	D	Overhead Electrical	Relocate
12	MWD	Church Ln, I -405 crossing near Sepulveda Blvd UC	W	96” Water	Protection Slab
		Sepulveda Blvd	W	96" Water	Adjust Services
13	SCE	I-405 crossing near Mississippi Ave	D	Overhead Electrical	PIP
14	SCG	Church Ln	D	Gas	Relocate
		I-405 crossing at multiple locations	D	Gas	PIP
		Sepulveda Blvd, Sepulveda Blvd UC	D	30” Gas	Encase
15	SCS Energy	Sepulveda Blvd	W	Gas	PIP
16	Shell	I-405 crossing at multiple locations	W	Abandoned Oil	Remove
		Sepulveda Blvd UC	W	Oil	Relocate
17	Torrance Logistics Co.	Sepulveda Blvd UC	W	16" Oil	Relocate
		I-405 crossing at multiple locations	W	Oil (Idle)	Remove or PIP

Table 3.5.1: Utility Facilities Potentially Affected During Construction

No.	Utility Owner	Locations	Wet (W)/Dry (D)	Utility Type(s)	Utility Conflict Description
18	Unknown	I-405 near Church Ln/Ovada Pl UC	D	Telecom	Relocate
		Sepulveda Blvd	D	Overhead Comm	Relocate
19	Verizon	Sepulveda Blvd UC, Bel Air Crest Rd UC	D	Telecom	Relocate
Alternative 3					
1	AT&T	Church Ln	D	Telecom	Relocate
		I-405 crossing near Sepulveda Blvd UC	D	Abandoned Telephone	Remove
2	Breitburn	I-405 crossing near Wilshire Blvd UC	W	Oil	PIP
		I-405 crossing near Wilshire Blvd UC	D	Gas	PIP
3	Charter	Ohio Ave UC, Olympic Blvd UC, Bel Air Crest Rd UC	D	CATV	Relocate
		Sepulveda Blvd	D	Overhead CATV	Relocate
4	Chevron	Sepulveda Blvd	W	Oil	Relocate
		Sepulveda Blvd UC	W	Oil	Encase
5	Crimson Midstream	I-405 crossing near Olympic Blvd	W	Oil	PIP
6	Crown Castle	Church Ln/Ovada Pl UC, Massachusetts Ave	D	Fiber Optic	Relocate
7	Extenet	Church Ln	D	Telecom	Relocate
8	ExxonMobil	Sepulveda Blvd	W	Abandoned Oil	Remove
		Sepulveda Blvd	W	Oil	PIP
9	Frontier	Bel Air Crest Rd UC, Sepulveda Blvd UC, Sepulveda Blvd, Church Ln, Ohio Ave UC, Santa Monica Blvd UC	D	Telecom	Relocate
		I-405 crossing near Sunset Blvd OC	D	Telecom	Encase
		I-405 crossing near Cashmere St	D	Abandoned Telecom	Remove
10	LABOE	Waterford St, Kiel St, Beloit Ave	W	Sewer	Relocate
		Bel Air Crest Rd UC, Sepulveda Blvd, Beloit Ave	W	Sewer	Adjust to Grade
		I-405 crossing at multiple locations	W	Abandoned Sewer	Remove
11	LADWP – Water	Church Ln, Sunset Blvd	W	Water	Relocate Service
		Bel Air Crest Rd UC	W	Water	Relocate
		Ohio Ave UC, Beloit Ave, Cotner Ave, I-405 at Kiel St	W	Water	Encase
		I-405 crossing at multiple locations	W	Abandoned Water	Remove
12	LADWP – Electric	Sepulveda Blvd, Church Ln, Sepulveda Blvd UC, Montana Ave UC, Church Ln/Ovada Pl UC, Getty Ctr Dr UC, Bel Air Crest Rd UC, Beloit Ave	D	Electrical	Relocate

Table 3.5.1: Utility Facilities Potentially Affected During Construction

No.	Utility Owner	Locations	Wet (W)/Dry (D)	Utility Type(s)	Utility Conflict Description
		I-405 crossing near Nebraska Ave and Sunset Blvd OC	D	Electrical	Encase
		Sepulveda Blvd, Ohio Ave UC	D	Overhead Electrical	Relocate
		I-405 crossing near Sepulveda Blvd UC	D	Abandoned Electrical	Remove
13	MWD	Sepulveda Blvd, Church Ln, I-405 crossing near Sepulveda Blvd UC	W	96” Water	Protection Slab / Encase
		Ohio Ave UC	W	28” Water	Encase
14	SCE	Ohio Ave UC	D	Electrical	Relocate
		I-405 crossing near Mississippi Ave	D	Overhead Electrical	PIP
		Ohio Ave UC	D	Overhead Electrical	Relocate
15	SCG	Church Ln, Beloit Ave	D	Gas	Relocate
		Sepulveda Blvd	D	24"-30" Gas	Relocate
		Sepulveda Blvd, Sepulveda Blvd UC	D	24"-30" Gas	Encase
		I-405 crossing near Mulholland Dr	D	8" Gas	Encase
		Ohio Ave UC, Church Ln	D	Gas	Encase
		I-405 crossing at multiple locations	D	Gas	PIP
		I-405 crossing at multiple locations	D	Abandoned Gas	Remove
16	SCS Energy	Sepulveda Blvd	W	Gas	PIP
17	Shell	Sepulveda Blvd UC	W	Oil	Relocate
		Sepulveda Blvd	W	Oil	Encase
		I-405 crossing near Olympic Blvd and Montana Ave	W	Abandoned Oil	Remove
18	Torrance Logistics Co.	Sepulveda Blvd, Sepulveda Blvd UC	W	16" Oil	Relocate
		I-405 crossing at multiple locations	W	Oil (Idle)	Remove or PIP
19	Unknown	Sepulveda Blvd, Getty Ctr Dr UC, Church Ln, I-405 near Church Ln/ Ovada Pl UC	D	Telecom	Relocate
		Sepulveda Blvd	D	Overhead Telecom	Remove Underground
20	VA – Sewer	Dowlen Dr	W	Sewer	Relocate
		I-405 near Wilshire Blvd UC	W	Abandoned Sewer	Remove
21	VA - Comm	Dowlen Dr	D	Comm	Remove or Relocate
22	Verizon	Church Ln/Ovada Pl UC, Sepulveda Blvd UC, Sepulveda Blvd, Bel Air Crest Rd UC, I-405 crossing near Getty Ctr Dr UC	D	Telecom	Relocate
		Church Ln, Sepulveda Blvd, I-405 crossing at multiple locations	D	Abandoned Telecom	Remove
Alternative 5					
1	AT&T	Church Ln	D	Telecom	Relocate

Table 3.5.1: Utility Facilities Potentially Affected During Construction

No.	Utility Owner	Locations	Wet (W)/Dry (D)	Utility Type(s)	Utility Conflict Description
		I-405 crossing near Sepulveda Blvd UC	D	Abandoned Telephone	Remove
2	Breitburn	I-405 crossing near Wilshire Blvd UC	W	Oil	PIP
		I-405 crossing near Wilshire Blvd UC	D	Gas	PIP
3	Charter	Ohio Ave UC, Olympic Blvd UC, Bel Air Crest Rd UC	D	CATV	Relocate
		Sepulveda Blvd	D	Overhead CATV	Relocate
4	Chevron	Sepulveda Blvd	W	Oil	Relocate
		Sepulveda Blvd UC	W	Oil	Encase
5	Crimson Midstream	I-405 crossing near Olympic Blvd	W	Oil	PIP
6	Crown Castle	Church Ln/Ovada Pl UC, Massachusetts Ave	D	Fiber Optic	Relocate
7	Extenet	Church Ln	D	Telecom	Relocate
8	ExxonMobil	Sepulveda Blvd	W	Abandoned Oil	Remove
		Sepulveda Blvd	W	Oil	PIP
9	Frontier	Bel Air Crest Rd UC, Sepulveda Blvd UC, Sepulveda Blvd, Church Ln, Ohio Ave UC, Santa Monica Blvd UC	D	Telecom	Relocate
		I-405 crossing near Sunset Blvd OC	D	Telecom	Encase
		I-405 crossing near Cashmere St	D	Abandoned Telecom	Remove
10	LABOE	Waterford St, Beloit Ave	W	Sewer	Relocate
		Bel Air Crest Rd UC, Sepulveda Blvd, Beloit Ave	W	Sewer	Adjust to Grade
		I-405 crossing at multiple locations	W	Abandoned Sewer	Remove
11	LADWP – Water	Bel Air Crest Rd UC	W	Water	Relocate
		Church Ln, Sunset Blvd	W	Water	Relocate Service
		Ohio Ave UC, Beloit Ave, Cotner Ave, I-405 at Kiel St	W	Water	Encase
		I-405 crossing at multiple locations	W	Abandoned Water	Remove
12	LADWP – Electric	Sepulveda Blvd, Church Ln, Sepulveda Blvd UC, Montana Ave UC, Church Ln/Ovada Pl UC, Getty Ctr Dr UC, Bel Air Crest Rd UC, Beloit Ave	D	Electrical	Relocate
		I-405 crossing near Nebraska Ave and Sunset Blvd OC	D	Electrical	Encase
		Sepulveda Blvd, Ohio Ave UC	D	Overhead Electrical	Relocate
		I-405 crossing near Sepulveda Blvd UC	D	Abandoned Electrical	Remove

Table 3.5.1: Utility Facilities Potentially Affected During Construction

No.	Utility Owner	Locations	Wet (W)/Dry (D)	Utility Type(s)	Utility Conflict Description
13	MWD	Sepulveda Blvd, Church Ln, I-405 crossing near Sepulveda Blvd UC	W	96” Water	Protection Slab / Encase
		Ohio Ave UC	W	28” Water	Encase
14	SCE	Ohio Ave UC	D	Electrical	Relocate
		I-405 crossing near Mississippi Ave	D	Overhead Electrical	PIP
		Ohio Ave UC	D	Overhead Electrical	Relocate
15	SCG	Church Ln, Beloit Ave	D	Gas	Relocate
		Sepulveda Blvd	D	24"-30" Gas	Relocate
		Sepulveda Blvd, Sepulveda Blvd UC	D	24"-30" Gas	Encase
		I-405 crossing near Mulholland Dr	D	8" Gas	Encase
		Ohio Ave UC, Church Ln	D	Gas	Encase
		I-405 crossing at multiple locations	D	Gas	PIP
		I-405 crossing at multiple locations	D	Abandoned Gas	Remove
16	SCS Energy	Sepulveda Blvd	W	Gas	PIP
17	Shell	Sepulveda Blvd UC	W	Oil	Relocate
		Sepulveda Blvd	W	Oil	Encase
		I-405 crossing near Olympic Blvd and Montana Ave	W	Abandoned Oil	Remove
18	Torrance Logistics Co.	Sepulveda Blvd, Sepulveda Blvd UC	W	16" Oil	Relocate
		I-405 crossing at multiple locations	W	Oil (Idle)	Remove or PIP
19	Unknown	Sepulveda Blvd, Getty Ctr Dr UC, Church Ln, I-405 near Church Ln/Ovada Pl UC	D	Telecom	Relocate
		Sepulveda Blvd	D	Overhead Telecom	Relocate Underground
20	VA – Sewer	Dowlen Dr	W	Sewer	Relocate
		I-405 near Wilshire Blvd UC	W	Abandoned Sewer	Remove
21	VA - Comm	Dowlen Dr	D	Comm	Remove or Relocate
22	Verizon	Church Ln/Ovada Pl UC, Sepulveda Blvd UC, Sepulveda Blvd, Bel Air Crest Rd UC, I-405 crossing near Getty Ctr Dr UC	D	Telecom	Relocate
		Church Ln, Sepulveda Blvd, I-405 crossing at multiple locations	D	Abandoned Telecom	Remove

Source: *Draft Project Report* (October 2026).

AT&T = American Telephone & Telegraph
Blvd = Boulevard
CATV = Cable Television Service
I-405 = Interstate 405
LABOE = Los Angeles Bureau of Engineering
LADWP = Los Angeles Department of Water and Power
Ln = Lane
MWD = Metropolitan Water District of Southern California
N/A = not applicable
Pl = Place
PIP = Protect in Place
Rd = Road
SCG = Southern California Gas
UC = Undercrossing
VA = Veterans Affairs

Project Features PF-UES-1 through PF-UES-3 would be incorporated into the Build Alternatives to minimize the potential temporary adverse effects of construction on utilities.

PF-UES-1 **Caltrans Standard Specifications Section 87-1.03L: Utility Service.** During final design, detailed relocation plans for any utilities that will need to be relocated, removed, or protected-in-place will be prepared in consultation with the affected utility relocation providers/owners. The final design will focus on relocating utilities within the State right-of-way (ROW) or other existing public roadway ROWs and/or easements. If relocation outside of existing or additional public ROWs and/or easements required for the Project is necessary, the final design will focus on relocating those facilities to minimize impacts to the community as a result of Project construction and ongoing maintenance and repair activities.

PF-UES-2 Prior to and during construction, the Project engineer(s) shall ensure that the components of the utility plans provided in the Project specifications are properly implemented by the contractor.

PF-UES-3 Prior to utility relocation activities, the Resident Engineer and the contractor shall coordinate during final design and construction, respectively, with affected utility providers regarding potential utility relocations and the utility owners will inform affected utility users in advance about the date and timing of potential service disruptions.

Emergency Services

The proposed improvements to I-405 under the Build Alternatives would require lane closures during construction. It is anticipated that the Build Alternatives would be designed and constructed as separate phases to facilitate Project delivery. Each Project phase would include construction staging to minimize impacts to existing traffic. These construction stages would have some overlap between work items to be constructed in consecutive stages in order to accommodate the total construction schedule for the Build Alternatives. The same number of existing mainline lanes would be maintained open to traffic during construction whenever feasible. However, during construction, emergency service providers (including local fire and police departments, CHP, and ambulances or other medical transportation) may experience temporary delays as they travel within and through the study area.

Temporary construction impacts to emergency services would be minimized by Project Feature PF-TR-1 in Section 3.6, Transportation, of this EIR/EIS. Project Feature PF-TR-1 requires development and implementation of a Transportation Management Plan (TMP) during construction of the Build Alternatives to address traffic delays; maintain traffic flow in the I-405 corridor; manage detours and temporary road, lane, and ramp closures; provide ongoing information to the public regarding construction activities, closures, and detours; and maintain a safe environment for construction workers and travelers.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in adverse effects on utilities and emergency services.

3.5.2.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Since, as stated above under temporary impacts, existing surface or subsurface utility facilities would be protected in-place, removed, or relocated during construction, all existing utility facilities are anticipated to be maintained during operation of the Build Alternatives. Therefore, the Build Alternatives would not result in permanent adverse effects on utility providers or their facilities.

As required by Caltrans and the respective standards of the affected cities, emergency access would be maintained or provided as part of the final design of the Build Alternatives. The Build Alternatives would improve the operation of the freeway facilities in the study area, which would improve emergency response times and travel times to hospitals within the study area. Therefore, the Build Alternatives would not result in adverse effects on emergency services or providers.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in permanent adverse effects related to utility or emergency services and their facilities. However, many of the freeway segments are projected to operate at an unacceptable level of service (LOS) under the 2030 and 2050 No Build conditions. Over time, demands on the system would continue to increase and operations would continue to deteriorate. Without implementation of the Build Alternatives, the benefits of the Build Alternatives, such as improving the capacity and operation of the freeway facilities in the study area, would not be realized, and there is a potential for impacts to emergency response times under the No Build Alternative.

3.5.3 Avoidance, Minimization, and/or Mitigation Measures

As discussed above in Section 3.5.2.1, the Build Alternatives would incorporate Project Features PF-UES-1 through PF-UES-3 and PF-TR-1, to avoid and/or minimize adverse effects. No additional avoidance, minimization, and/or mitigation measures are required.

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3.6 Traffic and Transportation/Pedestrian and Bicycle Facilities

3.6.1 Regulatory Setting

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

In July 1999, the United States Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). The FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including Transportation Enhancement Activities.

3.6.2 Affected Environment

This section is based on the *Draft Traffic Operations Analysis Report* (January 2025) prepared for the Project. The Project limits include a 14-mile portion of the Interstate 405 (I-405) freeway, extending from Washington Boulevard south of Interstate 10 (I-10) (Post Mile [PM] 27.40) to Victory Boulevard north of U.S. Highway 101 (US-101) (PM 42.15).

The traffic operations analysis was conducted to evaluate the operations on I-405 and connecting arterial roadways within the Project limits with and without implementation of the Project. The freeway evaluation includes the I-405 freeway mainline, existing and proposed managed lanes (MLs) (High-Occupancy Vehicle [HOV] lanes and Express Lanes [ELs]), on- and off-ramps, freeway-to-freeway connectors, ramp terminal intersections, and adjacent local intersections. A total of 60 intersections (ramp terminal and adjacent local) within the study area were evaluated. The traffic operations analysis considered the following scenarios:

- Existing Baseline (2019)
- No Build Alternative – Opening Year (2030)
- Build Alternatives 2, 3, and 5 – Opening Year (2030)
- No Build Alternative – Horizon Year (2050)
- Build Alternatives 2, 3, and 5 – Horizon Year (2050)

To assess these scenarios, a combination of regional forecasting model and the microscopic traffic simulation modeling tool (VISSIM simulation tool) was utilized. The existing conditions were first modeled and calibrated using available data on from Caltrans PeMS, ClearGuide, and field data collection to ensure accuracy of the current condition. Once the existing scenarios were calibrated, various operational configurations of managed lanes, as described

above, were applied for the Opening Year (2030) and Horizon Year (2050) to evaluate key traffic performance metrics such as Vehicle Miles Traveled (VMT) and Vehicle Hours of Delay (VHD). This modeling enabled a comparative analysis of the Build and No-Build scenarios under future conditions to determine which alternatives offer the most effective operational improvements along the corridor. For more detailed information regarding the modeling methodology, calibration processes, and assumptions, please refer to the *Traffic Operations Analysis Report* (January 2025).

3.6.2.1 Existing Facility

As previously stated in Section 1.1.1, Existing Facility, in Chapter 1, Proposed Project, the I-405 is a major north-south interstate freeway in Southern California, connecting the southern and western parts of the Greater Los Angeles urban area from the San Fernando Valley in the north to Orange County in the south. The I-405 is heavily traveled by both commuters and freight haulers for its entire length. Within the Project study area, I-405 is a significant goods movement artery for the region serving the four major import-export terminals of Long Beach Municipal Airport, Los Angeles International Airport (LAX), and the Ports of Long Beach and Los Angeles. The I-405 Corridor has been recognized as an essential link in a multimodal transportation network and is designated as part of road system networks including: California Routes on the Rural and Single Interstate Routing System, as a result of agreements between FHWA and Department of Defense; Federal Aid Interstate System, which is a subset of the National Highway System and California Freeway and Expressway System (functional classification P1P—Urban Principal Arterial), adopted by the California Transportation Commission; National Network for Surface Transportation Assistance Act Trucks and Subsystem of Highway for the Movement of Extra Legal Permit Loads; and the Strategic Highway Network. The Project segment of I-405, between Washington Boulevard south of I-10 to Victory Boulevard north of US-101, is shown on Figure 1-1 in Chapter 1.

Within the Project limits, I-405 has five general-purpose (GP) lanes, with auxiliary lanes between many on-ramps and off-ramps, and an HOV lane in each direction. During peak commute times congestion exists within the Project Corridor and is expected to worsen in the future.

3.6.2.2 Existing Traffic Operations

HOV, Mainline and Ramps

As discussed in Section 1.2.2.1, Capacity, Transportation Demand, and Safety, and also shown in Tables 1.A through 1.F, the Project Corridor in the study area currently operates at unacceptable levels of service (LOS), classified as levels E or F, in a substantial number of mainline segments and some ramps. Existing traffic conditions described in this section and in Section 1.2.2.1 are based on traffic counts and existing conditions collected in 2019. An LOS analysis was conducted for the Existing Conditions on Project mainline segments, weaving segments, and ramp merge and diverge areas within the study area. Tables 1.A through 1.F, provided earlier in Section 1.2.2.1, provide information on existing traffic volumes during the AM and PM peak hours on I-405. Many of the freeway segments operate at an unacceptable LOS (E or F) under Existing Conditions, creating chokepoints and causing congestion on adjacent merge and diverge areas. Of the 111 GP lane segments analyzed, 73 segments (approximately 66 percent) operate at unacceptable LOS. The existing HOV lanes also experience congestion during the peak hours. Of the 19 HOV segments analyzed, 16 segments (approximately 84 percent) operate at unacceptable LOS. Additionally, of the 57 ramps analyzed for the Existing Conditions scenario, 5 ramps operate

at unacceptable LOS. Under Existing Conditions daily vehicle miles traveled (VMT) would be 1,861,000 and vehicle hours of delay (VHD) would be 18,400.

Intersections

Under existing conditions, a total of 19 intersections operate at LOS E or F in the AM peak hour and 15 intersections operate at LOS E or F in the PM peak hour.

HOV Degradation Determination

The *2017 California High-Occupancy Vehicle Facilities Degradation Report and Action Plan* (Caltrans 2018) and subsequent 2018, 2020, and 2022 California HOV Lane Degradation Determination Reports (Caltrans 2021, 2022, and 2023), were developed to report the performance of the HOV lane network and identify strategies for addressing the reported degraded HOV lanes. The reports listed this section of HOV facilities as extremely degraded. It is anticipated that the existing condition of the segments will continue to be degraded due to a variety of factors contributing to degradation including:

- Demand exceeding capacity;
- Peak period congestion in all lanes reducing HOV lane performance and speed;
- Recurrent congestion on the freeway, high speed differential between GP and HOV lanes with no buffer separation;
- Non-metered on-ramps allowing platoons of vehicles to enter the freeway;
- High percentage of Clean Air Vehicle (CAV) decal vehicles;
- Uphill with a 5-percent grade through the Sepulveda Pass affecting vehicle speeds in all lanes;
- Vehicle weaving conflicts at ingress/egress locations; and
- High violation rates in HOV lanes.

According to the 2021 California *HOV Facilities Degradation Action Plan* (Caltrans 2021), remediation for this segment of HOV facilities includes enhancing the available capacity of the HOV lane facility; and/or improving traffic demand management through a conversion of HOV lanes to ELs. The Action Plan also states that if properly enforced for occupancy and toll violations, the new ELs would operate at free-flow conditions using the pricing algorithm.

3.6.2.3 Pedestrian and Bicycle Facilities

Pedestrian travel across the Project Corridor where arterial streets cross I-405 is provided via sidewalks at the following locations:

- Victory Boulevard undercrossing
- Ventura Boulevard undercrossing
- Sunset Boulevard overcrossing
- N. Sepulveda Boulevard undercrossing
- Sepulveda Boulevard undercrossing at Fiume Street
- Skirball Center Drive overcrossing
- Bel Air Crest Road undercrossing
- N. Church Lane undercrossing
- Wilshire Boulevard undercrossing
- Ohio Avenue undercrossing
- Santa Monica Boulevard undercrossing
- W. Olympic Boulevard undercrossing

- Mullholland Drive undercrossing
- Venice Boulevard undercrossing
- Burbank Boulevard overcrossing
- W. Pico Boulevard undercrossing
- National Boulevard undercrossing
- Washington Place undercrossing

These arterials generally include sidewalks on at least one side, and usually both sides, of the road as they cross I-405.

Class I (off-road, paved) bicycle lanes located within 0.5 mile of the Project limits include:

- **Ballona Creek Bike Path:** Crosses under I-405, running along the northern side of Ballona Creek, and connects the Pacific Ocean at Marina Del Rey with Culver City.
- **Culver Boulevard Bike Path:** Crosses under I-405 and is a short rail-trail located in a nicely landscaped median park in Culver City and Los Angeles.
- **Westwood Park Bike Path:** Located 250 feet from the Project limits and runs along the eastern and southern perimeters of Westwood Park.
- **Orange Line Bike Path:** Crosses under I-405 and follows the G Line (formerly Orange Line) rapid bus route's corridor.
- **Burbank Bike Path:** Located adjacent to the Project limits along Burbank Blvd and runs in the east/west direction through the eastern half of the Sepulveda Basin Recreation Area.

There are also Class II (on-road, striped lanes) bicycle lanes that either cross I-405 or are located along the edges of the Project limits[1]:

- Washington Place
- Bentely Avenue
- North Venice Boulevard
- South Venice Boulevard
- North Sepulveda Boulevard
- South Sepulveda Boulevard
- Santa Monica Boulevard
- Ohio Avenue

3.6.2.4 Public Transit

Details regarding the different public transit routes operated by Metro, the Los Angeles Department of Transportation (LADOT), Los Angeles World Airports (LAX FlyAway), and various municipal transit lines within the study area are described in detail under Section 1.2.2.5, Modal Interrelationships and System Linkages within Chapter 1.

[1] Refer to Figure 3, Class 1 and 2 Bikeways, in the Section 4 (f) Evaluation of this EIR/EIS.

3.6.3 Environmental Consequences

The methodologies for forecasting and assessing future year with and without Project traffic effects are described in detail in Chapter 2 of the *Draft Traffic Operations Analysis Report* (January 2025). The findings of those analyses are summarized below.

The analysis evaluation criteria used to determine acceptable traffic operation conditions are based on the LOS policies identified by Caltrans. Caltrans strives for freeway facilities to operate at either LOS C or D. Any future freeway facilities projected to operate at an unacceptable LOS (LOS E or F) need to be mitigated. Per Caltrans, an impact to freeway facilities would be considered substantial if the Project would:

- Degrade the LOS on the freeway facility from LOS D to LOS E or F; or
- Impact (worsen) a facility that is already operating at an unacceptable LOS (E or F).

The HOV, mainline and ramps, intersections, and ramp capacity noted previously were taken into account in the traffic impact analysis as they may be potentially impacted due to improvements. Intersections, ramps, and HOV and mainline segments would be considered substantially impacted if they are projected to operate at an unacceptable LOS (E or F) under the potential Build Alternatives (and are not projected to operate at unsatisfactory LOS under the No Build Alternative scenario).

The improvements included in the Build Alternatives, as well as a description of the No Build Alternative are described in more detail in Chapter 2, Alternatives, of this environmental document and in Section 2.1.1, Project Alternatives, of the *Draft Traffic Operations Analysis Report* (January 2025).

3.6.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Alternative 2

Alternative 2 would convert the existing HOV lane to one EL in each direction between I-10 and US-101 with standard lane and shoulder widths. Additional roadway improvements would occur to accommodate an additional weave lane at EL ingress/egress locations and to maintain stopping sight distance at curves. Alternative 2 would require a temporary reduction of lane and shoulder widths beyond existing conditions to accommodate the appropriate work zone areas for widening and median construction. Alternative 2 would not affect any sign bridges and would not require freeway closures.

Ramp improvements or widening and local street improvements proposed under Alternative 2 would require partial or full closures of the applicable ramps during construction. In some instances, freeway ramps and streets would remain open while the number of lanes on the ramp may be reduced to facilitate construction. The following ramps would be fully or partially closed during construction:

- National Blvd Northbound (NB) off-ramp
- Pico Blvd/Cotner Ave/W Olympic Blvd NB on-ramp
- Pico Blvd/Sawtelle/W Olympic Blvd Southbound (SB) off-ramp
- Santa Monica Blvd NB on and off-ramps

- Santa Monica Blvd SB on and off-ramps
- Sunset Blvd SB off-ramp
- Sunset Blvd SB loop on-ramp
- Sepulveda Blvd NB on and off-ramps (Getty Center Dr)
- Sepulveda Blvd SB off-ramp (Getty Center Dr)
- Sepulveda Blvd SB on and off-ramps
- Sepulveda Blvd NB off-ramp (Skirball Center Dr/Mulholland Dr)
- Sepulveda Blvd NB on-ramp (Skirball Center Dr/Mulholland Dr)
- Sepulveda Blvd SB on-ramp (Valley Vista Blvd)
- Burbank Blvd SB off-ramp
- Burbank Blvd NB on-ramp
- Victory Blvd SB on-ramp

Construction of Alternative 2 may temporarily affect pedestrian access across the Project Corridor. However, short distance detours would be available at the ramp intersections temporarily affected under Alternative 2 to maintain pedestrian access. Additionally, there are no dedicated bicycle lanes adjacent to the I-405 ramp intersections, therefore, bicycle facilities would not be affected by construction of Alternative 2.

Detailed traffic control and construction signing, detour plans will be prepared during final design.

To minimize temporary effects due to construction of Alternative 2, Project Feature PF-TR-1 (Transportation Management Plan [TMP]) would be prepared to provide details on construction strategies and any other relevant details.

Alternatives 3 and 5

Alternative 3 would convert the existing HOV lane to one EL and add a second EL in each direction, and Alternative 5 would construct an additional HOV lane in each direction between I-10 and US-101. Additional roadway improvements would occur to accommodate the addition of the EL and HOV lane and to maintain stopping sight distance at curves. Construction of Alternatives 3 and 5 would result in the same temporary effects as construction of Alternative 2.

In addition, construction of Alternatives 3 and 5 includes roadway and structures work that would require temporary overnight lane and/or shoulder closures on the I-405. Further, construction would require removal and replacement of sign bridges that span across the mainline. The following three locations would be affected:

- Southbound Station (Sta) 1609+30
- Northbound Sta 2063+32
- Southbound Sta 2157+00

Similar to Alternative 2, construction of Alternatives 3 or 5 may temporarily affect pedestrian access across the Project Corridor. However, short distance detours would be available to maintain access. Construction of Alternatives 3 or 5 is not anticipated to affect any of the Class I bicycle lanes identified in Section 3.6.2.3. However, construction would include structure widening of the southbound I-405 over Ohio Avenue. The Class II bicycle lanes along Ohio Avenue would be closed temporarily during construction, however, an alternative route would be provided with sufficient advance notice.

Detailed traffic control and construction signing, detour plans will be prepared during final design.

To minimize temporary effects due to the construction of Alternatives 3 and 5, Project Feature PF-TR-1 (Transportation Management Plan [TMP]) would be prepared to provide details on construction strategies and any other relevant details. Full and partial closures will be coordinated with local jurisdictions as outlined in Project Feature PF-TR-1 (TMP).

Project Feature PF-TR-1 addresses the potential for short-term impacts related to traffic and transportation during construction of the Build Alternatives.

PF-TR-1 **Transportation Management Plan.** Under this measure prior to approval of the final design, a final Transportation Management Plan (TMP) report will be prepared to outline strategies for reducing potential construction-related traffic conflicts, detours, and delays. A Major TMP classification is anticipated due to the complexity of the Project. A qualified traffic engineer will prepare the TMP, which will include, but not be limited to, the elements described below to reduce traveler delays and enhance traveler safety during Project construction. The detailed TMP would be prepared during the Plans, Specifications, and Estimates (PS&E) phase and would be incorporated into the plans, specifications, and estimates for implementation by the construction contractor. Specifically, the purpose of the TMP is to address the short-term traffic and transportation impacts during construction of the Project. The objectives of the TMP are to:

- Maintain traffic safety during construction;
- Effectively maintain an acceptable level of traffic flow throughout the transportation system during construction;
- Minimize traffic delays and facilitate reduction of the overall duration of construction activities;
- Minimize detours and impacts to pedestrians and bicyclists;
- Foster public awareness of the project and related transportation and traffic impacts; and
- Achieve public acceptance of construction of the project and the TMP measures.

The TMP will contain, but not be limited to, the following strategies recommended for implementation during construction activities of the Project. The elements of these strategies will be refined during final design and incorporated in the TMP for implementation during Project construction.

- **Public Information Campaign.** The purpose of the public information campaign is to disseminate information to the public about Project construction activities and associated transportation impacts. This campaign is considered an important tool for reaching target audiences with important Project construction information and is anticipated to include, but not be limited to:
    - Brochures and mailers
    - Pedestrian and cyclist information
    - Press releases/Media alerts
    - Paid advertising
    - Lane Closure Systems (LCS)
    - Public meetings/hearings
    - Communications with selected stakeholders
- **Motorist Information.** The effective implementation of a traveler information system during construction is crucial for enabling motorists to make informed decisions about their travel plans and options with real-time traffic information. That real-time traffic information will include information on mainline, ramp, lane, and arterial closures and detours; travel delays; access to adjacent land uses; “businesses are open” signing; and other signing and information to assist travelers in navigating through, around, and in construction areas.
- **Incident Management.** Effective incident management will ensure that incidents in and near construction areas are cleared quickly and do not result in substantial delays for the traveling public in the vicinity of work zones. Incident management includes, but is not limited to:
    - Caltrans Construction Zone Enhanced Enforcement Program (COZEEP)
    - Traffic Management Team
    - Caltrans Transportation Management Center
- **Construction Strategies.** The TMP will include procedures to lessen the transportation effects of Project-related construction activities and will include, but not be limited to, consideration of the following:
    - Lane requirement charts
    - Construction staging
    - Traffic handling plans
    - Full facility closures
    - Connector closures
    - Nighttime work
    - Extended weekend work
    - Speed limit reduction
    - Coordination with adjacent construction sites and special events
- **Demand Management.** Temporarily reducing the overall traffic volumes on the Project segment of I-405 could reduce the short-term adverse effects of construction on traffic operations. The TMP will include, but not be limited to, rideshare strategies that could reduce vehicular demand in the study area during Project construction.

- **Alternate Route Strategies.** The TMP will provide strategies for notifying motorists, pedestrians, and bicyclists of planned construction activities. This notification will allow travelers to make informed decisions about their travel plans, including the consideration of possible alternate routes. The TMP will finalize the detour and alternate routes for motorists, specifically addressing the following:
    - Mainline lane closures
    - Ramp/connector closures
    - Local road closures
    - Temporary highway or shoulder use
    - Local street improvements
    - Temporary detours and closures of bicycle and pedestrian facilities
    - Traffic signal coordination

The construction contractor will implement the measures in the TMP during construction.

No Build Alternative (Alternative 1)
None of the improvements proposed under any of the Build Alternatives would be constructed under the No Build Alternative. As a result, the No Build Alternative would not result in temporary impacts related to traffic and circulation or to pedestrian and bicycle facilities.

3.6.3.2 Permanent Impacts

The following tables provide detailed information on traffic operations under the Build and No Build Alternatives in the Opening Year (2030) and are included at the end of this section:

- Table 3.6.1 summarizes the number of deficient freeway GP and ML segments operating at LOS E or F by alternative.
- Tables 3.6.2 and 3.6.3 summarize the daily vehicle miles traveled (VMT) and daily vehicle hours of delay (VHD) in the Project Corridor by alternative for the GP and MLs, respectively.
- Tables 3.6.4 and 3.6.5 summarize the peak period travel times and travel speeds, respectively, in the peak directions for all three Build Alternatives and the No Build Alternative.
- Table 3.6.6 summarizes the total number of deficient freeway ramps, at LOS E and F, by alternative in 2030.
- Table 3.6.7 summarizes the total number of deficient intersections, at LOS E and F, by alternative in 2030.
- Table 3.6.8 and 3.6.9 summarize the local intersections and ramp intersections impacted by the No Build and Build Alternatives and the improvements needed in 2030.

The following tables provide detailed information on traffic operations under the Build and No Build Alternatives in the Horizon Year (2050):

- Table 3.6.10 summarizes the number of deficient freeway GP and ML segments operating at LOS E or F by alternative.

- Tables 3.6.11 and 3.6.12 summarize the daily vehicle miles traveled (VMT) and daily vehicle hours of delay (VHD) in the Project Corridor by alternative for the GP and MLs, respectively.
- Tables 3.6.13 and 3.6.14 summarize the peak period travel times and travel speeds, respectively, in the peak directions for all three Build Alternatives and the No Build Alternative.
- Table 3.6.15 summarizes the total number of deficient freeway ramps, at LOS E and F, by alternative in 2050.
- Table 3.6.16 summarizes the total number of deficient intersections, at LOS E and F, by alternative in 2050.
- Tables 3.6.17 and 3.6.18 summarize the local intersections and ramp intersections impacted by the No Build and Build Alternatives and the improvements needed in 2050.

As indicated previously, 2030 has been identified as the Opening Year for the Project, and 2050 has been identified as the Horizon Year. The traffic impacts and operations under the Build Alternatives (Alternatives 2, 3, and 5) and No Build Alternative in 2030 and 2050 are discussed by alternative below.

Build Alternative (Alternative 2)

Opening Year (2030)

Alternative 2 would convert the existing HOV lane to one EL in each direction between I-10 and US-101 with standard lane and shoulder widths. Under this alternative, EL vehicles with three or more occupants pay no toll. Additional roadway improvements would occur to accommodate an additional weave lane at EL ingress/egress locations and to maintain stopping sight distance at curves. Overall, Alternative 2 would result in slightly worse traffic conditions in the GP lanes as compared with the 2030 No Build Alternative. However, ML conditions would be expected to improve under all three Build Alternatives compared to the 2030 No Build Alternative.

Managed Lanes and Mainline

As identified in Table 3.6.1, many of the freeway mainline segments are projected to operate at unacceptable LOS under Alternative 2 in 2030, creating chokepoints and causing congestion on adjacent merge/diverge areas. Of the 91 GP lane segments analyzed for Alternative 2, 73 segments (approximately 80 percent) would be expected to operate at an unacceptable LOS in 2030. Additionally, of the 13 ML segments analyzed, 3 lanes (approximately 23 percent) would be expected to operate at unacceptable LOS in 2030.

Tables 3.6.2 and 3.6.3 summarize Project Corridor performance, showing anticipated daily VMT and VHD for GP and MLs in the Project Corridor. For the GP lanes under Alternative 2, VMT is anticipated to be higher in both directions and VHD is anticipated to be higher in the NB direction and lower in the SB direction compared to the No Build Alternative. For the MLs, VMT is anticipated to be lower in the NB direction and higher in the SB direction and VHD is anticipated to be lower in both directions compared to the No Build Alternative.

Tables 3.6.4 and 3.6.5 compare peak period travel times and travel speeds in the peak directions for the No Build Alternative and the Build Alternatives in 2030. Under Alternative 2, Project Corridor travel times for the GP lanes are anticipated to be

25 minutes in the SB AM peak period and 55 minutes in the NB PM peak period. Travel speeds for the GP lanes are anticipated to be 36 mph in the SB AM peak period and 16 mph in the NB PM peak period. Additionally, travel times for the MLs are anticipated to be 15 minutes in the SB AM peak period and 23 minutes in the NB PM peak period. Travel speeds for the MLs are anticipated to be 59 mph in the SB AM peak period and 39 mph in the NB PM peak period.

Ramps

Table 3.6.6 summarizes the total number of deficient freeway ramps, at LOS E and F, by the No Build Alternative and the Build Alternatives in 2030. Of the 60 ramps analyzed, 2 ramps are anticipated to operate at unacceptable LOS under Alternative 2 in 2030.

Intersections

As shown in Table 3.6.7, under Alternative 2 in 2030, a total of 15 intersections would operate at LOS E or F in the AM peak hour and 12 intersections would operate at LOS E or F in the PM peak hour. Tables 3.6.8 and 3.6.9 summarize the local intersections and ramp intersections impacted and the improvements needed in 2030 for all Build Alternatives. As shown, Alternative 2 would impact 5 local intersections and 5 ramp intersections and would require improvements to improve operations. Recommended improvements include retiming signals and implementing advanced/adaptive traffic signal systems.

Horizon Year 2050

Similar to 2030, Alternative 2 would result in slightly worse traffic conditions in the GP lanes in 2050 as compared with the 2050 No Build Alternative. However, ML conditions would be expected to improve under all three build alternatives compared to the 2050 No Build Alternative.

Managed Lanes and Mainline

As shown in Table 3.6.10, under Alternative 2 in 2050, much like in 2030, many of the freeway mainline segments are projected to operate at unacceptable LOS, creating chokepoints and causing congestion on adjacent merge and diverge areas. Of the 91 GP lane segments analyzed for Alternative 2, 75 segments (approximately 82 percent) would be expected to operate at an unacceptable LOS in 2050. Additionally, of the 13 ML segments analyzed, 3 lanes (approximately 23 percent) would be expected to operate at unacceptable LOS in 2050.

Tables 3.6.11 and 3.6.12 summarize Project Corridor performance, showing anticipated daily vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for GP and MLs in the Project Corridor in 2050. For the GP lanes under Alternative 2, VMT is anticipated to be higher in both directions and VHD is anticipated to be lower in both directions compared to the No Build Alternative. For the MLs analyzed, VMT is anticipated to be lower in both directions and VHD is anticipated to be lower in both directions compared to the No Build Alternative.

Tables 3.6.13 and 3.6.14 compare peak period travel times and travel speeds in the peak directions for the No Build Alternative and the Build Alternatives in 2050. Under Alternative 2, Project Corridor travel times for the GP lanes are anticipated to be 34 minutes in the SB AM peak period and 51 minutes in the NB PM peak period. Travel speeds for the GP lanes are anticipated to be 26 mph in the SB AM peak period and 17 mph in the NB PM peak period. Additionally, travel times for the MLs are anticipated

to be 16 minutes in the SB AM peak period and 24 minutes in the NB PM peak period. Travel speeds for the MLs are anticipated to be 57 mph in the SB AM peak period and 37 mph in the NB PM peak period.

Ramps

Table 3.6.15 summarizes the total number of deficient freeway ramps, at LOS E and F, by the No Build Alternative and the Build Alternatives in 2050. Of the 60 ramps analyzed, 3 ramps are anticipated to operate at unacceptable LOS under Alternative 2 in 2050.

Intersections

As shown in Table 3.6.16, under Alternative 2 in 2050, a total of 15 intersections would operate at LOS E or F in the AM peak hour and 12 intersections would operate at LOS E or F in the PM peak hour. Tables 3.6.17 and 3.6.18 summarize the local intersections and ramp intersections impacted and the improvements needed in 2050 for all Build Alternatives. As shown, Alternative 2 would impact 5 local intersections and 6 ramp intersections and would require improvements to improve operations. Recommended improvements include retiming signals and implementing advanced/adaptive traffic signal systems.

Bicycle and Pedestrian Facilities

Refer to Section 3.6.2.3, Pedestrian and Bicycle Facilities, above for a list of Class I and Class II bike facilities that intersect with the Project Corridor. Alternative 2 would not include any modifications to arterials at their intersections with I-405 that would permanently affect bicycle and pedestrian facilities.

Public Transit

Alternative 2 would potentially result in temporary detours and increased travel times for local bus services that intersect with the Project Corridor. Implementation of the TMP (Project Feature PF-TR-1) will ensure coordination with Metro, LADOT, LAX FlyAway, and various municipal transit lines to alert transit patrons of any changes prior to temporary bus stop relocations, temporary detours, increased travel times, and changes in service schedule. Intermittent roadway lane closures and detours would not prevent the use of pedestrian and bicycle facilities and would not impede access to public transit facilities during construction activities.

Build Alternative (Alternative 3)

Opening Year 2030

Alternative 3 would convert the existing HOV lane to one EL and add a second EL in each direction between I-10 and US-101. Non-standard lane and shoulder widths would be provided to accommodate for the addition of the EL. One 12-foot GP lane will remain in the outermost lane to accommodate heavy truck traffic. Under this alternative, EL vehicles with two or more occupants would pay no toll. Additional roadway improvements would occur to accommodate the addition of the EL and to maintain stopping sight distance at curves. Traffic operations within the study area are expected to improve in the GP lanes compared to the 2030 No Build Alternative. Alternative 3 demonstrated the highest reduction in delay. Additionally, ML conditions would be expected to improve under all three build alternatives compared to the 2030 No Build Alternative.

Managed Lanes and Mainline

As identified in Table 3.6.1, many of the freeway mainline segments are projected to operate at unacceptable LOS under Alternative 3 in 2030, creating chokepoints and causing congestion on adjacent merge/diverge areas. Of the 94 GP lane segments analyzed for Alternative 3, 62 segments (approximately 66 percent) would be expected to operate at unacceptable LOS in 2030. Additionally, of the 16 ML segments analyzed, 3 lanes (approximately 19 percent) would be expected to operate at an unacceptable LOS in 2030.

Tables 3.6.2 and 3.6.3 summarize Project Corridor performance, showing anticipated daily VMT and VHD for GP and MLs in the Project Corridor. For the GP lanes under Alternative 3, VMT is anticipated to be lower in the NB direction and stay the same in the SB direction and VHD is anticipated to be lower in both directions compared to the No Build Alternative. For the MLs analyzed, VMT is anticipated to be higher in both directions and VHD is anticipated to be lower in both directions compared to the No Build Alternative.

Tables 3.6.4 and 3.6.5 compare peak period travel times and travel speeds in the peak directions for the No Build Alternative and the Build Alternatives in 2030. Under Alternative 3, Project Corridor travel times for the GP lanes are anticipated to be 23 minutes in the SB AM peak period and 53 minutes in the NB PM peak period. Travel speeds for the GP lanes are anticipated to be 39 mph in the SB AM peak period and 17 mph in the NB PM peak period. Additionally, travel times for the MLs are anticipated to be 15 minutes in the SB AM peak period and 20 minutes in the NB PM peak period. Travel speeds for the MLs are anticipated to be 61 mph in the SB AM peak period and 45 mph in the NB PM peak period.

Ramps

Table 3.6.6 summarizes the total number of deficient freeway ramps, at LOS E and F, by the No Build Alternative and the Build Alternatives in 2030. Of the 60 ramps analyzed, 3 ramps are anticipated to operate at unacceptable LOS under Alternative 3 in 2030.

Intersections

As shown in Table 3.6.7, under Alternative 3 in 2030, a total of 15 intersections would operate at LOS E or F in the AM peak hour and 12 intersections would operate at LOS E or F in the PM peak hour. Tables 3.6.8 and 3.6.9 summarize the local intersections and ramp intersections impacted and the improvements needed in 2050 for all Build Alternatives. As shown, Alternative 3 would impact 5 local intersections and 7 ramp intersections and would require modifications to traffic signals to improve operations. Recommended Improvements to traffic signals, including retiming signals and implementing advanced/adaptive traffic signal systems, would be coordinated with the affected jurisdiction during final design to confirm appropriate modifications upon project completion.

Horizon Year 2050

Similar to 2030, traffic operations in the GP lanes would improve under Alternative 3 in 2050. Alternative 3 demonstrated the highest reduction in delay. Additionally, all three Build Alternatives demonstrate an almost complete delay reduction in the MLs facilities in 2050.

Managed Lanes and Mainline

As shown in Table 3.6.10, under Alternative 3 in 2050, much like in 2030, many of the freeway mainline segments are projected to operate at unacceptable LOS, creating chokepoints and causing congestion on adjacent merge and diverge areas. Of the 94 GP lane segments analyzed for Alternative 3, 73 segments (approximately 78 percent) would be expected to operate at an unacceptable LOS in 2050. Additionally, of the 16 ML segments analyzed, 3 lanes (approximately 23 percent) would be expected to operate at unacceptable LOS in 2050.

Tables 3.6.11 and 3.6.12 summarize Project Corridor performance, showing anticipated daily vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for GP and MLs in the Project Corridor in 2050. For the GP lanes under Alternative 3, VMT is anticipated to be lower in the NB direction and higher in the SB direction and VHD is anticipated to be lower in both directions compared to the No Build Alternative. For the MLs analyzed, VMT is anticipated to be higher in both directions and VHD is anticipated to be lower in both directions compared to the No Build Alternative.

Tables 3.6.13 and 3.6.14 compare peak period travel times and travel speeds in the peak directions for the No Build Alternative and the Build Alternatives in 2050. Under Alternative 3, Project Corridor travel times for the GP lanes are anticipated to be 27 minutes in the SB AM peak period and 53 minutes in the NB PM peak period. Travel speeds for the GP lanes are anticipated to be 32 mph in the SB AM peak period and 17 mph in the NB PM peak period. Additionally, travel times for the MLs are anticipated to be 15 minutes in the SB AM peak period and 20 minutes in the NB PM peak period. Travel speeds for the MLs are anticipated to be 59 mph in the SB AM peak period and 43 mph in the NB PM peak period.

Ramps

Table 3.6.15 summarizes the total number of deficient freeway ramps, at LOS E and F, by the No Build Alternative and the Build Alternatives in 2050. Of the 60 ramps analyzed, 3 ramps are anticipated to operate at unacceptable LOS under Alternative 3 in 2050.

Intersections

As shown in Table 3.6.16, under Alternative 3 in 2050, a total of 15 intersections would operate at LOS E or F in the AM peak hour and 12 intersections would operate at LOS E or F in the PM peak hour. Tables 3.6.17 and 3.6.18 summarize the local intersections and ramp intersections impacted and the improvements needed in 2050 for all Build Alternatives. As shown, Alternative 3 would impact 6 local intersections and 8 ramp intersections and would require improvements to improve operations. Recommended improvements include retiming signals and implementing advanced/adaptive traffic signal systems.

Bicycle and Pedestrian Facilities

Refer to Section 3.6.2.3, Pedestrian and Bicycle Facilities, above for a list of Class I and Class II bike facilities that intersect with the Project Corridor. Alternative 3 would not include any modifications to arterials at their intersections with I-405 that would permanently affect bicycle and pedestrian facilities.

Public Transit

Alternative 3 would potentially result in temporary detours and increased travel times for local bus services that intersect with the Project Corridor. Implementation of the TMP

(Project Feature PF-TR-1) will ensure coordination with Metro, LADOT, LAX FlyAway, and various municipal transit lines to alert transit patrons of any changes prior to temporary bus stop relocations, temporary detours, increased travel times, and changes in service schedule. Intermittent roadway lane closures and detours would not prevent the use of pedestrian and bicycle facilities and would not impede access to public transit facilities during construction activities

Build Alternative (Alternative 5)

Opening Year 2030

Alternative 5 would construct an additional HOV lane in each direction between I-10 and US-101. Non-standard lane and shoulder widths would be provided to accommodate the addition of the HOV lane. One 12-foot GP lane will remain in the outermost lane to accommodate heavy truck traffic. Under this alternative, additional roadway improvements would occur to accommodate the addition of the HOV lane and to maintain stopping sight distance at curves. HOVs with two or more occupants would be eligible to use the HOV facility. Alternative 5 would result in slightly worse traffic conditions in the GP lanes as compared with the 2030 No Build Alternative. However, ML operating conditions would be expected to improve under all three Build Alternatives compared to the 2030 No Build Alternative.

Managed Lanes and Mainline

As identified in Table 3.6.1, many of the freeway mainline segments are projected to operate at unacceptable LOS under Alternative 5 in 2030, creating chokepoints and causing congestion on adjacent merge/diverge areas. Of the 100 GP lane segments analyzed for Alternative 5, 80 segments (approximately 80 percent) would be expected to operate at an unacceptable LOS in 2030. Additionally, of the 17 ML segments analyzed, 3 lanes (approximately 18 percent) would be expected to operate at unacceptable LOS in 2030.

Tables 3.6.2 and 3.6.3 summarize Project Corridor performance, showing anticipated daily VMT and VHD for GP and MLs in the Project Corridor. For the GP lanes under Alternative 5, VMT is anticipated to be lower in both directions and VHD is anticipated to be higher in the NB direction and lower in the SB direction compared to the No Build Alternative. For the MLs analyzed, VMT is anticipated to be higher in both directions and VHD is anticipated to be lower in both directions compared to the No Build Alternative.

Tables 3.6.4 and 3.6.5 compare peak period travel times and travel speeds in the peak directions for the No Build Alternative and the Build Alternatives in 2030. Under Alternative 5, Project Corridor travel times for the GP lanes are anticipated to be 33 minutes in the SB AM peak period and 57 minutes in the NB PM peak period. Travel speeds for the GP lanes are anticipated to be 27 mph in the SB AM peak period and 16 mph in the NB PM peak period. Additionally, travel times for the MLs are anticipated to be 16 minutes in the SB AM peak period and 21 minutes in the NB PM peak period. Travel speeds for the MLs are anticipated to be 57 mph in the SB AM peak period and 42 mph in the NB PM peak period.

Ramps

Table 3.6.6 summarizes the total number of deficient freeway ramps, at LOS E and F, by the No Build Alternative and Build Alternatives in 2030. Of the 60 ramps analyzed, 3 ramps are anticipated to operate at unacceptable LOS under Alternative 5 in 2030.

Intersections

As shown in Table 3.6.7, under Alternative 5 in 2030, a total of 14 intersections would operate at LOS E or F in the AM peak hour and 9 intersections would operate at LOS E or F in the PM peak hour. Tables 3.6.8 and 3.6.9 summarize the local intersections and ramp intersections impacted and the improvements needed in 2030 for all Build Alternatives. As shown, Alternative 5 would impact 2 local intersections and 5 ramp intersections and would require modifications to traffic signals to improve operations. Improvements to traffic signals, such as retiming signals and/or implementing advanced/adaptive traffic signal systems, would be coordinated with the affected jurisdiction during final design to confirm the appropriate modifications are made upon completion.

Horizon Year 2050

Similar to 2030, Alternative 5 would result in slightly worse traffic conditions in the GP lanes in 2050 as compared with the 2050 No Build Alternative. However, all three Build Alternatives demonstrate an almost complete delay reduction in the MLs facilities in 2050.

Managed Lanes and Mainline

As shown in Table 3.6.10, under Alternative 5 in 2050, much like in 2030, many of the freeway mainline segments are projected to operate at unacceptable LOS, creating chokepoints and causing congestion on adjacent merge and diverge areas. Of the 100 GP lane segments analyzed for Alternative 5, 80 segments (approximately 80 percent) would be expected to operate at an unacceptable LOS in 2050. Additionally, of the 17 ML segments analyzed, 2 lanes (approximately 12 percent) would be expected to operate at unacceptable LOS in 2050.

Tables 3.6.11 and 3.6.12 summarize Project Corridor performance, showing anticipated daily vehicle miles traveled (VMT) and vehicle hours of delay (VHD) for GP and MLs in the Project Corridor in 2050. For the GP lanes under Alternative 5, VMT is anticipated to be lower in both directions and VHD is anticipated to be lower in the NB direction and higher in the SB direction compared to the No Build Alternative. For the MLs analyzed, VMT is anticipated to be higher in both directions and VHD is anticipated to be lower in both directions compared to the No Build Alternative.

Tables 3.6.13 and 3.6.14 compare peak period travel times and travel speeds in the peak directions for the No Build Alternative and the Build Alternatives in 2050. Under Alternative 5, Project Corridor travel times for the GP lanes are anticipated to be 40 minutes in the SB AM peak period and 59 minutes in the NB PM peak period. Travel speeds for the GP lanes are anticipated to be 22 mph in the SB AM peak period and 15 mph in the NB PM peak period. Additionally, travel times for the MLs are anticipated to be 16 minutes in the SB AM peak period and 21 minutes in the NB PM peak period. Travel speeds for the MLs are anticipated to be 57 mph in the SB AM peak period and 42 mph in the NB PM peak period.

Ramps

Table 3.6.15 summarizes the total number of deficient freeway ramps, at LOS E and F, by the No Build Alternative and the Build Alternatives in 2050. Of the 60 ramps analyzed, 3 ramps are anticipated to operate at unacceptable LOS under Alternative 5 in 2050.

Intersections

As shown in Table 3.6.16, under Alternative 5 in 2050, a total of 14 intersections would operate at LOS E or F in the AM peak hour and 10 intersections would operate at LOS E or F in the PM peak hour. Tables 3.6.17 and 3.6.18 summarize the local intersections and ramp intersections impacted and the improvements needed in 2050 for all Build Alternatives. As shown, Alternative 5 would impact 4 local intersections and 4 ramp intersections and would require improvements to improve operations. Recommended improvements include retiming signals and implementing advanced/adaptive traffic signal systems.

Bicycle and Pedestrian Facilities

Refer to Section 3.6.2.3, Pedestrian and Bicycle Facilities, above for a list of Class I and Class II bike facilities that intersect with the Project Corridor. Alternative 5 would not include any modifications to arterials at their intersections with I-405 that would permanently affect bicycle and pedestrian facilities.

Public Transit

Alternative 5 would potentially result in temporary detours and increased travel times for local bus services that intersect with the Project Corridor. Implementation of the TMP (Project Feature PF-TR-1) will ensure coordination with Metro, LADOT, LAX FlyAway, and various municipal transit lines to alert transit patrons of any changes prior to temporary bus stop relocations, temporary detours, increased travel times, and changes in service schedule. Intermittent roadway lane closures and detours would not prevent the use of pedestrian and bicycle facilities and would not impede access to public transit facilities during construction activities.

No Build Alternative (Alternative 1)

Opening Year 2030

Under the No Build Alternative, no additional roadway improvements would occur. Vehicles with two or more occupants would be eligible to use the HOV lanes in the Project Corridor under the No Build Alternative. Overall, the 2030 No Build Alternative would result in slightly worse conditions in the GP lanes compared to 2019 Existing Conditions. Additionally, the No Build Alternative would result in improved traffic conditions at several HOV segments in the SB direction but slightly worse conditions in the NB direction compared to 2019 Existing Conditions.

This alternative includes other projects on the financially constrained project list in the adopted SCAG 2020–2045 RTP/SCS on I-405 within, as well as outside, the Project limits. Existing and projected traffic congestion would not be alleviated beyond that associated with other projects in approved regional transportation plans. Table 3.6.19 shows the planned freeway improvement projects on I-405 that are assumed to be completed by the year 2030 and are included in the No Build Alternative (Alternative 1).

Managed Lanes and Mainline

As identified in Table 3.6.1, many of the freeway mainline segments are projected to operate at unacceptable LOS under the No Build Alternative in 2030, creating chokepoints and causing congestion on adjacent merge/diverge areas. Of the 109 GP lane segments analyzed for the No Build Alternative, 76 segments (approximately 70 percent) would be expected to operate at unacceptable LOS in 2030. Additionally, of

the 19 ML segments analyzed, 12 lanes (approximately 63 percent) would be expected to operate at unacceptable LOS in 2030.

Tables 3.6.2 and 3.6.3 summarize Project Corridor performance, showing anticipated daily VMT and VHD for GP and MLs in the Project Corridor. In the NB GP lanes, the No Build Alternative would result in higher VMT compared to Alternatives 3 and 5, lower VMT compared to Alternative 2, lower VHD compared to Alternatives 2 and 3, and higher VHD compared to Alternative 3. In the SB GP lanes, the No Build Alternative would result in higher VMT compared to Alternative 5, lower VMT compared to Alternatives 2, the same VMT as Alternative 3, and higher VHD compared to all the Build Alternatives. In the NB MLs, the No Build Alternative would result in higher VMT compared to Alternative 2, lower VMT compared to Alternatives 3 and 5, and higher VHD compared to all of the Build Alternatives. In the SB MLs, the No Build Alternative would result in lower VMT and higher VHD compared to all of the Build Alternatives.

Tables 3.6.4 and 3.6.5 compare peak period travel times and travel speeds in the peak directions for the No Build and Build Alternatives in 2030. Under the No Build Alternative, Project Corridor travel times for the GP lanes are anticipated to be 40 minutes in the SB AM peak period and 52 minutes in the NB PM peak period. Travel speeds for the GP lanes are anticipated to be 22 mph in the SB AM peak period and 17 mph in the NB PM peak period. Additionally, travel times for the MLs are anticipated to be 36 minutes in the SB AM peak period and 40 minutes in the NB PM peak period. Travel speeds for the MLs are anticipated to be 25 mph in the SB AM peak period and 22 mph in the NB PM peak period.

Ramps

Table 3.6.6 summarizes the total number of deficient freeway ramps, at LOS E and F, by the No Build Alternative and Build Alternatives in 2030. Of the 60 ramps analyzed, 2 ramps are anticipated to operate at unacceptable LOS under the No Build Alternative in 2030.

Intersections

As shown in Table 3.6.7, under the No Build Alternative in 2030, a total of 14 intersections would operate at LOS E or F in the AM peak hour and 12 intersections would operate at LOS E or F in the PM peak hour.

Horizon Year 2050

The 2050 No Build Alternative would result in slightly worse traffic conditions along GP lanes compared to 2019 Existing Conditions. Additionally, the No Build Alternative in 2050 is expected to improve in the NB direction at several ML segments compared to Existing Conditions but would worsen in the SB direction compared to 2019 Existing Conditions.

Managed Lanes and Mainline

As identified in Table 3.6.10, many of the freeway mainline segments are projected to operate at unacceptable LOS under the No Build Alternative in 2050, creating chokepoints and causing congestion on adjacent merge/diverge areas. Of the 109 GP lanes analyzed for the No Build Alternative, 81 segments (approximately 74 percent) would be expected to operate at an unacceptable LOS in 2050. Additionally, of the 19 MLs analyzed, 13 lanes (approximately 68 percent) would be expected to operate at unacceptable LOS in 2050.

Tables 3.6.11 and 3.6.12 summarize Project Corridor performance, showing anticipated daily VMT and VHD for GP and MLs in the Project Corridor. In the NB GP lanes, the No Build Alternative would result in higher VMT compared to Alternatives 3 and 5, lower VMT compared to Alternative 2, and higher VHD compared to all of the Build Alternatives. In the SB GP lanes, the No Build Alternative would result in higher VMT compared to Alternative 5, lower VMT compared to Alternatives 2 and 3, and higher VHD compared to all the Build Alternatives. In the NB MLs, the No Build Alternative would result in higher VMT compared to Alternative 2, lower VMT compared to Alternatives 3 and 5, and higher VHD compared to all of the Build Alternatives. In the SB MLs, the No Build Alternative would result in higher VMT compared to Alternative 2, lower VMT compared to Alternatives 3 and 5, and higher VHD compared to all of the Build Alternatives.

Tables 3.6.13 and 3.6.14 compare peak period travel times and travel speeds in the peak directions for the No Build and Build Alternatives in 2050. Under the No Build Alternative, Project Corridor travel times for the GP lanes are anticipated to be 43 minutes in the SB AM peak period and 54 minutes in the NB PM peak period. Travel speeds for the GP lanes are anticipated to be 21 mph in the SB AM peak period and 17 mph in the NB PM peak period. Additionally, travel times for the MLs are anticipated to be 37 minutes in the SB AM peak period and 42 minutes in the NB PM peak period. Travel speeds for the MLs are anticipated to be 24 mph in the SB AM peak period and 21 mph in the NB PM peak period.

Ramps

Table 3.6.15 summarizes the total number of deficient freeway ramps, at LOS E and F, by the No Build Alternative and Build Alternatives in 2050. Of the 60 ramps analyzed, 4 ramps are anticipated to operate at unacceptable LOS under the No Build Alternative in 2050.

Intersections

As shown in Table 3.6.16, under the No Build Alternative in 2050, a total of 14 intersections would operate at LOS E or F in the AM peak hour and 6 intersections would operate at LOS E or F in the PM peak hour.

Bicycle and Pedestrian Facilities

None of the improvements proposed under the Build Alternatives would be constructed under the No Build Alternative; therefore, no permanent impacts related to pedestrian or bicycle facilities would occur.

Public Transit

None of the improvements proposed under the Build Alternatives would be constructed under the No Build Alternative; therefore, no permanent impacts related to public transit would occur.

3.6.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives will incorporate Project Feature PF-TR-1 listed above to help avoid and/or minimize potential impacts. No additional avoidance, minimization, and/or mitigation measures other than Project Feature PF-TR-1 are required.

Table 3.6.1: I-405 Freeway Segments Operating at LOS E/F during Peak Hours (2030)

Facility	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
GP Lanes	73 of 111	76 of 109	73 of 91	62 of 94	80 of 100
Managed Lanes	16 of 19	12 of 19	3 of 13	3 of 16	3 of 17

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).

ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
LOS = level of service

Table 3.6.2: Comparison of Daily VMT and HVD Performance Measures (2030) – GP Lanes

2030 Performance Measure	NB General Purpose					SB General Purpose				
	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)	Existing Conditions	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
Daily VMT (000s)	1,861	1,777	1,788	1,740	1,759	1,682	1,793	1,826	1,793	1,792
% Change	---	---	0.6%	-2.1%	-1.0%	---	---	1.8%	0.0%	-0.1%
Daily VHD (000s)	18.4	19.17	19.68	17.49	19.63	17.2	17.67	15.50	12.49	17.41
% Change	---	---	2.7%	-8.8%	2.4%	---	---	-12.3%	-29.3%	-1.5%

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).

ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
LOS = level of service
NB = northbound
SB = southbound
VHD = vehicle hours of delay
VMT = vehicle miles traveled

Table 3.6.3: Comparison of Daily VMT and HVD Performance Measures (2030) – Managed Lanes

2030 Performance Measure	NB Managed Lanes					SB Managed Lanes				
	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)	Existing Conditions	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
Daily VMT (000s)	285	237	212	293	272	285	258	288	363	310
% Change	---	---	-10.5%	23.6%	14.8%	---	---	11.6%	40.7%	20.2%
Daily VHD (000s)	2.41	2.44	0.86	0.59	0.60	2.96	2.31	0.46	0.43	0.73
% Change	---	---	-64.8%	-75.8%	-75.4%	---	---	-80.1%	-81.4%	-68.4%

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).

ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
LOS = level of service
NB = northbound
SB = southbound
VHD = vehicle hours of delay
VMT = vehicle miles traveled

Table 3.6.4: Comparison of Peak Period Average Travel Times (2030)

Facility	Peak Period	Corridor Travel Time (minutes)			
		ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
GP Lanes	SB AM	40	25	23	33
	NB PM	52	55	53	57
Managed Lanes	SB AM	36	15	15	16
	NB PM	40	23	20	21

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
Note: Travel times reflect the Project Corridor trip distance of 14.8 miles.
ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
NB = northbound
SB = southbound
VMT = vehicle miles traveled

Table 3.6.5: Comparison of Peak Period Average Travel Speeds (2030)

Facility	Peak Period	Corridor Travel Speed (MPH)			
		ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
GP Lanes	SB AM	22	36	39	27
	NB PM	17	16	17	16
Managed Lanes	SB AM	25	59	61	57
	NB PM	22	39	45	42

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
Note: Travel speeds reflect the Project Corridor trip distance of 14.8 miles.
ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
LOS = level of service
MPH = miles per hour
NB = northbound
SB = southbound

Table 3.6.6: I-405 Freeway Ramps Operating at LOS E/F during Peak Hours (2030)

Year	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
2019	5 of 57	---	---	---	---
2030	---	2 of 60	2 of 60	3 of 60	3 of 60

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
ALT = Alternative
EL = ExpressLane
HOV = high occupancy vehicle
Ln = Lane
LOS = level of service

Table 3.6.7: I-405 Study Intersections Operating at LOS E/F during Peak Hours (2030)

Facility	LOS	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
Study Intersections	E	10(13)	7(4)	6(7)	6(7)	6(8)
	F	9(2)	7(0)	9(2)	9(1)	8(0)
	E+F	19(15)	14(4)	15(12)	15(12)	14(9)

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
XX (YY) = AM (PM) peak hour
ALT = Alternative
EL = ExpressLane
HOV = high occupancy vehicle
Ln = Lane
LOS = level of service

Table 3.6.8: I-405 Local Intersections Impacted during Peak Hours (2030)

Loc #	Intersection	ALT 1 (No Build)		Affected Peak	Impacted Build Alternative	Improvement Needed
		LOS	Delay			
8	Sepulveda Blvd/Burbank Blvd	F	108.9	AM	ALT 3, 5	Advanced/ Adaptive Traffic Signal System
12	Sepulveda Blvd/Ventura Blvd	F	93.1	AM	ALT 3	
22	N. Sepulveda Blvd/Skirball Center Dr	C	26.1	PM	ALT 2, 3	
24	N. Sepulveda Blvd/Mountaingate Dr	F	129.9	AM	ALT 2, 3	
25	N. Sepulveda Blvd/Bel Air Crest Rd	D	35.3	AM	ALT 2	
33	Sunset Blvd/Church Ln	D	45.3	PM	ALT 2	
36	San Vicente Blvd/Wilshire Blvd	D	49.5	PM	ALT 2, 3, 5	

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
ALT = Alternative
LOS = level of service

Table 3.6.9: I-405 Ramp Intersections Impacted during Peak Hours (2030)

Loc #	Intersection	ALT 1 (No Build)		Affected Peak	Impacted Build Alternative	Improvement Needed
		LOS	Delay			
10	I-405 SB Ramps/Ventura Blvd	D	47.6	AM	ALT 3	Retime signals (short-term) Advanced/ Adaptive Traffic Signal System
		D	42.7	PM	ALT 2, 3, 5	
14	I-405 NB Ramps/Sepulveda Blvd/Greenleaf	E	77.2	AM	ALT 2, 3, 5	
23	I-405 SB Ramps/Sepulveda Blvd/Skirball Center	F	95.1	AM	ALT 2, 3, 5	
		C	31.0	PM	ALT 2	
29	I-405 NB Ramps/Sepulveda Blvd/Moraga	E	74.5	AM	ALT 3	
		E	67.2	PM	ALT 2, 3, 5	
59	I-405 NB Ramps/Sepulveda Blvd/Matteson	D	47.8	PM	ALT 3, 5	

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
ALT = Alternative
LOS = level of service
NB = northbound
SB = southbound

Table 3.6.10: I-405 Freeway Segments Operating at LOS E/F during Peak Hours (2050)

Facility	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
GP Lanes	73 of 111	81 of 109	75 of 91	73 of 94	81 of 100
Managed Lanes	16 of 19	13 of 19	3 of 13	3 of 16	2 of 17

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
LOS = level of service

Table 3.6.11: Comparison of Daily VMT and HVD Performance Measures (2050) – GP Lanes

2050 Performance Measure	NB General Purpose					SB General Purpose				
	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
Daily VMT (000s)	1,861	1,886	1,901	1,838	1,847	1,682	1,870	1,911	1,879	1,847
% Change	---	---	0.8%	-2.5%	-2.1%	---	---	2.2%	0.5%	-1.2%
Daily VHD (000s)	18.4	22.98	20.83	20.34	22.43	17.2	21.19	21.17	16.03	21.49
% Change	---	---	-9.4%	-11.5%	-2.4%	---	---	-0.1%	-24.4%	1.4%

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
NB = northbound
SB = southbound
VHD = vehicle hours of delay
VMT = vehicle miles traveled

Table 3.6.12: Comparison of Daily VMT and HVD Performance Measures (2050) – Managed Lanes

2050 Performance Measure	NB Managed Lanes					SB Managed Lanes				
	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
Daily VMT (000s)	1,861	259	247	338	307	1,682	285	255	410	333
% Change	---	---	-4.6%	30.5%	18.5%	---	---	-10.5%	43.9%	16.8%
Daily VHD (000s)	18.4	2.95	1.28	1.02	0.71	17.2	2.69	0.85	0.90	0.84
% Change	---	---	-56.6%	-65.4%	-75.9%	---	---	-68.4%	-66.5%	-68.8%

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
NB = northbound
SB = southbound
VHD = vehicle hours of delay
VMT = vehicle miles traveled

Table 3.6.13: Comparison of Peak Period Average Travel Times (2050)

Facility	Peak Period	Corridor Travel Time (minutes)			
		ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
GP Lanes	SB AM	43	34	27	40
	NB PM	54	51	53	59
Managed Lanes	SB AM	37	16	15	16
	NB PM	42	24	20	21

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
Note: Travel times reflect the Project Corridor trip distance of 14.8 miles.
ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
NB = northbound
SB = southbound

Table 3.6.14: Comparison of Peak Period Average Travel Speeds (2050)

Facility	Peak Period	Corridor Travel Speed (MPH)			
		ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
GP Lanes	SB AM	21	26	32	22
	NB PM	17	17	17	15
Managed Lanes	SB AM	24	57	59	57
	NB PM	21	37	43	42

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
Note: Travel speeds reflect the Project Corridor trip distance of 14.8 miles.
ALT = Alternative
EL = ExpressLane
GP = general purpose
HOV = high occupancy vehicle
Ln = Lane
MPH = miles per hour
NB = northbound
SB = southbound

Table 3.6.15: I-405 Freeway Ramps Operating at LOS E/F during Peak Hours (2050)

Year	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
2019	5 of 57	---	---	---	---
2050	---	4 of 60	3 of 60	3 of 60	3 of 60

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
ALT = Alternative
EL = ExpressLane
HOV = high occupancy vehicle
Ln = Lane
LOS = level of service

Table 3.6.16: I-405 Study Intersections Operating at LOS E/F during Peak Hours (2050)

Facility	LOS	Existing Conditions (2019)	ALT 1 (No Build)	ALT 2 (1-Ln EL)	ALT 3 (2-Ln EL)	ALT 5 (2-Ln HOV)
Study Intersections	E	10(13)	7(6)	6(10)	6(11)	6(9)
	F	9(2)	7(0)	9(2)	9(1)	8(1)
	E+F	19(15)	14(6)	15(12)	15(12)	14(10)

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
XX (YY) = AM (PM) peak hour
ALT = Alternative
EL = ExpressLane
HOV = high occupancy vehicle
Ln = Lane
LOS = level of service

Table 3.6.17: I-405 Local Intersections Impacted during Peak Hours (2050)

Loc #	Intersection	ALT 1 (No Build)		Affected Peak	Impacted Build Alternative	Improvement Needed
		LOS	Delay			
8	Sepulveda Blvd/Burbank Blvd	F	108.9	AM	ALT 3, 5	Advanced/ adaptive traffic signal system
12	Sepulveda Blvd/Ventura Blvd	F	93.1	AM	ALT 3	
22	N Sepulveda Blvd/ Skirball Center Dr	C	26.3	PM	ALT 2, 3, 5	
24	N Sepulveda Blvd/ Mountaingate Dr	F	129.9	AM	ALT 2, 3	
25	N Sepulveda Blvd/ Bel Air Crest Rd	D	35.3	AM	ALT 2	
33	Sunset Blvd/Church Ln	D	45.4	PM	ALT 2, 3, 5	
36	San Vicente Blvd/ Wilshire Blvd	D	49.5	PM	ALT 2, 3, 5	

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
ALT = Alternative
LOS = level of service

Table 3.6.18: I-405 Ramp Intersections Impacted during Peak Hours (2050)

Loc #	Intersection	ALT 1 (No Build)		Affected Peak	Impacted Build Alternative	Improvement Needed
		LOS	Delay			
10	I-405 SB Ramps/Ventura Blvd	D	47.6	AM	Alt 3	Retime signals (short-term) Advanced/ adaptive traffic signal system
		D	43.5	PM	Alt 2, 3, and 5	
14	I-405 NB Ramps/Sepulveda Blvd/Greenleaf	E	79.6	AM	Alt 2, 3, and 5	
		D	52.8	PM	Alt 2, 3, and 5	
23	I-405 SB Ramps/Sepulveda Blvd/Skirball Center	F	102.8	AM	Alt 2 and 3	
		D	38.9	PM	Alt 2 and 3	
29	I-405 NB Ramps/Sepulveda Blvd/Moraga Dr	E	74.5	AM	Alt 3	
		E	67.2	PM	Alt 2, 3, and 5	

Source: *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
ALT = Alternative
LOS = level of service
NB = northbound
SB = southbound

Table 3.6.19: Planned Transportation Improvement Projects

Number	System	Lead Agency	RTP ID	Description	Completion Year
1	Transit	LA County MTA	LA0C10-LA0C10	Mid-City/Exposition Corridor Light Rail Transit Project Phase I to Venice-Robertson Station. (including E200-BUSP-095, La Cienega Intermodal Center)	2019
2	Transit	LA County MTA	LA0D198-LA0D198	Crenshaw/LAX Transit Corridor - 8.5-mile light rail transit (LRT) line extending from the intersection of Crenshaw and Exposition Blvds allowing for transfer to the expo light rail transit line to a connection with the green line at the Aviation/LAX Station	2021

Table 3.6.19: Planned Transportation Improvement Projects

Number	System	Lead Agency	RTP ID	Description	Completion Year
3	Transit	LA County MTA	1TR0404-LA0G010	Regional Connector - light rail in tunnel allowing through movements of trains, blue, gold, expo lines. From Alameda / 1st Street to 7th Street/Metro Center	2022
4	State Hwy	Caltrans	LA000358-LA000358	Route 005: --- from Route 134 to Route 170 HOV lanes (8 to 10 lanes). (CFP 346) (2001 CFP 8355). (EA# 12180, 12181,12182+12183=1218W,12184, 13350 PPNO 0142F,151E,3985,3986,3987) SAFETEA LU # 570. Construct modified IC @ I-5 Empire Ave, auxiliary lanes NB & SB between Burbank Blvd & Empire Ave; and modify existing structures. Add an auxiliary lane between Alameda and Olive from PM 28.43 to PM 29.78	2022
5	State Hwy	City of Los Angeles	1O1012-LARE1701A	Implementing Dynamic Corridor Ramp Metering System (DCRMS) in I-405 Sepulveda Pass Corridor (Interstate 405 from I-10 to SR-101), a system-wide adaptive ramp metering strategy which simultaneously coordinates with arterial traffic signal operation. The system will dynamically adjust traffic according to current capacity restrictions caused by incidents or recurrent congestion. Improve traffic movement and access to freeway and major arterial including transit operation.	2022
6	Transit	LA County MTA	LA0G447-LA0G447	Metro Purple Line Westside Subway Extension Section 1 - Wilshire/Western to La Cienega	2023
7	State Hwy	LA County MTA	LA0G440-LA0G440	The project will extend the HOV lanes on I-5 from the SR-14 interchange to just south of the Parker Road interchange, incorporating an additional northbound truck climbing lane from SR-14 to Calgrove Boulevard and an additional southbound truck climbing lane from Pico Canyon Road/Lyons Avenue to SR-14.	2024
8	Transit	LA County MTA	1162T017	BRT Connector Orange/Red Line to Pasadena City College	2027
9	State Hwy	LA County MTA	1163S014-LA0G1562	Add auxiliary lanes along I-405 northbound and southbound between Artesia Blvd and El Segundo to alleviate congestion and improve operations.	2026
10	Transit	LA County MTA	1TR1002-LA0G1052	Metro Purple Line Westside Subway Extension Section 2 - Wilshire/ La Cienega to Century City	2027
11	State Hwy	LA County MTA	1162S011	I-105 ExpressLanes from I-405 to Studebaker Rd.	2027
12	Transit	LA County MTA	1TR1003	Metro Purple Line Westside Subway Extension Section 3	2027

Source: SCAG (Website: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_project-list_1.pdf?1606001744, accessed May 2024).
* Completion year updated based on information obtained from Metro's projects website.
RTP = Regional Transportation Plan
SCAG = Southern California Association of Governments

3.7 Visual/Aesthetics

3.7.1 Regulatory Setting

The National Environmental Policy Act (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 USC 4331[b][2]). FHWA, in its implementation of NEPA (23 USC 109[h]), also directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental effects, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of *aesthetic*, natural, scenic and historic environmental qualities" (California Public Resources Code [PRC] Section 21001[b]).

California Streets and Highways Code Section 92.3 directs Caltrans to use drought resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design when appropriate.

3.7.2 Affected Environment

The information in this section is based on the *Visual Impact Assessment* (VIA) (August 2024) prepared for the Project and the General Plan for the City of Los Angeles and Community Plans for the communities of Bel Air - Beverly Crest and West Los Angeles. The VIA follows the recommended methodology in the publication, *Visual Impact Assessment for Highway Projects* (FHWA, March 1981).

3.7.2.1 Visual Setting

The Proposed Project is located on Interstate 405 (I-405) between U.S. Highway (US-101) and Interstate 10 (I-10) in the City of Los Angeles, within Los Angeles County, California. The Project follows the Sepulveda Canyon through the Santa Monica Mountains between the San Fernando Valley and the Los Angeles Basin. Refer to Figure 1-1 in Chapter 1, Proposed Project.

The study area displays a diverse range of urban and suburban development, with distinct urban characteristics at the northern and southern ends. Urban commercial and suburban land uses define these segments, incorporating residential, commercial, retail, industrial, mixed-use, and other developments in various densities. Along Wilshire, Santa Monica, and Ventura Boulevards, the urban landscape is characterized by high-rise buildings, contributing to a denser and more bustling atmosphere.

In these urban segments of the study area, the visual landscape is predominantly shaped by human-made elements, including concrete, asphalt, and the continuous movement of vehicles. Natural elements are limited to ornamental trees and vegetation found within rights-of-way and in developed areas adjacent to the freeway. Nevertheless, urban areas also feature parks, cemeteries, golf courses, and various other public and private open spaces. This juxtaposition between low-density suburban development and high-rise urbanization highlights the diverse nature of the study area's built environment.

The density of development in the study area undergoes a notable change in the vicinity of Sepulveda Canyon. The canyon features coastal mountains of varying heights, reaching elevations of nearly 2,000 feet, along with significant open spaces on the northern and southern sides of I-405. In the canyon, the visual character tends toward natural and rural elements characterized by coastal mountains, low foothills, and alluvial plains with coastal sage scrub and chaparral vegetation communities. Land uses include open spaces and low-density suburban residential areas, creating a more spacious and relaxed environment.

It is noteworthy that, according to the California State Scenic Highway System Map, there are no officially designated State Scenic Highways within the Project vicinity. This means that the Project Corridor does not hold a formal designation as a scenic route recognized by the State of California, which typically signifies areas of natural beauty or historic significance along a highway.

General Plan policies related to aesthetics and visual quality for the City of Los Angeles are relevant to the Project. The City of Los Angeles Mobility Plan 2035 of the General Plan depicts Scenic Highways within the City of Los Angeles and is described as having special controls for protection and enhancement of scenic resources. The following policy regulates modifications to Scenic Highways:

- **Policy 2.16, Scenic Highways**: Ensure that future modifications to any scenic highway do not impact the unique identity or characteristic of that scenic highway.

The Project Corridor is not part of a specific Scenic Highways plan. However, it intersects with the Mulholland Scenic Parkway Specific Plan. Mulholland Drive crosses I-405 at the Mulholland Bridge, which is about 80 feet higher than I-405. Because of the topography and vegetation, most direct views of the Project Corridor from the bridge are obstructed. While on the bridge, drivers and passengers might catch fleeting glimpses of the Project Corridor. However, these views are partially obscured by safety fencing on the bridge. Furthermore, with dynamic views as they travel across the bridge, these viewers' ability to notice changes in the visual environment is limited.

Pedestrians on the Mulholland Bridge are more likely to notice visual changes. However, the number of pedestrians is expected to be low, and there are no designated viewpoints or rest areas where pedestrians could stop to view the Project Corridor.

In addition, in the City of Los Angeles General Plan, there are 35 Community Plans within the City. The goals and policies within the Community Plans identify visual resources that are important to the local community and establish the existing visual quality of the study area. Relevant community plans and their policies include the Bel Air-Beverly Crest Community Plan and the West Los Angeles Community Plan.

3.7.2.2 Visual Assessment Units

The study area has been divided into six Visual Assessment Units (VAUs) with similar visual characteristics and qualities. Figure 3.7-1 depicts the six VAUs established for evaluation of the Build Alternatives and the seven associated key views used to assess potential visual impacts as a result of implementing the Build Alternatives. The characteristics of each VAU are described briefly below.

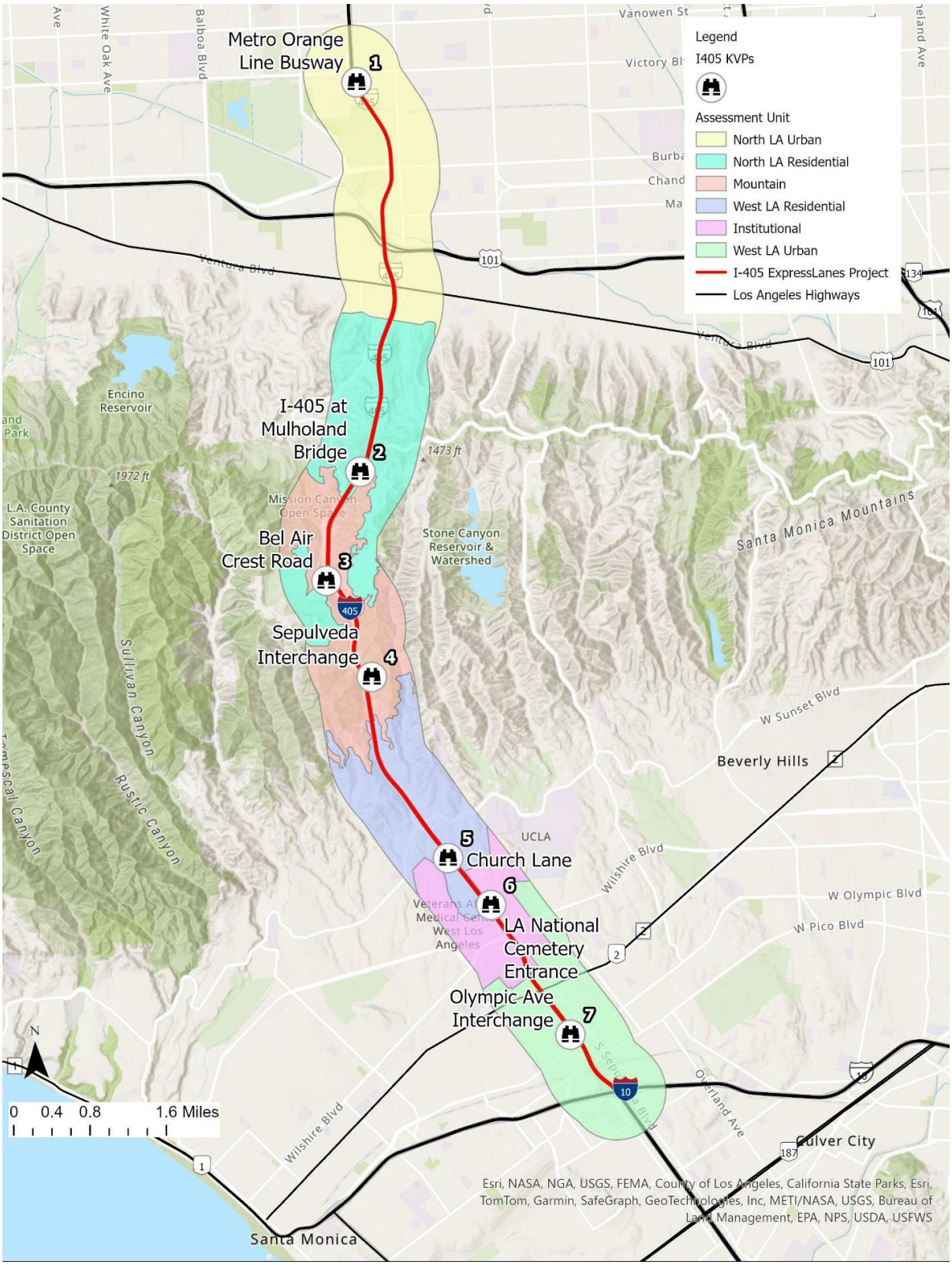

Figure 3.7-1: Visual Assessment Units and Key Views

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North Los Angeles Urban
This VAU consists of an urban landscape that is defined by a denser and more bustling atmosphere, including high-rise buildings. The VAU is characterized by human-made elements, such as concrete, asphalt, and the continuous movement of vehicles. Visual elements within this VAU also include the presence of roadways, overpasses, ramps, signage, advertising, buildings, and other elements, giving it a diverse appearance with little continuity.

North Los Angeles Residential
This VAU consists of a mix of residential developments and more natural elements such as mountain foothills and ornamental vegetation. The VAU is characterized by inconsistent landscaping and retaining wall design along I-405 as it transitions between urban and residential geographic regions. The VAU is also defined by congested traffic conditions and various human-made visual elements that can be seen from the I-405 Corridor.

Mountain
This VAU consists of the coastal mountains of the Sepulveda Canyon. The canyon features coastal mountains of varying heights, reaching elevations of nearly 2,000 feet, along with significant open spaces on the northern and southern sides of I-405. In the canyon, the visual character is generalized by natural and rural elements that are defined by coastal mountains, low foothills, and alluvial plains with coastal sage scrub and chaparral vegetation communities. Visual elements also include low-density suburban residential areas.

West Los Angeles Residential
This VAU consists of a mix of residential developments and more natural elements such as mountains and ornamental vegetation. The VAU is characterized by inconsistent landscaping and retaining wall design along I-405 as it transitions between urban and residential geographic regions. The VAU is also defined by congested traffic conditions and various human-made visual elements that can be seen from the I-405 Corridor.

Institutional
This VAU consists of roadway elements and moving vehicles. The VAU is characterized by the presence of noise barriers, retaining walls, overpasses, ramps, signage, and advertising along the I-405 Corridor. It also includes large open spaces and institutional buildings such as the Los Angeles National Cemetery and the West Los Angeles Veterans Complex. These areas are characterized by open lawns, ornamental vegetation, and large trees. Buildings and roadways also include concrete, asphalt, glass, steel, and plastic visual elements, which are prevalent throughout the I-405 Corridor.

West Los Angeles Urban
This VAU consists of an urban landscape that is defined by high-rise buildings, and a denser and more bustling atmosphere. The VAU is characterized by a variety of sizes and scales of human-made elements, including concrete, asphalt, and the continuous movement of vehicles. Visual elements within this VAU also include the presence of roadways, overpasses, ramps, signage, advertising, buildings, and other elements, giving it a diverse appearance with little continuity.

3.7.2.3 Key Views

Because it is not feasible to analyze all the views in which the Build Alternatives would be seen, it is necessary to select a number of key views associated with each of the VAUs that would most clearly demonstrate the change in the visual resources (see Section 3.7.2.5, Visual Quality) relative to the Build Alternatives. Key views also represent views that people either using the highway (highway users) or seeing the highway (highway neighbors) would have of the Project Corridor. The following section describes the existing visual environment as seen from each key view and the overall visual change that would occur as a result of the Build Alternatives.

Alternative 3 encompasses the most notable physical transformations, encompassing adjustments to High-Occupancy Vehicle (HOV) lanes, the implementation of ExpressLanes (ELs) in both directions, modifications to general-purpose lanes, auxiliary lanes, shoulders, weave lanes, and various other elements across the Project Corridor. Consequently, unless specified otherwise, the examination of all key views would predominantly center on the visual effects attributed to Alternative 3, which generally yields the most substantial degree of visual impact. The location and direction of each key view was shown previously on Figure 3.7-1. Descriptions of the existing key views with further details are provided below and on Figures 3.7-2 through 3.7-8.

Refer to Chapter 2, Project Alternatives, for a discussion of the proposed improvements under each Build Alternative (i.e., Alternatives 2, 3, and 5).

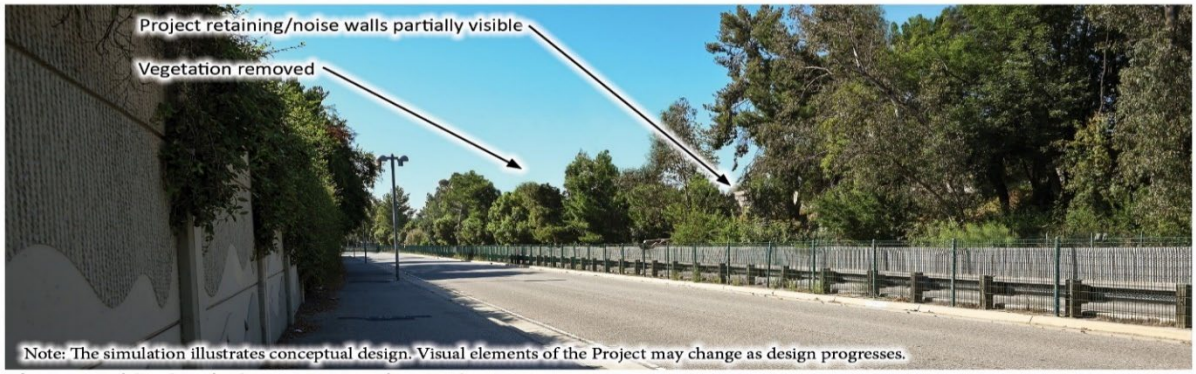
Key View No. 1 (North Los Angeles Urban)

Key View No. 1 is viewed from Haskell Avenue (North Orange Line Busway) looking south and is shown on Figure 3.7-2. The overall visual environment is dominated by the road and busway. I-405 is situated at an elevation approximately 25 feet higher than that of Haskell Avenue. The descending slope between I-405 and Haskell Avenue is adorned with trees and shrubs. The existing trees are large enough to block most views of the freeway to the west. An existing noise barrier lies between the roadway and adjacent land uses on the opposite side of Haskell Avenue and blocks views to the east.

Figure 3.7-2: Key View No. 1 – North Los Angeles Urban Visual Assessment Unit



Existing Conditions KV 1



Photographic simulation at KV 1 - Alternative 3

Key View No. 2 (North Los Angeles Residential)

Key View No. 2 is viewed from I-405 looking southwest along I-405 under the Mulholland Bridge and is shown on Figure 3.7-3. The overall visual environment is characterized by concrete, asphalt, and moving vehicles associated with I-405. The existing roadway spans over 200 linear feet in width, and the Mulholland Bridge stands out as a prominent visual landmark. The human-made components of this scene, such as the smooth-textured pavement, light-colored bridges, signage, lane markings, and metal structures, create a sharp contrast with the natural vegetation and the nearby mountains. Steeply sloping hillsides characterize the area outside of the Project Corridor with residential developments occurring both east and west of this location. Residential developments are located above or below the elevation of the freeway and are generally not visible from I-405. The road, however, cuts through residential developments and disrupts the overall sense of continuity and unity.

Figure 3.7-3: Key View No. 2 – North Los Angeles Residential Visual Assessment Unit



Existing Conditions KV 2



Photographic simulation at KV 2 - Alternative 3

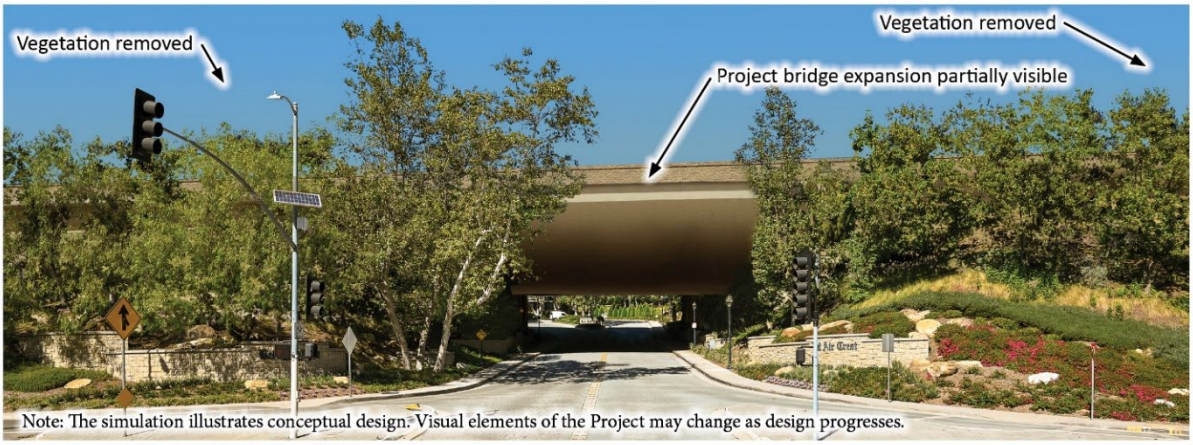
Key View No. 3 (Mountain)

Key View No. 3 is viewed from Sepulveda Boulevard looking under I-405 at the Bel Air Crest Road Underpass and is shown on Figure 3.7-4. The elevated I-405 stands approximately 45 feet above the level of Sepulveda Boulevard at the intersection. The intersection is defined by meticulously maintained ornamental vegetation, cared for by the neighboring gated residential development. This lush landscape extends through the underpass structure and blends seamlessly with the greenery in the security gate area east of I-405, forming a cohesive and continuous landscape. The surrounding mountains and nearby greenery constrict vistas beyond the roadway, diminishing the prominence of the overpass structure.

Figure 3.7-4: Key View No. 3 – Mountain Visual Assessment Unit



Existing Conditions KV 3



Photographic simulation at KV 3 - Alternative 3

Key View No. 4 (Mountain)

Key View No. 4 is viewed from Sepulveda Boulevard looking south at the Getty Center Drive Interchange and is shown on Figure 3.7-5. This view is positioned along Sepulveda Boulevard at the Getty Center Drive interchange, where I-405 stands elevated approximately 50 feet above the boulevard's level. The interchange encompasses northbound and southbound on-ramps and off-ramps, along with an underpass bridge where Sepulveda Boulevard passes beneath I-405. This interchange is characterized by steep mountain slopes to the east and west, as well as areas of unmaintained grass and vegetation. The steep topography necessitates numerous retaining walls. Human-made elements linked with Sepulveda Boulevard and I-405, such as expanses of paving, large retaining walls, ramps, overhead utilities, signage, and others are prominently visible. The Los Angeles Metropolitan Water District facility is also visible from the intersection and large industrial tanks contrast with the natural visual elements. No other developments (i.e., residential, retail/commercial, etc.) are visible from this location and there are no dedicated pedestrian facilities.

Figure 3.7-5: Key View No. 4 – Mountain Visual Assessment Unit



Existing Conditions KV 4



Photographic simulation at KV 4 - Alternative 3

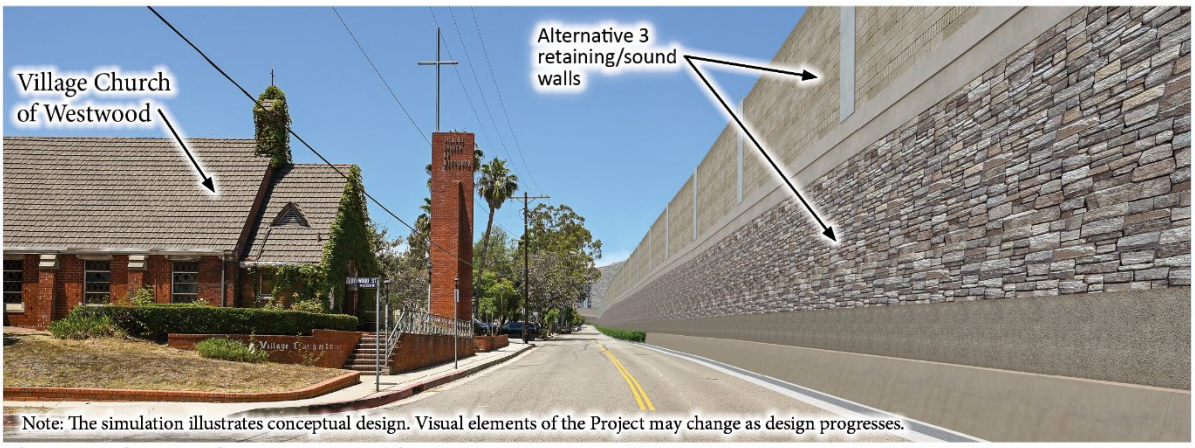
Key View No. 5 (West Los Angeles Residential)

Key View No. 5 is viewed from Church Lane looking northwest and is shown on Figure 3.7-6. The West Los Angeles VAU is characterized by a suburban visual character, blending single and multi-family residential homes, tree-lined streets, and well-kept ornamental landscapes. Various types of fencing, including ornamental iron, wood, concrete block, and others, are commonly seen, particularly among homes that front the adjacent streets. Along with existing vegetation, these human-made elements limit views from residential structures and generally create a sense of intimate space and privacy associated with each structure. Overhead utilities, street signage, and various urban elements are commonly integrated into the visual context. The presence of parked cars, both along Church Lane and abutting streets, can contribute to a somewhat congested or cluttered visual quality in the area. It is noteworthy that a significant portion of the areas neighboring I-405 in the West Los Angeles Residential VAU are positioned up to approximately 10 feet lower than the elevation of the freeway. This difference in elevation is addressed through the use of concrete retaining walls with noise barriers on top.

Figure 3.7-6: Key View No. 5 – West Los Angeles Residential Visual Assessment Unit



Existing Conditions KV 5



Photographic simulation at KV 5 - Alternative 3

Key View No. 6 (Institutional)

Key View No. 6 is viewed from Sepulveda Boulevard looking northwest at the Los Angeles National Cemetery and is shown on Figure 3.7-7. The visual environment surrounding the Los Angeles National Cemetery holds heightened significance, given its profound historical and cultural importance. Rows of well-maintained white headstones and monuments symbolize the sacrifices of veterans across different eras, adding depth and significance to the landscape and creating a dignified and respectful ambiance. The visual character of the cemetery encompasses meticulously manicured lawns, pathways, ornamental trees, and landscaping, contributing to a serene and peaceful environment. Despite Sepulveda Boulevard, positioned between the cemetery and I-405, being susceptible to heavy traffic congestion, which can occasionally detract from the overall visual quality, the cemetery's visual quality remains high. Sepulveda Boulevard is lower than the elevation of the freeway and retaining walls present a nearly complete visual block west of the roadway.

Figure 3.7-7: Key View No. 6 – Institutional Visual Assessment Unit



Existing Conditions KV 6

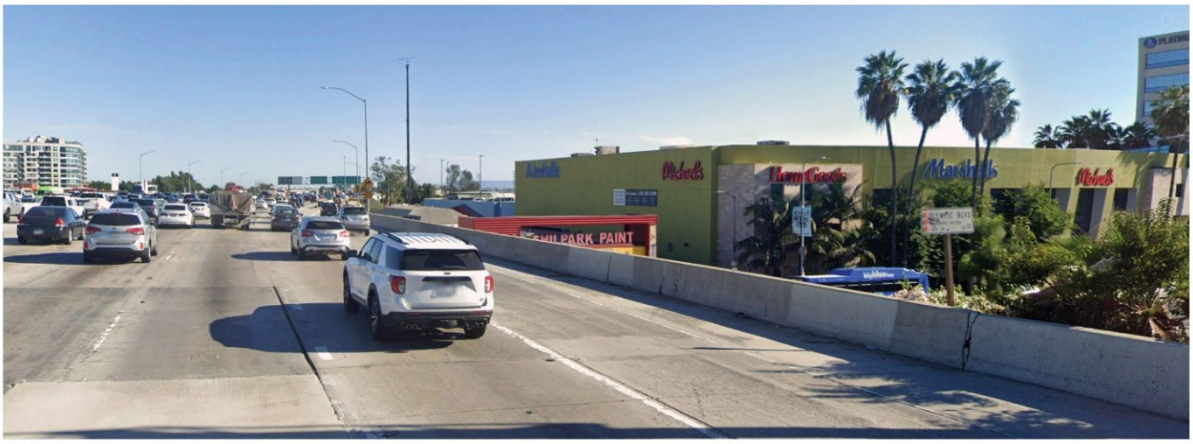


Photographic simulation at KV 6 - Alternative 3

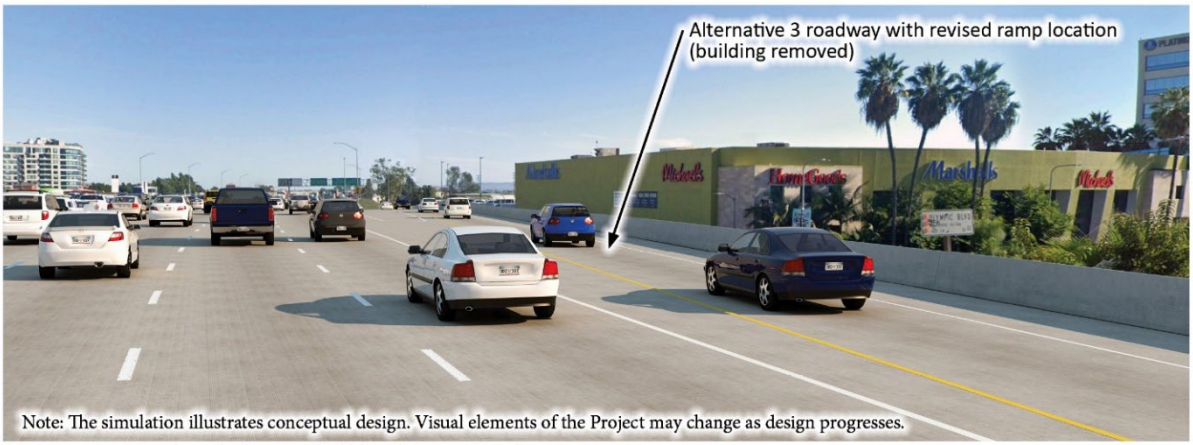
Key View No. 7 (West Los Angeles Urban)

Key View No. 7 is viewed from I-405 looking south at the Olympic Avenue interchange and is shown on Figure 3.7-8. The visual character and quality associated with the study area in this VAU are defined by urban development both east and west of the Project Corridor. This development is generally characterized by retail, commercial, residential, civic, and other land uses. Concrete, asphalt, glass, plastic, and other human-made elements are ubiquitous. Landscapes and natural visual elements are limited to ornamental landscapes around buildings and are not generally visually defining. I-405 and its accompanying ramps, with widths exceeding 500 linear feet, bisect the surrounding areas, disrupting visual continuity and unity. The smooth texture and light colors associated with human-made elements such as pavement, bridges, signage, lane striping, and metal contrast with the natural vegetation and adjacent mountains.

Figure 3.7-8: Key View No. 7 – West Los Angeles Urban Visual Assessment Unit



Existing Conditions KV 7



Photographic simulation at KV 7 - Alternative 3

3.7.2.4 Visual Character

Visual character includes attributes such as form, line, color, and texture, and is used to describe, not evaluate; that is, these attributes are considered neither positive nor negative. However, a change in visual character can be evaluated when compared with the viewer response to that change. Changes in visual character can be identified by how visually compatible a proposed project would be with the existing condition by using visual character attributes as indicators. For this Project, the following attributes were considered:

- **Form:** Visual mass or shape
- **Line:** Edges or linear definition
- **Color:** Reflective brightness (light, dark) and hue (red, green)
- **Texture:** Surface coarseness
- **Dominance:** Position/size/extent to which an element or feature stands out
- **Scale:** Size of elements in relation to each other
- **Diversity:** Variety and range
- **Continuity:** Smooth, uninterrupted flow, coherence

In the developed portions of the study area, the visual environment is dominated by the I-405 Corridor itself, known for its frequent use and congestion by residents traveling for work, leisure, or education. Straight lines, expanses of pavement, noise barriers, retaining walls, overpasses, ramps, and other roadway elements are defining features. The I-405 Corridor is characterized by the presence of roadways, overpasses, ramps, signage, advertising, buildings, and other elements, giving it a diverse appearance with little continuity.

In contrast, natural elements such as mountains with natural and ornamental vegetation are present in the visual environment, offering natural elements and colors. However, inconsistent landscaping and retaining wall design along I-405 creates a transition between different geographic regions along the route that appears incongruous. Overall, the frequently congested traffic conditions in the I-405 Corridor, combined with various human-made visual elements, contribute to a cluttered visual environment with limited continuity.

3.7.2.5 Visual Quality

Visual quality is evaluated by identifying the vividness, intactness, and unity present in the study area. The study area is dominated by human-made elements and moving vehicles. The visual environments surrounding the Project Corridor are dominated by traffic congestion and over-capacitated HOV lanes. Inconsistent landscaping and retaining wall design also creates an incongruous transition between the differing geographic regions along the route. Due to the differing geographic regions along the route and existing visual landscape surrounding the corridor, the study area lacks visual unity.

3.7.2.6 Viewer Groups

The population affected by the Build Alternatives (Alternatives 2, 3, and 5) is composed of viewers. Viewers are people whose views may be altered by the Build Alternatives—either because the visual environment itself has changed or their perception of visual quality has changed.

There are two major types of viewer groups for highway projects: highway neighbors and highway users. Highway neighbors are people with views *to* the road and are subdivided into different viewer groups by land use. Residential, commercial, industrial, retail, institutional, civic, educational, recreational, and agricultural land uses may generate highway neighbors or viewer groups with distinct reasons for being in the study area and therefore having distinct responses to changes in visual quality. Institutional/Civic viewers are connected to institutions like government facilities, schools, and hospitals. They have brief to substantial exposure and some viewers can have a high sensitivity to changes in the visual environment, leading to a moderate-high response to visual changes. The residential neighbors include a diverse group, including owners and renters of single-family homes, condominiums, apartments, and other permanent housing arrangements residing within the study area. They have long-term exposure and are sensitive to changes in the visual environment, making their response moderate-high.

Traveling viewers (highway users) are people with views *from* the road and encompass individuals who have viewpoints from the road, and they can be categorized in two distinct ways: by their mode of travel or by their reason for travel. Motorists, transit riders, and commercial/shipping drivers were considered. Large numbers of traveling viewers would be in close proximity to elements of the Build Alternatives but would have short-duration views as they travel along the freeway or arterials. Drivers would be focused on driving activities, and awareness of and sensitivity to proposed changes would likely be low. Passengers have the ability to focus on elements outside of driving and the Project Corridor (e.g., trees, vegetation, distant mountains, and human-made landcover) and be less focused on elements of the Build Alternatives. Traveling viewers would generally have less sensitivity to changes in the visual environment than highway neighbors and their views would be limited to the time in which they are traveling. Their response to changes in the visual environment is expected to be low.

Viewer Response

Viewer response is a measure or prediction of the viewer's reaction to changes in the visual environment. Each viewer group has its own particular level of viewer exposure and viewer sensitivity, resulting in distinct and predictable visual concerns for each group, which in turn helps to predict their responses to visual changes.

Viewer Exposure

Viewer exposure is a measure of the viewer's ability to see a particular object. Viewer exposure has three attributes: location, quantity, and duration. Location relates to the position of the viewer in relation to the object being viewed. The nearer viewers are to the object, the greater the exposure. Quantity refers to how many people see the object. The more people who can see an object or the greater frequency at which an object is seen, the greater its exposure to viewers. Duration refers to how long a viewer is subjected to changes in the visual environment. The longer the duration, the greater the exposure. High viewer exposure helps predict viewers who could have a response to a visual change.

Viewer Sensitivity

Viewer sensitivity is a measure of the viewer's recognition of a particular object, It has three attributes: activity, awareness, and local values. Activity relates to the preoccupation of viewers—whether they are preoccupied, thinking of something else, or truly engaged in observing their surroundings. The more viewers actually observe their surroundings, the more sensitivity they will have to visual changes. Awareness relates to the focus of the view—whether the focus is wide and the view general or whether the focus is narrow and

the view specific. The more specific the awareness, the more sensitive a viewer is to change. Local values and attitudes can also affect viewer sensitivity. If the viewer group values aesthetics in general or if a specific visual resource has been protected by a local, State, or national designation, it is likely that viewers will be more sensitive to visible changes to that resource. High viewer sensitivity helps predict viewers who could have a high concern for any visual change.

3.7.3 Environmental Consequences

Visual impacts are determined by assessing changes to the visual quality and predicting viewer response to those changes. Visual impacts for the Build Alternatives and No Build Alternative are discussed below.

3.7.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Construction of the Build Alternatives would occur in multiple stages, spanning approximately 10 months per stage. Paint removal equipment and revised lane painting equipment, trucks and cranes for sign installation, and other construction equipment may be visible to both traveling viewers and neighbors within areas under active construction. Freshly graded shoulders and slopes, construction signage, traffic control devices, flaggers, dust, and other temporary impacts would also likely affect views in areas indicated for lane widening. Night lighting would be for construction that avoids activities during periods of heaviest congestion. Modifications to bridge structures and noise barriers may involve cranes, scaffolding, and other temporary construction equipment and materials. Construction associated with Alternatives 3 and 5 would likely cause short-term visual impacts compared to Alternative 2 since Alternative 2 includes minimal construction. The Mountain VAU and West Los Angeles Residential VAU are likely to experience adverse effects during construction. Removal of retaining walls, soundwalls, and construction activities would result in temporary adverse effects. However, these impacts would be temporary in nature. Overall, viewer sensitivity is moderate, and position, proximity, and frequency would not change. Measures VIS-8 through VIS-10 would be implemented during construction to reduce visual impacts from construction staging areas and lighting.

No Build Alternative (Alternative 1)

The No Build Alternative would not include the construction of any of the improvements on I-405 related to the Build Alternatives and, therefore, would not result in changes in views to/from the study area. Therefore, the No Build Alternative would not result in adverse short-term visual effects on and in the vicinity of the study area.

3.7.3.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

The Build Alternatives would add human-made visual elements to the existing Project Corridor, but in most cases would not substantially change viewer exposure or sensitivity. Proposed pavement, pavement delineation, median dividers, roadway shoulders, noise barriers, and other highway elements are present in the existing visual environment and all proposed elements would be compatible with the existing visual environment. Therefore, the visual changes under the Build Alternatives would not substantially change viewer activities or awareness.

The duration for which highway users would view the elements of the Build Alternatives would decrease as congestion eases. Existing vegetation, land cover, and topography

would continue to block or obscure most views of the Build Alternatives for most highway neighbors. Replacement of existing lighting with new light-emitting diode (LED) lighting may slightly change how the study area looks at night, and additional safety lighting would be provided for new ELs. Alternative 3 encompasses the most notable physical transformations, encompassing adjustments to HOV lanes, the implementation of ELs in both directions, modifications to general-purpose lanes, auxiliary lanes, shoulders, weave lanes, and various other elements across the Project Corridor. Therefore, the analysis of impacts described below center on the visual effects attributed to Alternative 3, which generally yields the most substantial degree of impact. Anticipated visual impacts are described below for each VAU.

North Los Angeles Urban VAU

Under Alternative 3 at Key View No.1 (KV1), within the North Los Angeles Urban VAU, the I-405 mainline is slated to expand eastward (toward the observer), necessitating the installation of a noise barrier atop a retaining wall due to the steep slopes descending from the road under Alternative 3. Refer to Figure 3.7-2 for the existing conditions and photographic simulation at KV1 under Alternative 3. Alternative 2 closely aligns with Alternative 3 in the North Los Angeles Urban VAU in terms of visual elements and is generally expected to be similar in form and scale. Alternative 5 would not include the reconstruction of the noise barrier, and no alterations to the current conditions are foreseen. To facilitate wall construction under Alternatives 2 and 3, trees and vegetation at the top of the slope descending from I-405 would be cleared, but the majority of vegetation along the mid and bottom areas of the slope would remain and would continue to provide visual screening. Although Alternatives 2 and 3 aim to replace removed trees and other vegetation, it would take time to achieve the same visual qualities as existing mature trees and vegetation. However, Alternatives 2 and 3 would implement Measures VIS-7 and VIS-11 to only remove necessary vegetation and restore affected areas to pre-Project conditions, to the extent feasible.

In addition, Alternatives 2 and 3 would implement Measure VIS-4, which includes applying a consistent aesthetic treatment to structures such as retaining walls to facilitate a common visual theme with other highway structures. Therefore, the overall change in the visual quality in the North Los Angeles Urban VAU under Alternatives 2 and 3 is expected to be minimal and categorized as Low. Under Alternative 5, no alterations to the current conditions within the North Los Angeles Urban VAU are anticipated and no change in the visual quality would occur, similar to the No Build Alternative.

Most viewers are traveling viewers passing through the area who are typically less sensitive to alterations in the visual environment. Considering the limited exposure and awareness, viewers at KV1 would likely have a Low to Moderate level response to the new visual elements and changes in the visual environment from Alternatives 2 and 3. Under Alternative 5, no alterations to the current conditions within the North Los Angeles Urban VAU are anticipated; therefore, viewers at KV1 would have no response to the lack of changes in the visual environment, similar to the No Build Alternative.

Alternatives 2 and 3 would also implement Measures VIS-2, VIS-3, and VIS-6 to minimize visual impacts by applying a consistent landscape treatment throughout the Project Corridor to promote visual continuity; contouring cuts and fills to visually blend with the surrounding landscape; and ensuring additional signage be developed sensitively to avoid unnecessary repetition of signs that lead to visual clutter. In addition, Alternatives 2 and 3 would implement Measures VIS-1 and MM-VIS-12 to develop a Project Aesthetics and Landscape

Master Plan for the Project and create a unified aesthetic theme and to support the various communities' aesthetic goals.

As Alternatives 2 and 3 would implement Measures VIS-1 through VIS-4, VIS-6, VIS-7, VIS-11, and MM-VIS-12, as identified in Section 3.7.4, to minimize and avoid substantial adverse visual effects, implementation of Alternatives 2 and 3 would not have a substantial visual impact within the North Los Angeles Urban VAU. As no alterations to the current conditions within the North Los Angeles Urban VAU under Alternative 5 are anticipated, no measures to minimize and avoid substantial adverse visual effects would be required, and implementation of Alternative 5 would not have a substantial adverse visual impact within the North Los Angeles Urban VAU.

North Los Angeles Residential VAU

At Key View No. 2 (KV2), within the North Los Angeles Residential VAU, the expansion of the I-405 mainline would impact both the northbound and southbound directions under Alternatives 3 and 5. This expansion would necessitate the introduction of additional visible infrastructure elements, including extended road pavement, lane markings, and barriers. Additionally, it would involve slightly heightening the existing retaining walls or the construction of new small retaining walls on both sides of I-405. Refer to Figure 3.7-3 for the existing conditions and photographic simulation at KV2 under Alternative 3. Alternative 2 would not involve widening the freeway and would not require construction of a retaining wall. However, Alternative 2 would incorporate tolling infrastructure (i.e., converting the existing HOV lane to an ExpressLane in each direction) and delineators. To facilitate the construction of the new walls and infrastructure elements under Alternatives 3 and 5, a small number of trees and vegetation along I-405 would be removed to construct the retaining walls. Similar to within the North Los Angeles Urban VAU, Alternatives 3 and 5 would implement Measures VIS-7 and VIS-11 to remove only necessary vegetation and restore affected areas to pre-Project conditions, to the extent feasible.

While the retaining walls under Alternatives 3 and 5 would introduce slightly larger scale or new visual features, they would closely resemble other retaining walls found along the Project Corridor, would not be substantially tall enough to obstruct views, and would not have a substantial detrimental impact on nearby vegetation. Further, Alternatives 3 and 5 would implement Measure VIS-4, which includes applying a consistent aesthetic treatment to structures such as retaining walls to facilitate a common visual theme with other highway structures. Therefore, the overall change in the visual quality under Alternatives 3 and 5 would be considered Low to Moderate for this VAU. As Alternative 2 would incorporate tolling infrastructure and delineators only and would not include freeway widening or the construction of a retaining wall, the change in visual quality under Alternative 2 would also be considered Low.

At KV2, the primary observers are travelers along I-405. These individuals, especially drivers, typically have their attention focused on the task of driving and may not be particularly sensitive to changes in the visual surroundings. Consequently, their awareness of alterations in the existing visual environment under the Build Alternatives is likely to be limited. Therefore, the overall viewer response is likely to be categorized as Low. Similar to within the North Los Angeles Urban VAU, the Build Alternatives would implement Measures VIS-2, VIS-3, and VIS-6 to minimize visual impacts by applying a consistent landscape treatment throughout the Project Corridor to promote visual continuity; contouring cuts and fills to visually blend with the surrounding landscape; and ensuring additional signage be developed sensitively to avoid unnecessary repetition of signs that lead to visual clutter. The

Build Alternatives would also implement Measures VIS-1 and MM-VIS-12 to develop a Project Aesthetics and Landscape Master Plan for the Project and create a unified aesthetic theme and to support the various communities' aesthetic goals.

As Alternatives 3 and 5 would implement Measures VIS-7 and VIS-11, and all Build Alternatives would implement Measures VIS-1 through VIS-4, VIS-6, and MM-VIS-12, as identified in Section 3.7.4, to minimize and avoid substantial adverse visual effects, implementation of the Build Alternatives would not have a substantial adverse visual impact within the North Los Angeles Residential VAU.

Mountain VAU

At Key View No. 3 (KV3), within the Mountain VAU, the I-405 mainline would expand by 12 feet and 22 feet over Bel Air Crest Road in the northbound and southbound directions, respectively, under Alternative 3. This would require the renovation of the Bel Air Crest bridge structure to accommodate the additional I-405 width. This additional width would encroach upon the adjacent Sepulveda Boulevard and reduce natural visual elements. A retaining wall would also be required to accommodate the steep slope on the northbound side of Sepulveda Boulevard. Under Alternative 3, vegetation, including trees (approximately 5), shrubs, and other plants, would be cleared directly west of I-405 to accommodate the expansion and construction efforts. Removal of vegetation would likely increase the visibility of human-made elements of the new bridge, such as concrete structures. However, some vegetation near Sepulveda Boulevard is expected to remain, helping to maintain visual screening and the existing decorative landscape. Refer to Figure 3.7-4 for the existing conditions and photographic simulation at KV3 under Alternative 3.

Under Alternative 2, the I-405 mainline would expand approximately 16 feet, 7 inches, in the southbound direction. Similar to Alternative 3, the mainline widening would require the renovation of the Bel Air Crest bridge structure to accommodate the additional I-405 width. For Alternative 2, the amount of vegetation required to be removed for the mainline expansion and construction access would be less than Alternative 3 particularly on the northbound side, but visual changes would be similar to those described above for this VAU. Alternative 5 closely aligns with Alternative 3 in terms of visual elements and is generally expected to be similar in form and scale.

Similar to within the North Los Angeles Urban and Residential VAUs, the Build Alternatives would implement Measures VIS-7 and VIS-11 to only remove necessary vegetation and restore affected areas to pre-project conditions to the extent feasible. Additionally, the Build Alternatives would also implement Measures VIS-2 through VIS-6 to minimize visual impacts by applying a consistent landscape treatment throughout the Project Corridor to promote visual continuity; contouring cuts and fills to visually blend with the surrounding landscape; applying a consistent color and aesthetic treatment, like texturizing and scoring, to walls/noise barriers; installing additional decorative screening at sensitive locations; and ensuring additional signage be developed sensitively to avoid unnecessary repetition of signs that lead to visual clutter. The Build Alternatives would also implement Measures VIS-1 and MM-VIS-12 to develop a Project Aesthetics and Landscape Master Plan for the Project and create a unified aesthetic theme and to support the various communities' aesthetic goals.

Even with implementation of these measures, the overall change in visual quality under Alternative 3 at KV3 would be Moderate to High for this VAU as the new retaining walls and

structures would constitute a Moderate to High level of visual change. For Alternatives 2 and 5, the overall change in the visual quality at KV3 would be Moderate.

Most viewers with direct views of changes would be motorists along Sepulveda Boulevard who are typically not sensitive to visual changes. Other viewers with direct views of the Project Corridor would be motorists along Bel Air Crest Road who would likely be highly sensitive to visual changes. These viewers tend to move at slower speeds and are in closer proximity to visual changes compared to those traveling along Sepulveda Boulevard. Given their probable daily exposure, they are likely to encounter the improvements under the Build Alternatives more frequently, heightening their sensitivity to changes in the visual environment.

Although there is a high number of traveling viewers along Sepulveda Boulevard with a low level of response to changes in the visual environment and a smaller number of traveling viewers along Bel Air Crest Road with a high level of response, the overall sensitivity would not completely balance. Therefore, the overall viewer response under the Build Alternatives at KV3 would be Moderate to High.

At Key View No. 4 (KV4), within the Mountain VAU, Alternatives 3 and 5 would have an impact on both I-405 and Sepulveda Boulevard as a result of the planned mainline expansion. The northbound I-405 mainline roadway widening would encroach upon the adjacent Sepulveda Boulevard between Getty Center Drive and the Sepulveda Boulevard undercrossing. The Sepulveda Boulevard centerline would be shifted approximately 10 feet east. This would require a retaining wall along the northbound side of Sepulveda Boulevard. The mainline expansion would also require reconstruction of both northbound I-405 on- and off-ramps. Side slopes along the ramps would be steepened and may require small retaining walls. Refer to Figure 3.7-5 for the existing conditions and photographic simulation at KV4 under Alternative 3.

Alternative 2 is expected to have an appearance similar to the No Build scenario; however, it would likely include the addition of landscaping in the freeway infield. However, it would not require the realignment of Sepulveda Boulevard or the reconstruction of the I-405 northbound ramps.

Alternatives 3 and 5 would implement Measures VIS-7 and VIS-11 to remove only necessary vegetation and restore affected areas to pre-Project conditions, to the extent feasible. Alternatives 3 and 5 would also implement Measure VIS-4, which includes applying a consistent aesthetic treatment to structures such as retaining walls to facilitate a common visual theme with other highway structures. Additionally, Alternatives 3 and 5 would implement Measures VIS-2, VIS-3, and VIS-6 to minimize visual impacts by applying a consistent landscape treatment throughout the Project Corridor to promote visual continuity; contouring cuts and fills to visually blend with the surrounding landscape; and ensuring additional signage be developed sensitively to avoid unnecessary repetition of signs that lead to visual clutter. In addition, all Build Alternatives would implement Measures VIS-1 and MM-VIS-12 to develop a Project Aesthetics and Landscape Master Plan for the Project and create a unified aesthetic theme and to support the various communities' aesthetic goals.

Viewers would generally experience few changes in their visual environment and have a correspondingly Low response to changes. Viewers would typically be travelers along Sepulveda Boulevard and I-405, where expansive pavement, lane markings, retaining walls, and other visual elements are ubiquitous. The majority of viewers would be passing through

the area and are typically not sensitive to and have a low awareness of changes in the visual environment. Therefore, the overall change to the visual environment under Alternatives 3 and 5 at KV4 would be Low. As Alternative 2 is expected to have an appearance similar to the No Build scenario, viewers would also generally have a correspondingly Low response to the changes under Alternative 2 at KV4.

Although implementation of Measures VIS-1 through VIS-7, VIS-11, and MM-VIS-12 would reduce visual effects of the Build Alternatives at KV3 and KV4 within the Mountain VAU, viewers have the potential to still experience a Moderate to High level of change in visual quality at KV3 under Alternative 3 and a Moderate level of change in visual quality at KV3 under Alternatives 2 and 5. Therefore, the Build Alternatives would result in adverse visual effects at KV3 within the Mountain VAU, and implementation of the Build Alternatives could result in a visual impact within the Mountain VAU.

West Los Angeles Residential VAU

At Key View No. 5 (KV5), within the West Los Angeles Residential VAU, Alternatives 3 and 5 propose adjustments for the southbound I-405 mainline, involving a slight westward shift from its current position. This necessitates the reconstruction of the existing retaining wall and noise barrier, bringing them slightly west. Vegetation along the east side of Church Lane would be removed for relocation and construction of the new retaining wall and noise barrier. The height of the existing noise barrier would be increased from approximately 10 feet to 16 feet and would be particularly imposing for space-constrained areas where the wall would be closest to viewers and planting beds would not allow plants to soften visual impacts. Refer to Figure 3.7-6 for the existing conditions and photographic simulation at KV5 under Alternative 3. Alternative 2 would be similar to the No Build Alternative and therefore, is projected to result in no changes in the existing visual environment at KV5.

Similar to the other VAUs, Alternatives 3 and 5 would implement Measures VIS-7 and VIS-11 to only remove necessary vegetation and restore affected areas to pre-Project conditions, to the extent feasible. Alternatives 3 and 5 would also implement Measures VIS-2 through VIS-4, and VIS-6 to minimize visual impacts by applying a consistent landscape treatment throughout the Project Corridor to promote visual continuity; contouring cuts and fills to visually blend with the surrounding landscape; applying a consistent aesthetic treatment to structures, such as retaining walls, to facilitate a common visual theme with other highway structures; and ensuring additional signage be developed sensitively to avoid unnecessary repetition of signs that lead to visual clutter. In addition, Alternatives 3 and 5 would implement Measures VIS-1 and MM-VIS-12 to develop a Project Aesthetics and Landscape Master Plan for the Project and create a unified aesthetic theme and to support the various communities' aesthetic goals.

Under Alternatives 3 and 5, the existing topography and land cover would continue to block the new retaining wall and noise barrier for most neighboring viewers in adjacent areas. However, even with the implementation of measures noted above, the increased height and scale of the reconstructed retaining wall and noise barrier under Alternatives 3 and 5 would expose viewers to the closer location and larger scale of the retaining wall and noise barrier. Some residential viewers, travelers along Church Lane and viewers at the Village Lutheran Church with direct views of the wall and barrier, would be sensitive to these changes in their visual environment. Therefore, the overall to the visual environment under Alternatives 3 and 5 at KV5 would be High. As no alterations are expected in comparison to the current state, the overall change in visual quality at KV5 for Alternative 2 would be Low.

Motorists and commuters on I-405 would be exposed to an increased scale of visual elements at KV5; however, these elements are in the existing visual environment and, given that the majority of viewers would be passing through the area, these viewers are less likely to be sensitive to changes in the visual environment. Therefore, their viewer response would be Low. Motorists and traveling viewers along Church Lane may experience a Moderate to High viewer response due to the closer retaining wall and eliminated vegetation, which would reduce visual screening and shading along the street. Residential viewers along Church Lane and visitors to the Village Lutheran Church are more likely to notice the slightly closer retaining wall and noise barrier at KV5, as well as the reduction of existing vegetation. Visitors to the church would have short-duration views of the reconstructed retaining wall and noise barrier under Alternative 3 while they visit the church, but residential viewers would have longer-duration exposure to this change in the existing visual environment. The high number of traveling viewers (motorists, commuters, and traveling viewers along Church Lane) with a low level of response to changes in the visual environment would not completely balance the smaller number of neighboring residential viewers with a high level of response. Therefore, the overall viewer response under Alternative 3 at KV5 would be High.

Alternative 5 is expected to introduce comparable changes to visual resources at KV5 as Alternative 3. These changes imply that the alterations to the existing visual environment in Alternative 5 would closely resemble those outlined for KV5 under Alternative 3. In contrast, Alternative 2 is projected to have no changes in the existing visual environment for KV5. This suggests that, under Alternative 2, the visual landscape would remain unaffected, with no alterations expected in comparison to the current state.

Although implementation of Measures VIS-1 through VIS-4, VIS-6, VIS-7, VIS-11, and MM-VIS-12 would reduce visual effects of Alternatives 3 and 5 at KV5 within the West Los Angeles Residential VAU, viewers would still have the potential to experience a High level of change in their visual environment. Therefore, implementation of Alternatives 3 and 5 could result in adverse visual effects at KV5 and a visual impact within the West Los Angeles Residential VAU.

Alternative 2 would not have a substantial visual impact within the West Los Angeles Residential VAU as no alterations to the current conditions are anticipated; therefore, no measures to minimize and avoid substantial adverse visual effects would be required.

Institutional VAU

At Key View No. 6 (KV6), within the Institutional VAU, the northbound I-405 mainline roadway would be widened under Alternatives 3 and 5, which would involve a slight eastward shift of the northbound travel lanes and a slight westward shift in the southbound travel lanes. The existing retaining walls and noise barriers would be rebuilt north of Constitution Avenue but would closely match the existing retaining wall in terms of visual character, including size, scale, material, and location. However, the reconstruction of the existing retaining walls and noise barriers under Alternatives 3 and 5 would likely require the removal of existing ground cover, shrubs, and vines. Refer to Figure 3.7-7 for the existing conditions and photographic simulation at KV6 under Alternative 3. Alternative 2 does not require roadway widening and is not projected to have any changes in the existing visual environment at KV6, similar to the No Build Alternative.

Like in other VAUs, Alternatives 3 and 5 would implement Measures VIS-7 and VIS-11 to limit vegetation removal to what is necessary and restore affected areas to pre-Project

conditions where feasible. Further, Alternatives 3 and 5 would implement Measure VIS-4, which includes applying a consistent aesthetic treatment to structures such as retaining walls to facilitate a common visual theme with other highway structures. Therefore, the overall change in visual quality under Alternatives 3 and 5 would be considered Low for this VAU. As Alternative 2 is not projected to have any changes in the existing visual environment at KV6, no change to the visual environment would occur, similar to the No Build Alternative.

Motorists and commuters on Sepulveda Boulevard may be exposed to some new visual elements, such as retaining walls. However, retaining walls and bridges are already part of the existing visual environment and new walls would closely match existing walls. While viewers visiting the National Cemetery typically have a high sensitivity to visual changes, most visits to the cemetery would not be a regular/daily occurrence for most individuals, except for a small number of cemetery workers. As a result, these viewers would likely not notice minor changes in the visual environment over time. Therefore, the overall viewer response would be Low.

In addition, Alternatives 3 and 5 would implement Measures VIS-2, VIS-3, VIS-5, and VIS-6 to minimize visual impacts by applying a consistent landscape treatment throughout the Project Corridor to promote visual continuity; contouring cuts and fills to visually blend with the surrounding landscape; installing additional decorative screening at sensitive locations, such as at the National Cemetery; and ensuring additional signage be developed sensitively to avoid unnecessary repetition of signs that lead to visual clutter. Alternatives 3 and 5 would also implement Measures VIS-1 and MM-VIS-12 to develop a Project Aesthetics and Landscape Master Plan for the Project and create a unified aesthetic theme and to support the various communities' aesthetic goals.

As Alternatives 3 and 5 would implement Measures VIS-1 through VIS-7, VIS-11, and MM-VIS-12, as identified in Section 3.7.4, to minimize, avoid, and/or mitigate adverse visual effects, implementation of Alternatives 3 and 5 would not have a substantial visual impact within the Institutional VAU. Since Alternative 2 does not alter current conditions within the VAU, no mitigation for adverse visual effects is needed, and its implementation would not substantially impact the existing visual environment at KV6.

West Los Angeles Urban VAU

At Key View No. 7 (KV7), within the West Los Angeles Urban VAU, Alternatives 3 and 5 would expand both the northbound and southbound I-405 mainline. Expanding the mainline would introduce additional visible infrastructure elements, including extended road pavement, lane markings, and barriers. Additionally, expanding the mainline would require the construction of small retaining walls along both northbound and southbound sides of I-405. Alternative 3 would also include tolling infrastructure, while Alternative 5 would not. Refer to Figure 3.7-8 for the existing conditions and photographic simulation at KV7 under Alternative 3. Alternative 2 does not require mainline widening at KV7; therefore, the outside of the freeway would remain ‘as-is’. However, visual changes related to re-striping and tolling infrastructure would be the same as Alternative 3.

The new retaining walls under Alternatives 3 and 5 would resemble other retaining walls found along the Project Corridor and are not anticipated to impact nearby existing vegetation. Therefore, Measures VIS-7 and VIS-11 related to vegetation removal would not be required. However, Alternatives 3 and 5 would implement Measure VIS-4 to minimize visual impacts by applying a consistent aesthetic treatment to structures, such as retaining

walls, to facilitate a common visual theme with other highway structures. Therefore, the overall change in the visual quality under Alternatives 3 and 5 would be considered Low for this VAU.

The addition of lane markings, separation measures, toll facilities, and other features along the I-405 corridor would introduce new visual elements for driving viewers at a slightly larger scale; however, these visual elements are already present within the existing visual environment. Driving viewers typically are not sensitive to changes in the visual environment and would have a low awareness of changes in the existing visual environment. Therefore, the overall viewer response for the Build Alternatives is categorized as Low. In addition, these viewers may be aware of a more efficient traffic setting. The Build Alternatives would implement Measures VIS-2, VIS-3, and VIS-6 to minimize visual impacts by applying a consistent landscape treatment throughout the Project Corridor to promote visual continuity; contouring cuts and fills to visually blend with the surrounding landscape; and ensuring additional signage be developed sensitively to avoid unnecessary repetition of signs that lead to visual clutter. The Build Alternatives would also implement Measures VIS-1 and MM-VIS-12 to develop a Project Aesthetics and Landscape Master Plan for the Project and create a unified aesthetic theme and to support the various communities' aesthetic goals.

As Alternatives 3 and 5 would implement Measure VIS-4 and all Build Alternatives would implement Measures VIS-1 through VIS-3, VIS-6, and MM-VIS-12, as identified in Section 3.7.4, to minimize and avoid substantial adverse visual effects, implementation of the Build Alternatives would not have a substantial visual impact within the West Los Angeles Urban VAU at KVP7.

No Build Alternative (Alternative 1)

The No Build Alternative would not include the construction of any of the improvements to I-405 proposed under the Build Alternatives. While the No Build Alternative does not involve physical modifications to the Project Corridor, it is important to note that existing conditions of I-405 should not be considered static and unchanging. Projects outlined in approved regional transportation plans, including those listed on the financially constrained project list within the I-405 Project limits, would likely continue to be implemented and would have associated visual impacts; however, little if any change to the physical environment would be expected within the study area under the No Build Alternative. Therefore, no adverse effects would occur to visual quality as a result of the No Build Alternative for this VAU.

3.7.4 Avoidance, Minimization, and/or Mitigation Measures

Caltrans and the FHWA mandate that a qualitative/aesthetic approach be taken to address visual quality loss resulting from the implementation of a proposed project. This approach fulfills the letter and the spirit of FHWA requirements because it addresses the actual cumulative loss of visual quality due to a project. This approach also results in avoidance, minimization, and/or mitigation measures that can lessen or compensate for a loss in visual quality. This section describes avoidance, minimization, and/or mitigation measures to address specific visual impacts associated with the implementation of the proposed Project. These measures would be designed and implemented with the concurrence of the District Landscape Architect.

VIS-1 **Landscape Master Plan**. In coordination with Caltrans' Landscape Architecture Unit, a Project Aesthetics and Landscape Master Plan shall be developed for the Project during PS&E. The Landscape Master Plan will discuss measures to preserve existing plants, preserve the landscaped

freeway status, revegetate disturbed areas, address I-405 Corridor themes including structure aesthetics, and screen or enhance Project elements. The following freeway segments within the Project limits are classified landscaped freeway per the California Code of Regulations, Outdoor Advertising Regulations, Title 4, Division 6:

- From the southern project boundary to post mile marker 34.41, located just north of the Getty Museum.
- From post mile marker 37.01 at the Mulholland Bridge to the northern project boundary.

VIS-2 **Landscape Treatments.** A consistent landscape treatment will be applied and incorporated into the Landscape Plan to promote visual continuity. Landscape plantings will be consistent with the existing landscape and would consist of plant species that will be low-water use, with low to no supplemental water once established. Low water use plants will also be low maintenance. Replacement plantings would consist of native and climate appropriate plant species, to the extent feasible. Supplemental water will be needed during the plant establishment period and during sustained high heat events. Replacement ratios will be determined by the District Landscape Architect.

VIS-3 **Grading**. Contour of cuts and fills to visually blend with the surrounding landscape will be incorporated into the grading plan. Grading would look like natural terrain to the degree possible to lessen visual impacts by creating a more natural landform. Consider using excess fill to create berms to shield adjacent properties from the highway.

VIS-4 **Aesthetic Treatments.** A consistent color and aesthetic treatment, like texturizing and scoring, shall be applied to structures such as retaining walls, medians, soundwalls, or bridge abutments to facilitate a common visual theme with other highway structures in the Project Corridor. Galvanized metal stain will be applied to all elements with exposed galvanized steel to darken bright surfaces and reduce glare.

VIS-5 **Decorative Screening.** Additional decorative screening at sensitive locations, such as the National Cemetery, shall be considered during final design. Existing decorative screening will be replaced in kind where it is not replaced by noise walls.

VIS-6 **Signage.** Additional signage shall be developed sensitively to avoid unnecessary repetition of signs that lead to visual clutter.

VIS-7 **Vegetation Removal**. Removal of existing trees, shrubs, vines, or other vegetation will be avoided, where feasible. Should trees, shrubs, vines, or other vegetation be removed, the Project Landscape Architect will work with the District Landscape Architect to provide replacement plans that meet State requirements, where needed. For vegetation removed outside Caltrans rights-of-way, replacement would comply with applicable local ordinances. The existing visual character of vegetated areas to be impacted shall be

surveyed and documented before construction and shall be restored to pre-Project conditions, to the extent feasible.

VIS-8 **Light and Glare.** Glare from construction and permanent lighting will be limited by providing directional lighting and/or by focusing lighting on work areas. Lighting will be shielded to minimize ambient spillover into adjacent areas.

VIS-9 **Visual Character of Construction Staging Areas**. The existing visual character of construction staging areas shall be surveyed and documented before construction and construction staging areas shall be restored and enhanced (new planting, irrigation) as part of an overall strategy to create a visually cohesive Project once construction is complete.

VIS-10 **Construction Staging Area Locations**. Construction staging areas shall be set up in locations that are out of sight from a majority of viewers.

VIS-11 **Tree Trimming and Removal Guidelines**. Brush and trees shall be neatly trimmed and/or removed if in conflict with the proposed noise/retaining wall locations. The only trees that shall be removed are those that are necessary to perform the work. An International Society of Arboriculture (ISA) Certified Arborist with Tree Risk Assessment Qualification (TRAQ) will be present during tree work to direct and oversee crew's implementation of American National Standards Institute (ANSI) A300 Tree Care Standards. Trimming will be performed carefully to avoid harming trees and hindering future growth. All trees scheduled to be trimmed or removed shall be marked and approval from the Project engineer will be obtained prior to performing the work. For clarification, trees shall be interpreted as any growth with a minimum trunk diameter of 3 inches.

MM-VIS-12 **Aesthetic Theme.** The project team will ensure close collaboration among stakeholder agencies during PS&E to create a unified aesthetic theme and to support the various communities' aesthetic goals. The proposed design elements would reflect the appropriate scale, color, and details consistent with the Project Corridor's context. Discussions would cover various aspects, including bridge rail aesthetics, retaining wall and soundwall design, signage, lighting, additional paving areas, and revegetation plantings. A Technical Advisory Committee (TAC) and a Corridor Advisory Committee (CAC), including key community representatives, may be needed to ensure collaboration with stakeholder agencies.

In addition to these measures, the Build Alternatives would also implement Measure MM-NC-4 which requires preparation of a Habitat Mitigation and Monitoring Plan (HMMP) and includes a 5-year revegetation effort, including native vegetation.

3.8 Cultural Resources

3.8.1 Regulatory Setting

The term “cultural resources,” as used in this document, refers to the “built environment” (e.g., structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological sites (both prehistoric and historic), regardless of significance are referred to as “historic properties,” and “traditional cultural properties.” Under State laws, cultural resources that meet certain criteria of significance are referred to as “historical resources,” and “tribal cultural resources.” Laws and regulations dealing with cultural resources are described below.

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties that are included in or eligible for listing in the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) the opportunity to comment on those undertakings, following regulations issued by the ACHP (36 CFR 800). Cultural resources studies for this undertaking were completed in accordance with the January 1, 2014, First Amended Section 106 Programmatic Agreement (PA) among the Federal Highway Administration (FHWA), the ACHP, the California State Historic Preservation Officer (SHPO), and the Department for state and local Department projects with FHWA involvement. Since completion of the cultural studies Caltrans has entered into a new PA with FHWA, the ACHP, the SHPO, and the U.S. Army Corps of Engineers’ Sacramento District, San Francisco District, and Los Angeles District which streamlines and delegates certain responsibilities for Section 106 compliance to Caltrans for projects with FHWA involvement. FHWA’s responsibilities under the PA have been further delegated to Caltrans under the NEPA Assignment Program. The current PA does not affect the conclusions of the cultural studies.

The Archaeological Resources Protection Act applies when a project may involve archaeological resources located on federal or tribal land. The Archaeological Resources Protection Act requires that a permit be obtained before excavation of an archaeological resource on such land can take place.

CEQA requires the consideration of cultural resources that are historical resources and tribal cultural resources, as well as “unique” archaeological resources. Public Resources Code 5024.1 established the California Register of Historical Resources and outlined the necessary criteria for a cultural resource to be considered eligible for listing in the California Register of Historical Resources and, therefore, a historical resource. In 2014, Assembly Bill 52 (AB 52) added the term “tribal cultural resources” to CEQA, and AB 52 is commonly referenced instead of CEQA when discussing the process to identify tribal cultural resources. Defined in Public Resources Code Section 21074(a), a tribal cultural resource is a California Register of Historical Resources or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource.

Public Resources Code Section 5024 requires state agencies to identify and protect state-owned historical resources that meet the National Register of Historic Places listing criteria. It further requires Caltrans to inventory state-owned structures in its rights-of-way. Sections

5024(f) and 5024.5 require state agencies to provide notice to and consult with the SHPO before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register of Historic Places or are registered or eligible for registration as California Historical Landmarks. The cultural studies for this undertaking were completed in compliance with the January 1, 2015, as amended, Memorandum of Understanding (MOU) between the Department and SHPO, which streamlines and delegates certain responsibilities for PRC 5024. The MOU delegates Section 5024 compliance to Caltrans for projects involving State-owned resources.

3.8.2 Affected Environment

This section summarizes information from the *Historic Property Survey Report* (HPSR) (April 2024c). The section also compiles information from technical studies that accompany the HPSR, including the *Archaeological Survey Report* (ASR) (February 2024a), the *Historical Resources Evaluation Report* (HRER) (April 2024d), and the Finding of Effect (FOE) (June 2024b).

3.8.2.1 Methods

Area of Potential Effects

The Area of Potential Effects (APE) is established to identify the geographic area within which the Project may directly or indirectly cause alterations in the character or use of cultural resources. The APE for the Project totals approximately 726.64 acres and includes vertical and horizontal areas where physical impacts may occur. These are generally limited to the proposed and existing right-of-way and include areas associated with ground-disturbing activities. In addition, the APE incorporates areas of both direct (physical) and indirect (changes to setting) effects to allow for the analysis of archaeological and built environment resources.

Record Search

A record search of the APE and a 1.0-mile radius was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) by SCCIC staff on April 8, 2022. The CHRIS is maintained under the direction of the California Office of Historic Preservation. For a detailed description of the record search results, refer to the ASR (February 2024). Additionally, the following inventories were examined during the SCCIC record search:

- National Register of Historic Places (NRHP)
- California Register of Historical Resources (CRHR)
- California Historical Landmarks
- California Points of Historical Interest
- California Historic Resources Inventory
- Los Angeles Historic-Cultural Monuments

In addition to the research conducted at the SCCIC, further background research was conducted using published literature on local and regional history, online resources regarding the history and development of the study area, and historic aerial photographs and historic maps of the Project vicinity. Based on this research, the cultural setting and

historic contexts were developed in which cultural resources could be evaluated for significance. For details of the cultural setting and historic context of the APE, refer to the ASR (February 2024a), HRER (April 2024d), and FOE (April 2024b), respectively. The following repositories and resources were contacted and utilized to access historical information pertinent to the parcels within the APE and the Project vicinity:

- Art Deco Society of Los Angeles
- Autry Museum of the American West
- Bel-Air Association
- Chinese Historical Society of Southern California
- Culver City Historical Society
- Electricity Railway Historical Society
- Historical Society of Southern California
- Japanese American National Museum, Hirasaki National Resource Center
- Jewish Historical Society of Southern California
- Korean American National Museum
- Los Angeles City Historical Society
- Los Angeles Conservancy
- Los Angeles County Historical Society
- Mar Vista Historical Society
- San Fernando Valley Historical Society
- Aerial photographs from NETROnline

Field Surveys

A qualified archaeologist completed a field survey in 2023 of accessible portions of the direct APE with visible surface sediment, which is described in the ASR (February 2024a). Due to the constrained nature of the APE with few undeveloped areas with little exposed sediment, the survey was completed primarily following the outside of inaccessible, steep, or fenced areas with no access. Accessible, undeveloped areas were surveyed in parallel linear transects separated by 3 to 5 meters, when possible. However, the majority of open areas were steep, densely vegetated mountainsides and ramp areas that were fenced and inaccessible. No cultural material was found during the survey.

Intensive-level, pedestrian surveys of approximately 110 historic-period buildings (45 years of age or older) in the APE that require evaluation were conducted in 2023. During the survey, digital photographs of the exteriors of the historic-period buildings were taken from the public ROW and detailed notations were made regarding their current conditions, integrity levels, physical characteristics, and setting.

Native American Consultation

In conjunction with the Proposed Project, consultation was conducted with the Native American Heritage Commission (NAHC) and with a number of Native American Tribes (groups and individuals) to comply with Section 106 of the NHPA and AB 52. The NAHC was contacted on May 28, 2021, to conduct a Sacred Lands File (SLF) search of the APE. On September 8, 2021, the NAHC responded by stating that the SLF was positive. The NAHC also recommended that 16 Chumash, Gabrieleño, Gabrielino, Tataviam, Cahuilla/ Luiseño, and Cahuilla contacts be contacted for information regarding cultural resources that could be affected by the Project. Further, two additional AB 52 consultation letters were sent to individuals from the Cahuilla/Luiseño and Serrano Tribes based on an AB 52 contact list for the area maintained by the California Department of Transportation (Caltrans) District 7.

Chapter 5, Comments and Coordination, offers detailed information regarding Native American consultation. However, the following Native American Tribes, groups, and individuals were contacted via letter sent by certified mail on June 14, 2022, and again by one round of follow-up emails or telephone calls in July 2022, depending on whether the previous contact was successful:

- Barbareño/Ventureño Band of Mission Indians, Julie Tumamait-Stenslie, Chairperson
- Chumash Council of Bakersfield, Julio Quair, Chairperson
- Coastal Band of the Chumash Nation, Mariza Sullivan, Chairperson
- Fernandeño Tataviam Band of Mission Indians, Jairo Avila, Tribal Historic and Cultural Preservation Officer
- Fernandeño Tataviam Band of Mission Indians, Rudy Ortega, Jr., Chairperson
- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson
- Gabrielino/Tongva Nation, Sandonne Goad, Chairperson
- Gabrielino Tongva Indians of California Tribal Council, Robert Dorame, Chairperson
- Gabrielino Tongva Indians of California Tribal Council, Christina Conley, Tribal Consultant and Administrator
- Gabrielino-Tongva Tribe, Charles Alvarez
- Northern Chumash Tribal Council, Fred Collins, Spokesperson
- San Luis Obispo County Chumash Council, Mark Vigil, Chief
- San Manuel Band of Mission Indians, Lynn Valbuena, Chairperson
- Santa Rosa of Cahuilla Indians, Lovina Redner, Tribal Chair
- Santa Ynez Band of Chumash Indians, Kenneth Kahn, Chairperson
- Soboba Band of Luiseño Indians, Isaiah Vivanco, Chairperson
- Soboba Band of Luiseño Indians, Rosemary Morillo, Chairperson

Six responses were received, including declining to consult as the APE was outside of ancestral lands, requests to review the project reporting, requests to conduct sensitivity

analysis and discuss the Project, and a recommendation for project monitoring. Follow-up communications in July resulted in one request for consultation.

Ms. Crystal Mendoza of the Santa Ynez Band of Chumash Indians requested consultation and included contact information for Dr. Wendy Teeter. On August 25, 2022, an email was sent to Ms. Teeter requesting a consultation appointment. On September 30, 2022, a virtual consultation meeting was held with Dr. Teeter, Sam Cohen, Caltrans, and LSA in attendance. During this meeting, it was stated that known cultural sites exist in the Sepulveda Pass and Dam areas on the north side of the Santa Monica Mountains where there has been much evidence of Native American use. U.S. Highway 101 (US-101) and Interstate 405 (I-405) are known to have been well-used paths by Native Americans and in the Encino area, a native village is known. On December 27, 2022, Dr. Teeter provided a link to a brief 1985 Los Angeles Times article that described some discussion of an attempt to repatriate prehistoric material from the archaeological excavation of a prehistoric site near the intersection of Ventura Boulevard and Balboa Boulevard. The article referred to the site as the “Lost Village of Encino.” On August 3, 2023, Dr. Teeter was emailed the most recent version of the APE map and asked if she wanted any further discussion on identifying Tribal resources in the APE that she felt might be affected by the project. On October 6, 2023, a follow-up email also containing the APE map was sent to Dr. Teeter asking if she had any additional concerns or wished to discuss the Project. To date, no additional response has been received from the tribe.

On October 12, 2023, a copy of the ASR was submitted to Mr. Jairo Avila of the Fernandeño Tataviam Band of Mission Indians, to Andrew Salas of the Gabrieleño Band of Mission Indians - Kizh Nation, and to Christina Conley of the Gabrielino Tongva Indians of California Tribal Council requesting their thoughts and comments.

Both the Fernandeño Tataviam Band of Mission Indians (Sarah Brunzell) and the Gabrieleño Band of Mission Indians - Kizh Nation responded requesting a Sensitivity Analysis of the Project that would describe the potential for buried cultural resources to exist at depth within the Project APE.

On February 7, 2024, a revised ASR was submitted to the Fernandeño Tataviam Band of Mission Indians, the Gabrieleño Band of Mission Indians - Kizh Nation, and the Gabrielino Tongva Indians of California Tribal Council requesting comments.

On February 15, 2024, John Torres replied on behalf of the Kizh Nation. Mr. Torres stated that the term “Tongva” should be replaced with a term such as “Gabrieleno-speaking People,” due to the actual diversity of people comprising what were “Tongva.”

On February 21, 2024, Sarah Brunzell replied for the Fernandeño Tataviam Band of Mission Indians. Ms. Brunzell provided several specific edits to the report, provided information linking sites CA-LAN-111 and CA-LAN-43 in Encino, and also that the term Gabrielino rather the term Fernandeño should have been used, for instance: areas nearest Mission San Fernando.

On February 24, 2024, Christina Conley responded on behalf of the Gabrielino Tongva Indians of California Tribal Council, providing specific information concerning the location of cultural resources.

None of the locations within 1.0 mile of the APE were identified on the record search.

3.8.2.2 Results

The record search identified 236 studies within 1.0 mile of the APE, 31 of which included a portion of the APE. The record search showed that a large portion of the APE, approximately 60 percent, had been previously surveyed. As a result of those surveys, five resources were found within or adjacent to the APE and another 43 were found within 1.0 mile but outside of the APE. The five resources adjacent to or within the APE are historic and include the following:

P-19-173043. The NRHP-listed West Los Angeles Veterans Affairs Historic District (WLAVAHD) is adjacent to, but outside of the APE. The West Los Angeles VA Medical Center is significant both for the quality of its architectural styling and for its association with the Federal Government's development of Veteran's health care. The center, consisting of two districts and a National Cemetery, contains an eclectic collection of buildings dating from the 1890s through the 1940s.The approximately 400-acre WLAVAHD was listed in the NRHP in 2014.

P-19-187565. This record is for the original Mulholland Bridge (1959) over I-405, located at the crest of the Santa Monica Mountains at the head of Sepulveda Canyon. As part of the Sepulveda Pass Improvements project, the original Mulholland Bridge, which was listed in the NRHP, was torn down in 2012. Construction of the new bridge was completed over one year later.

P-19-188093. The Sepulveda Dam is a compacted earthen dam along the Los Angeles River designed in 1939 and built in 1941 located on the west side of the junction of Burbank Boulevard and I-405 and just northwest of the junction of I-405 and US-101. Evaluated in 2004, the dam was determined to be eligible for listing in the NRHP under criteria A and C. The proposed on-street improvements on Burbank Boulevard, which crosses over the historic property, include pedestrian safety improvements along the sidewalks and possibly new striping at the signals. Since this work has no potential to directly or indirectly affect the historic property, it has not been included in the APE.

P-19-188860. The Luxe Hotel Bel-Air is located at 11461 Sunset Boulevard and was previously evaluated in 2010 as not eligible for listing in the NRHP. This evaluation remains valid. A sliver of this property adjacent to the sidewalk is within the APE.

P-19-188905. This resource was Bridge 53-1099S (1957), a small four-cell concrete box girder bridge originally located on the east side of I-405, at the southeastern side of Wilshire Boulevard and Sepulveda Boulevard. The bridge is no longer extant. The site of the original bridge is located completely within the current APE.

No archaeological resources were identified within the APE through archival research, Native American consultation, or field survey.

Archival research, historic outreach, and field surveys resulted in the identification of a number of built environment resources within the APE. Of these, 46 historic-period (pre-1980) resources were documented and evaluated on Department of Parks and Recreation (DPR) 523 forms. Only one resource, Hotel Angeleno located at 170 N. Church Lane, was evaluated as eligible for listing in the NRHP. Built in 1969 by the Holiday Inn hotel chain, the hotel features a distinctive round tower, which was Holiday Inn's corporate design during the late 1960s and early 1970s. The hotel is eligible for listing in the NRHP under criterion C as

an excellent example of a Mid-Century Modern hotel tower in Brentwood. In May 2024, the State Historic Preservation Officer (SHPO) concurred with this finding of eligibility.

A very small portion of a potential historic district was also identified within the APE. The potential Brentwood Glen Historic District (BGHD), which is located on the west side of I-405 generally between Waterford Street and Sunset Boulevard, includes approximately 418 buildings that were constructed prior to 1974. Of those, 20 are within the APE and 16 appear to be district contributors. The district reflects planning and design features of both the pre- and post-WWII eras. It is significant under criterion A under the context of Residential Development and Suburbanization 1850-1980, with a period of significance of 1925 to 1973. Because this is a very large district and the Build Alternatives have minimal potential to affect it, the BGHD was assumed eligible for listing in the NRHP for purposes of this undertaking only pursuant to Caltrans Section 106 PA Stipulation VIII.C.4. In January 2024, the Caltrans Cultural Studies Office (CSO) approved the request for an assumption of eligibility for the BGHD. In May 2024, the SHPO concurred with the assumption of eligibility.

Based on a review of Caltrans Structure Maintenance & Investigations, Historical Significance – State Agencies Bridges list (2023), a total of 52 bridges were identified in the APE and all are listed as Category 5 (not eligible for the NRHP).

Tables 3.8.1 through 3.8.4 summarize the built environment resources and eligibility determinations.

Table 3.8.1: Built Environment Resources Previously Determined Not Eligible

Name	Address	City	National Register (NRHP)/California Register (CRHR) Eligibility[1]
Luxe Hotel	11461 Sunset Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Bridges	--[2]	--[2]	Determined ineligible for NRHP under Category 5

Source: *Historical Resources Evaluation Report* (April 2024d).

[1] These determinations are a result of studies conducted for the I-405 Sepulveda Pass ExpressLanes Project.

[2] In total, 52 bridges were determined not eligible for the NRHP under Category 5. Refer to Section 6.1, Findings, of the *Historical Resources Evaluation Report* for a list of the identified bridges.

CRHR = California Register of Historical Resources

NRHP = National Register of Historic Places

PA = Programmatic Agreement

Section 106 PA = Section 106 of the National Historic Preservation Act of 1966

Table 3.8.2: Built Environment Resources Determined Eligible as a Result of the Current Study

Name	Address	City	National Register (NRHP)/California Register (CRHR) Eligibility[1]
Hotel Angeleno	170 N. Church Ln.	Los Angeles	Appears individually eligible for listing in the NRHP and CRHR by a consensus through the Section 106 process.

Source: *Historical Resources Evaluation Report* (April 2024d).

[1] These determinations are a result of studies conducted for the I-405 Sepulveda Pass ExpressLanes Project.

CRHR = California Register of Historical Resources

NRHP = National Register of Historic Places

Table 3.8.3: Built Environment Resources Determined Assumed Eligible for the Purposes of this Project

Name	Address	City	National Register (NRHP)/California Register (CRHR) Eligibility[1]
Brentwood Glen Historic District (BHGD)	--[2]	Los Angeles	Assumed eligible for listing in the NRHP for the purposes of this undertaking only because it is a large district and the Build Alternatives have minimal potential to affect it. In January 2024, CSO approved the assumption of eligibility and in May 2024, SHPO concurred with the assumption.

Source: *Historical Resources Evaluation Report* (April 2024d).

[1] These determinations are a result of studies conducted for the I-405 Sepulveda Pass ExpressLanes Project.

[2] Refer to Section 5.2, Properties Assumed National Register – Eligible, of the *Historic Resources Evaluation Report* for a list of BGHD contributors and associated addresses.

CRHR = California Register of Historical Resources

NRHP = National Register of Historic Places

Table 3.8.4: Built Environment Resources Determined Not Eligible as a Result of the Current Study

Name	Address	City	National Register (NRHP)/California Register (CRHR) Eligibility[1]
	11261 National Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	2255 Sawtelle Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
The Wine House	2311 Cotner Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	11165 Tennessee Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Marble & Tile USA	11268 Santa Monica Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Monarch Motorsport	1630 Cotner Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	1521 Beloit Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.

Table 3.8.4: Built Environment Resources Determined Not Eligible as a Result of the Current Study

Name	Address	City	National Register (NRHP)/California Register (CRHR) Eligibility[1]
	1515 Beloit Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	1511 Beloit Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	1507 Beloit Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	11258 Ohio Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	1501 Beloit Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	11491 W. Sunset Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	11461 Sunset Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	11356 Thurston Cir.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Leo Baeck Temple	1340 N Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	4218 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	4234 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	4233 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.

Table 3.8.4: Built Environment Resources Determined Not Eligible as a Result of the Current Study

Name	Address	City	National Register (NRHP)/California Register (CRHR) Eligibility[1]
	4245 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	4251 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	4257 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	4263 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	4443 Saugus Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Ristorante Da Siani Pizzeria	4511 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Mizlala; The Little Izaka-Ya	4515 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Allan Erdy Escrow	15374 Ventura Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Italy 2000	15422 Ventura Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
The Rodin Building	15442 Ventura Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
City of Hope Skyline Urology	5522 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Best Western; Denny's	5525 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.

Table 3.8.4: Built Environment Resources Determined Not Eligible as a Result of the Current Study

Name	Address	City	National Register (NRHP)/California Register (CRHR) Eligibility[1]
	15236 Burbank Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	15230 Burbank Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	15235 Burbank Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
Continental Coin and Jewelry Co.	5627 Sepulveda Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	15540 Victory Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	6361 Blucher Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	6403 Dempsey Ave.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.
	15531 Victory Blvd.	Los Angeles	Determined ineligible as a historic property under Section 106 PA. Determined ineligible for NRHP, CRHR, or local designation through survey evaluation.

Source: *Historical Resources Evaluation Report* (April 2024d).
[1] These determinations are a result of studies conducted for the I-405 Sepulveda Pass ExpressLanes Project.
CRHR = California Register of Historical Resources
NRHP = National Register of Historic Places
PA = Programmatic Agreement
Section 106 PA = Section 106 of the National Historic Preservation Act of 1966

3.8.3 Environmental Consequences

This section summarizes the environmental consequences of the Build Alternatives and the No Build Alternative with regard to cultural resources.

3.8.3.1 Build Alternatives (Alternatives 2, 3, and 5)

Temporary Impacts

The Build Alternatives would require ground disturbance for new or replaced roadway pavement, minor roadway grading, retaining and sound wall construction, stormwater Best Management Practices, new and reconstructed surface drainage systems, new and reconstructed overhead sign foundations, and lighting.

The HPSR identified two historic properties that have the potential to be affected by the Build Alternatives: the BGHD and the Hotel Angeleno. Based on the HPSR findings, an FOE was prepared to determine whether the Build Alternatives would result in any adverse effects to the NRHP eligibility of these resources. As described in the FOE, effects would be minimal for the BGHD, including visual effects due to replacement of a retaining wall/noise barrier, and negligible for the Hotel Angeleno, including visual effects due to reconstruction of ramps adjacent to the hotel. The Build Alternatives would not result in any adverse effect to the NRHP eligibility of these historic properties. Caltrans, pursuant to Section 106 PA Stipulation IX.B, has determined that the Project would have No Adverse Effect without Standard Conditions. The SHPO has concurred with effect determinations on July 31, 2024. See Appendix F in Chapter 5 for a copy of the SHPO's letter.

Native American consultation was conducted to federal-level standards per Section 106 of the NHPA and to State of California Environmental Quality Act-level standards per AB 52. On September 8, 2021, the NAHC provided a search of the Sacred Lands File (SLF) for the Project Corridor, which was positive. The NAHC also provided the names of 16 contacts from the Cahuilla, Cahuilla/Luiseño, Chumash, Gabrieleño, Gabrielino, and Tataviam Tribes and these individuals were sent both AB 52 and Section 106 consultation letters. To this list, two additional AB 52 consultation letters were sent to individuals from the Cahuilla/Luiseño and Serrano Tribes based on an AB 52 contact list for the area maintained by Caltrans District 7. Six responses were received, including declining to consult as the APE was outside of ancestral lands, requests to review the Project reporting, requests to conduct sensitivity analysis and discuss the Project, and a recommendation for Project monitoring. Consultation led to an on-line meeting with Dr. Wendy Teeter, representing the Santa Ynez Band of Chumash Indians, at which it was stated that the APE north of the Santa Monica Mountains exhibited much prehistoric use and that the Project should identify sensitive areas for avoidance of impacts to cultural resources. The request for a Sensitivity Analysis of the APE was also made by the Fernandeño Tataviam Band of Mission Indians and the Gabrieleño Band of Mission Indians - Kizh Nation, the former group stating that their area of concern was the segment of APE from just south of Valley Vista Boulevard northward 1.6 miles to just south of Burbank Boulevard east of Sepulveda Dam (Post Miles [PMs] 38.6–40.2).

Based on this request, the sensitivity, or likelihood, that the Project APE may contain buried resources was reviewed using record and literature search results of nearby cultural resources and native village locations; geology maps; Caltrans geotechnical reports from prior projects; and Caltrans Project Engineer knowledge of freeway construction techniques. This information was reviewed relative to the Project ground disturbances along the entire APE in general, and specifically for the area of concern (PMs 38.6–40.2). The analysis concluded that the APE in general contained a low likelihood for buried cultural resources and that it is highly unlikely that such resources will be found in the limited ground disturbance created by the deepest construction activities within the area of concern. Therefore, no adverse effects to cultural resources are anticipated due to construction of the Build Alternatives.

Previously Undocumented Cultural Materials

Although a low potential has been determined, in general, it is possible that previously undocumented cultural materials or human remains be unearthed during site preparation, grading, or excavation for any of the Build Alternatives. Those potential effects would be avoided or minimized through Project Features PF-CR-1 and PF-CR-2.

PF-CR-1 **Discovery of Cultural Materials.** If archaeological resources are discovered within or near the construction limits, the construction contractor will not disturb the resources and will immediately stop all work within 60 feet of the discovery, secure the area of the discovery, and notify the Project Engineer until California Department of Transportation (Caltrans) District 7 can investigate the discovery. No archaeological resources will be moved or taken from the project location. Coordination will be maintained with Caltrans District 7 to determine an appropriate course of action. It is possible that if Caltrans orders, additional resources may be necessary to assist in the investigation or recovery of archaeological material/information. If the discovery of cultural materials occurs outside the Caltrans right-of-way, then coordination with the appropriate local agency will be conducted. Work will not be allowed to resume in the secured area of discovery until authorized by Caltrans.

PF-CR-2 **Discovery of Human Remains.** If human remains are discovered California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, which, pursuant to Public Resources Code Section 5097.98, will then notify the most likely descendant. At this time, the person who discovered the remains will contact the Caltrans District 7 Environmental Branch Chief or the District 7 Native American Coordinator so that they may work with the most likely descendant on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.

Permanent Impacts

As discussed above, the Build Alternatives would not result in any adverse effect to the NRHP eligibility of P-19-187565, P-19-188905, P-19-173043, P-19-188860, or P-19-188093. Additionally, the Build Alternatives would not result in any adverse effect to the NRHP eligibility of the historic properties identified in the HPSR: the BGHD and the Hotel Angeleno. Caltrans, pursuant to Section 106 PA Stipulation IX.B, has determined that the Project would have No Adverse Effect without Standard Conditions. The SHPO has concurred with the effect determinations on July 31, 2024. Based on the findings of the HPSR and pursuant to Section 106 PA Stipulation IX.B, the Build Alternatives would not affect historic properties per 36 CFR 800.4.

Section 4(f) Resources

Section 4(f) of the Department of Transportation Act of 1966 provides protection for historic properties. However, the Project would not result in a “permanent use” of those properties as defined by Section 4(f). Please see Appendix A under the heading “Resources Evaluated Relative to the Requirements of Section 4(f)” for additional details.

3.8.3.2 No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in temporary or permanent adverse effects related to cultural resources.

3.8.4 Avoidance, Minimization, and/or Mitigation Measures

As discussed above, the Build Alternatives will incorporate Project Features PF-CR-1 and PF-CR-2 that would ensure impacts to cultural resources are minimal. No avoidance, minimization, and/or mitigation measures are required.

PHYSICAL ENVIRONMENT

3.9 Hydrology and Floodplains

3.9.1 Regulatory Setting

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

To comply, the following must be analyzed:

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

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

3.9.2 Affected Environment

This section is based on the *Draft Location Hydraulic Study Report* (July 2023), the *Preliminary Drainage Report* (August 2024), the *Stormwater Data Report* (October 2024), and the *Water Quality Assessment Report* (November 2024) prepared for the Proposed Project.

3.9.2.1 Regional Hydrology

The Project alignment is situated within the Tujunga Wash-Los Angeles River Subwatershed, part of the Upper Los Angeles River Watershed, and the Ballona Creek Subwatershed, which is within the Ballona Creek Watershed, as illustrated in Figure 3.9-1. The general drainage pattern within the Interstate 405 (I-405) Corridor in the Upper Los Angeles River Watershed is from south to north in developed storm drain systems. The majority of the existing I-405 facility’s storm water drains into a Caltrans storm drain, which connects to a large drainage box culvert managed by the Los Angeles County Flood Control District (LACFCD). This culvert discharges into the Los Angeles River, an LACFCD flood control channel that ultimately flows into the Pacific Ocean. The general drainage pattern within the Project Corridor in the Ballona Creek Watershed is from north to south in developed storm drain systems. The majority of the existing I-405 facility’s stormwater drains into the LACFCD Sepulveda Channel, which starts in the upper reach of the Ballona Creek Watershed in the Santa Monica Mountains. This channel begins as a large-diameter storm drain pipe that crosses under I-405 several times, transitions to a large drainage box culvert, and then becomes an open channel south of the Project limits before its confluence with Ballona Creek, an LACFCD flood control channel that ultimately discharges into the Pacific Ocean (AECOM 2024). The affected surface water bodies are shown in Figure 3.9-2.

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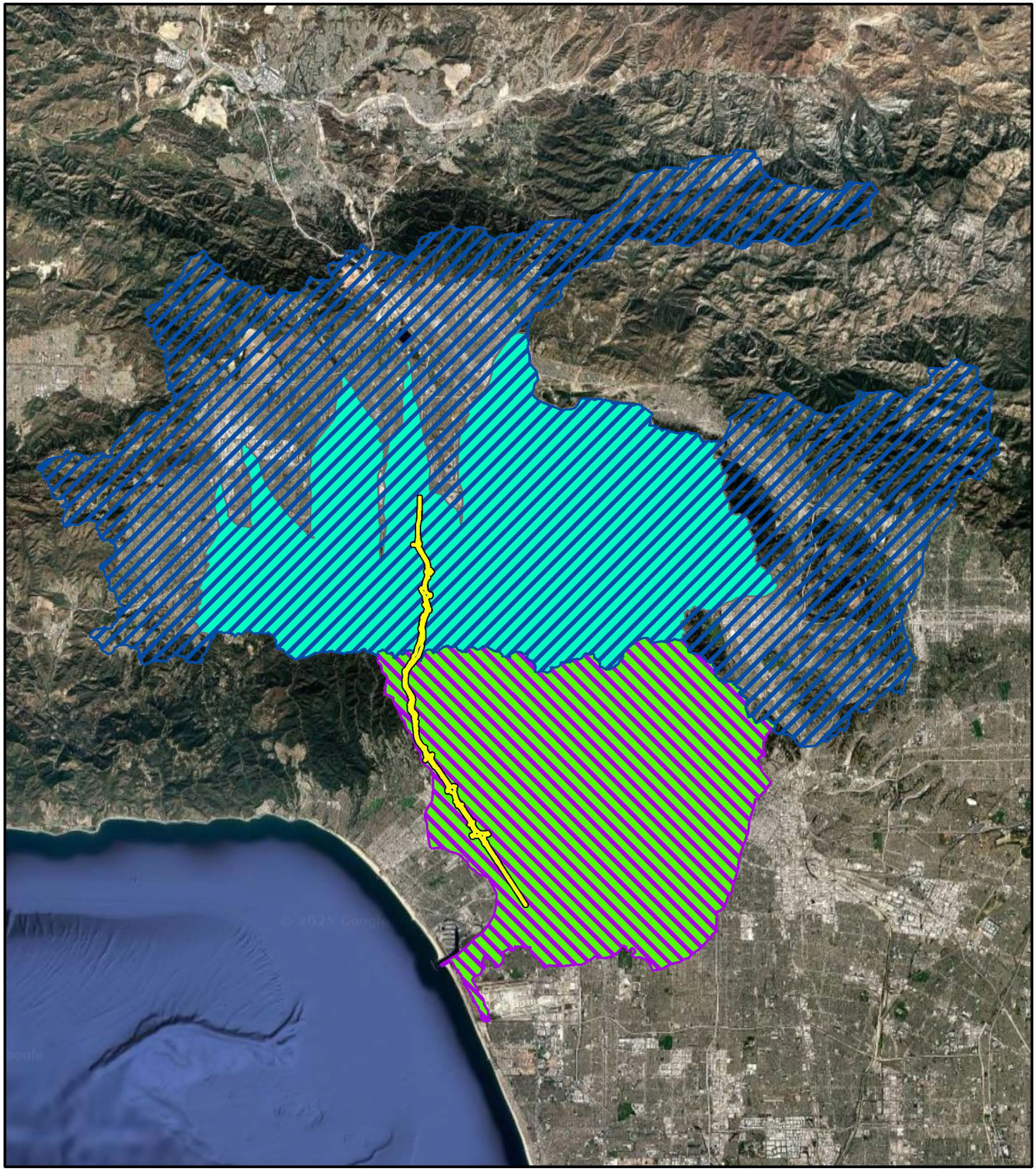

FIGURE 3.9-1

I-405 Sepulveda Pass ExpressLanes Project

Watersheds and Subwatersheds

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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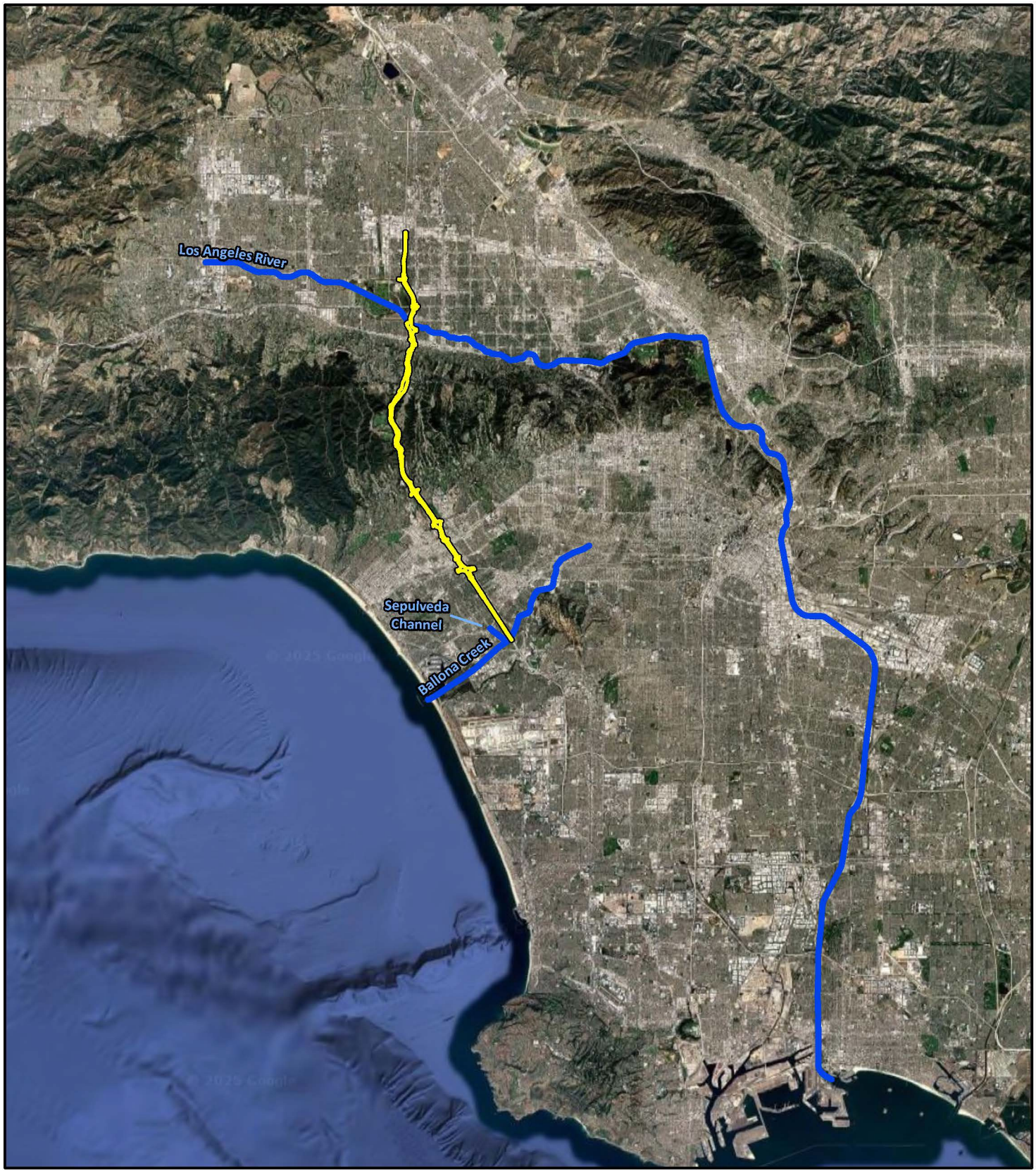

FIGURE 3.9-2

I-405 Sepulveda Pass ExpressLanes Project

Surface Waters

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

SOURCE: Google Imagery (2020)

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3.9.2.2 Floodplains

According to the Flood Insurance Rate Maps (FIRMs) for Los Angeles County, as mapped by the Federal Emergency Management Agency (FEMA), most of the Project Area is designated as Non-Special Flood Hazard Area Zone X (unshaded). An approximately 0.6-mile segment of the Project Area within the Santa Monica Mountains National Recreation Area, from Rimerton Road (now Skirball Center Drive) to Casiano Road, is located in Zone D (Other Areas), which is an area of undetermined (but possible) flood hazard. Additionally, the Project Area crosses a channel associated with the Los Angeles River, which is mapped as Zone A and designated as containing the 1 percent annual chance flood, also known as a 100-year floodplain. Designated floodplains within the Project limits are depicted in Figure 3.9-3.

3.9.2.3 Natural and Beneficial Floodplain Values

Floodplains in their natural or relatively undisturbed state provide natural and beneficial floodplain values including, but not limited to, fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge. The values fall into three main categories: water resource values (e.g., natural moderation of floods, water quality maintenance, and groundwater recharge), living resource values (e.g., fish, wildlife, and plant species), and cultural resource values (e.g., open space, archaeological, historical natural beauty, scientific study, outdoor education, and recreation).

3.9.3 Environmental Consequences

A discussion of the temporary and permanent impacts associated with Build Alternatives (Alternatives 2, 3, and 5) and the No Build Alternative is provided below.

3.9.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Proposed construction under the Build Alternatives would include grading, paving, construction of retaining walls, bridge widenings and drainage system improvements. Construction activities for Alternative 2 would disturb a total of approximately 4 acres. Construction of Alternatives 3 and 5 would disturb a total of approximately 79 acres. During construction, the placement of fill in floodplains and the realignment or modification of waterbodies in floodplains would not be required. The Project limits are primarily confined to Caltrans right-of-way (ROW), and construction of the Build Alternatives would not result in the widening of existing bridges that would result in encroachment into existing floodplains. All the bridges within the study area traverse over the channels transversely; therefore, there is no potential risk from temporary longitudinal encroachments during construction of the Build Alternatives.

Minor changes to on-site watersheds due to the construction activities associated with the Build Alternatives are insignificant compared to the off-site watershed area. As such, construction activities associated with the Build Alternatives would have a negligible impact on the peak flow rates of the off-site systems. Since no temporary change in peak flow rates and no encroachments would occur during construction of the Build Alternatives, no temporary change in base flood elevations or maximum water surface elevations would occur and floodwaters would continue to be contained in the channels.

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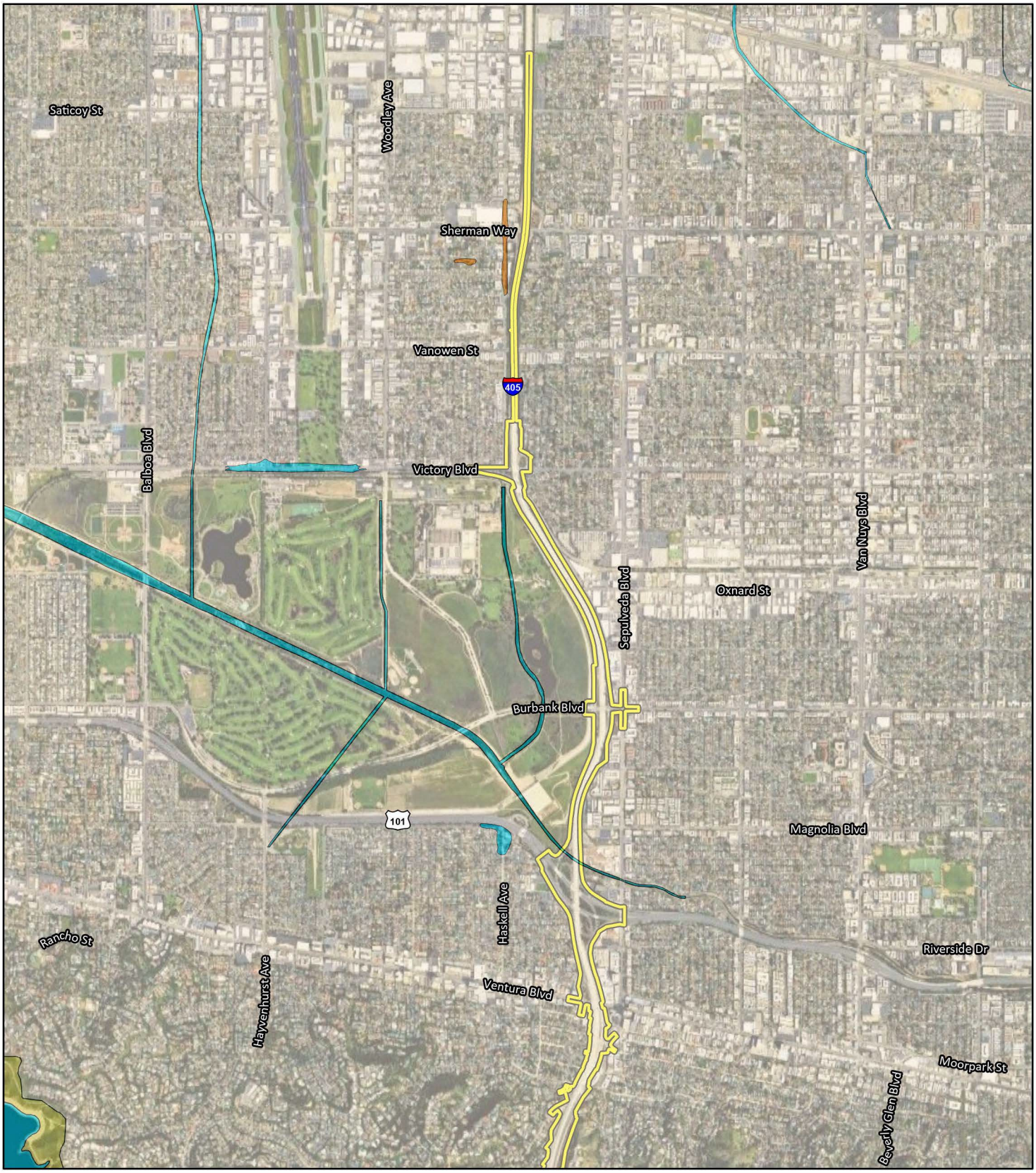

Project Location

Flood Hazard Zones

- Zone A - 1% Annual Chance Flood Hazard
- Zone D - Area of Undetermined Flood Hazard
- Zone X - 0.2% Annual Chance Flood Hazard
- Zone X - Non-Special Flood Hazard Area

N

0 1500 3000

FEET

SOURCE: Google Imagery (2024); FEMA (2025)

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FIGURE 3.9-3
Sheet 1 of 4

I-405 Sepulveda Pass ExpressLanes Project

Flood Insurance Rate Maps - Designated Floodplains

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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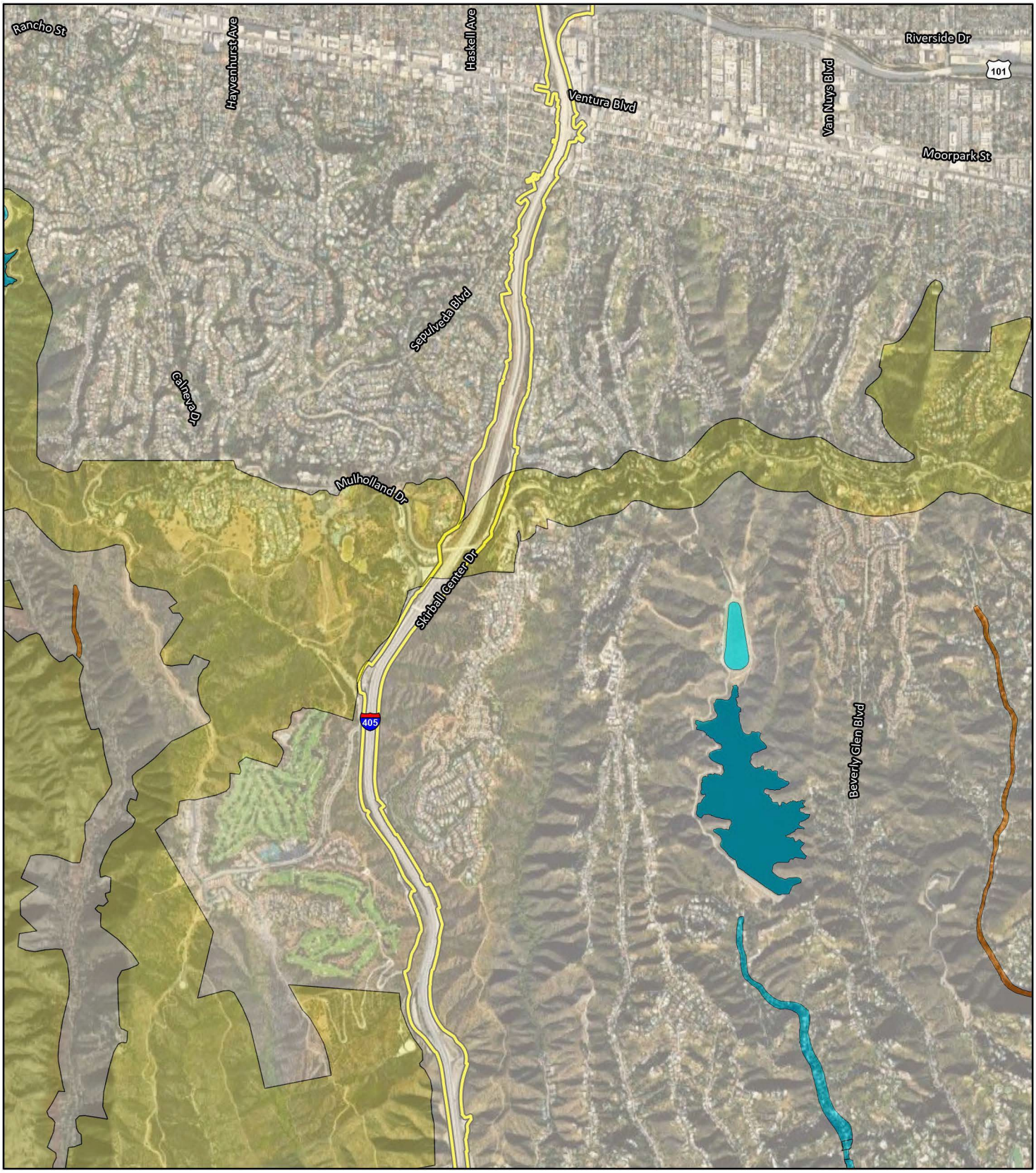

Project Location

Flood Hazard Zones

- Zone A - 1% Annual Chance Flood Hazard
- Zone D - Area of Undetermined Flood Hazard
- Zone X - 0.2% Annual Chance Flood Hazard
- Zone X - Non-Special Flood Hazard Area

N

0 1500 3000

FEET

SOURCE: Google Imagery (2024); FEMA (2025)

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FIGURE 3.9-3
Sheet 2 of 4

I-405 Sepulveda Pass ExpressLanes Project

Flood Insurance Rate Maps - Designated Floodplains

07-LA-405-PM 28.4/41.4
EA No. 07-354330
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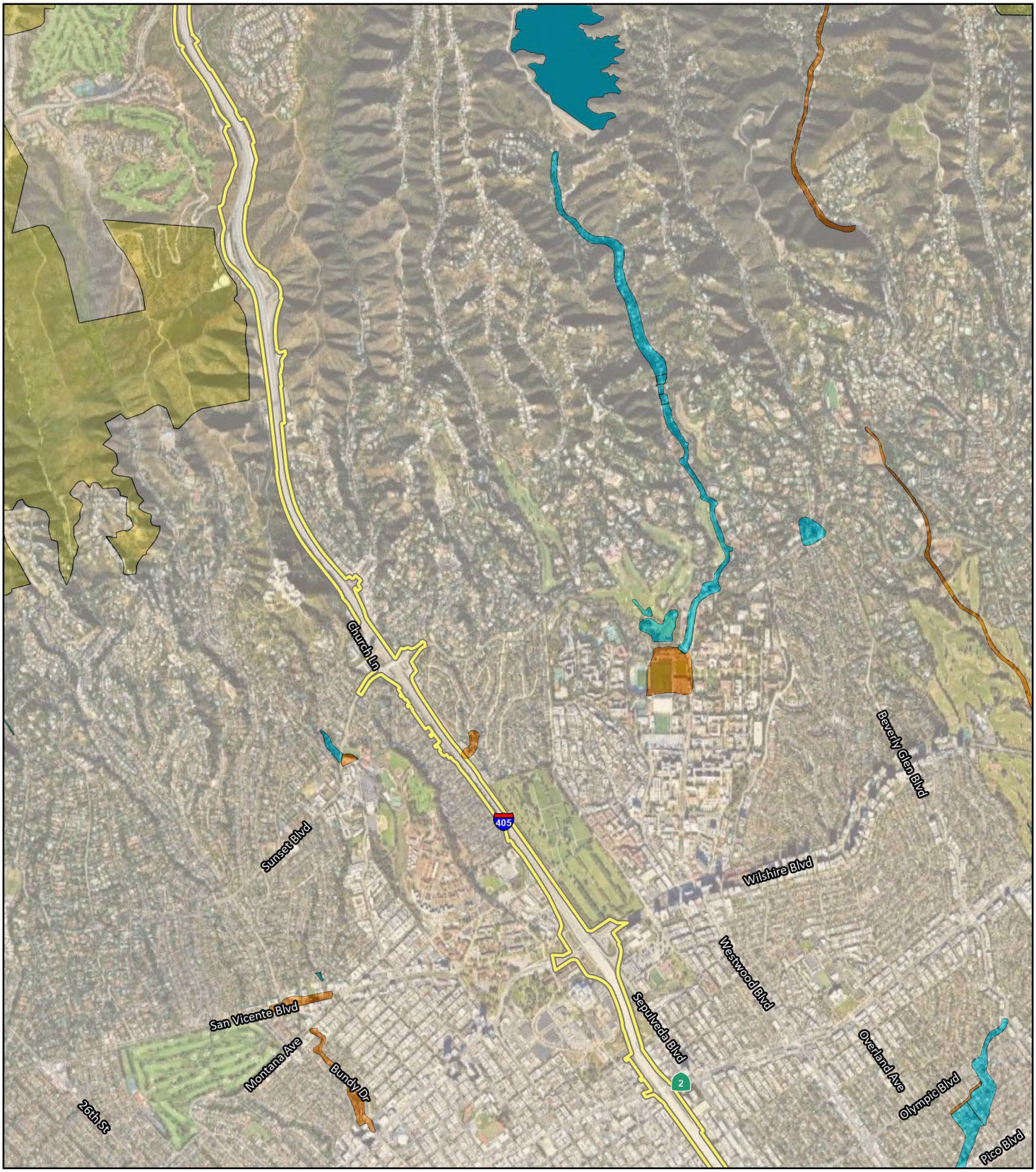

Project Location

Flood Hazard Zones

- Zone A - 1% Annual Chance Flood Hazard
- Zone D - Area of Undetermined Flood Hazard
- Zone X - 0.2% Annual Chance Flood Hazard
- Zone X - Non-Special Flood Hazard Area

N

0 1500 3000

FEET

SOURCE: Google Imagery (2024); FEMA (2025)

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FIGURE 3.9-3

Sheet 3 of 4

I-405 Sepulveda Pass ExpressLanes Project

Flood Insurance Rate Maps - Designated Floodplains

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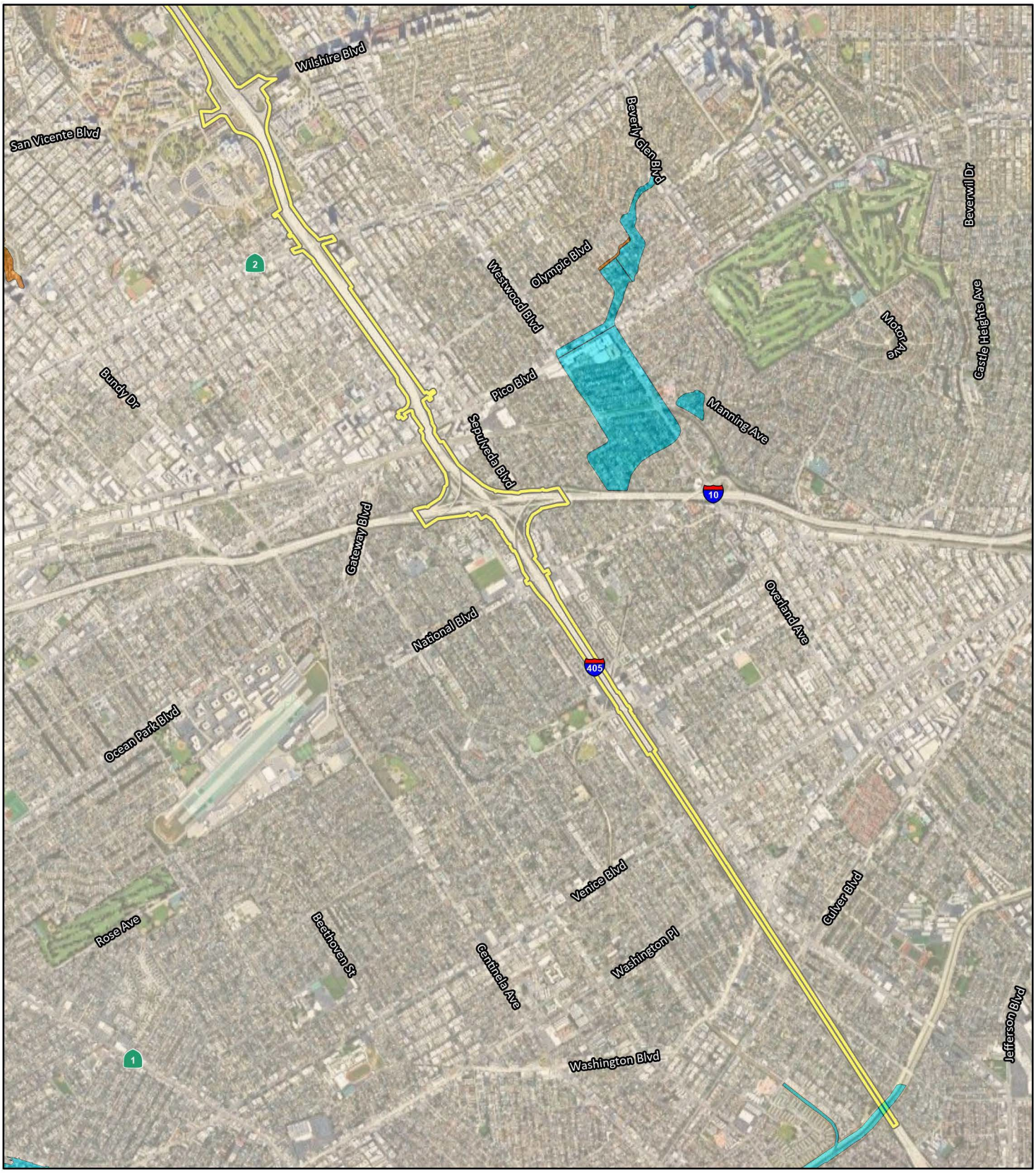

Project Location

Flood Hazard Zones

- Zone A - 1% Annual Chance Flood Hazard
- Zone X - 0.2% Annual Chance Flood Hazard
- Zone X - Non-Special Flood Hazard Area

N

0 1500 3000

FEET

SOURCE: Google Imagery (2024); FEMA (2025)

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FIGURE 3.9-3
Sheet 4 of 4

I-405 Sepulveda Pass ExpressLanes Project

Flood Insurance Rate Maps - Designated Floodplains

07-LA-405-PM 28.4/41.4
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During construction, temporary measures that would be taken to minimize impacts to natural and beneficial floodplain values include staging, implementing biological monitoring, and implementing construction Best Management Practices (BMPs) aimed at reducing pollutants of concern in stormwater runoff as required by the Construction General Permit (CGP). Staging consists of implementing a plan to provide safe and efficient construction operations as well as to minimize community impacts during construction. These measures would include appropriate signage, detours, and public notices. As detailed in Measure NC-1 in Section 3.17, Natural Communities, biological monitoring would ensure that practicable measures are being employed to avoid and minimize incidental disturbance of habitat and covered species inside and outside the Project footprint. Additionally, the Build Alternatives would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement construction BMPs aimed at reducing pollutants of concern in stormwater runoff as required by the CGP and as described in Project Features PF-HYD-1 and PF-HYD-2. The construction BMPs would include Erosion Control, Sediment Control, and Good Housekeeping BMPs designed to minimize erosion, retain sediment on site, and prevent spills.

PF-HYD-1 **Construction General Permit.** The Project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit [CGP]) Order No. 2022-0057-DWQ, NPDES No. CAS000002, and any subsequent permits in effect at the time of construction.

PF-HYD-2 **Stormwater Pollution Prevention Plan.** The Project will comply with the CGP by preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate Risk Level. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include Best Management Practices (BMPs) to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. All work must conform to the Construction Site BMP requirements specified in the latest edition of the *Stormwater Quality Handbooks: Construction Site Best Management Practices Manual* to control and minimize the impacts of construction and construction-related activities, material, and pollutants on the watershed. These include, but are not limited to: temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.

There are no proposed construction activities in the drainage channels identified in Figure 3.9-1 under any of the Build Alternatives. Additionally, under the CGP, the Contractor would be required to install temporary concentrated flow conveyance controls such as earth dikes/drainage swales and lined ditches along roadways and facility improvements subject to flood drainage, per Caltrans BMP SS-9 specifications as described in Project Feature PF-HYD-3. Therefore, construction of the Build Alternatives would not result in temporary changes to floodplains, such as changes to the vertical profile or horizontal extent of flooding, peak flows, and flood patterns.

PF-HYD-3 **Construction General Permit Flow Conveyance Controls.** The Project will comply with the provisions of the Caltrans BMP SS-9 specifications (Caltrans Construction Site Best Management Practices Manual, 2024) and flow conveyance control requirements of the CGP. During construction, the Contractor will install temporary concentrated flow conveyance controls such as earth dikes/drainage swales and lined ditches along roadways and facility improvements subject to flood drainage.

Although construction of the Build Alternatives would not occur in a creek or channel, it is likely that sediment and other contaminants associated with stormwater runoff during construction may be transported to downstream drainages and ultimately into the collecting waterways, and potentially into the Pacific Ocean. With implementation of Project Features PF-HYD-1 and PF-HYD-2, and implementation of staging and a biological monitoring plan, as described above, temporary impacts on natural and beneficial floodplain values would not result in adverse effects.

No Build Alternative (Alternative 1)

The No Build Alternative would not include the construction of any of the improvements proposed under the Build Alternatives. Therefore, the No Build Alternative would not result in temporary adverse effects to hydrology and floodplains in the study area.

3.9.3.2 Permanent Impacts

Under the Build Alternatives, I-405 would be widened over an area mapped as the 500-year and/or 100-year floodplain with average depths of less than 1 foot near Montana Avenue (AECOM 2023). The Los Angeles River crossing is on existing bridges that would not be widened; therefore, the Project would not encroach into the Zone A floodplain. Although the Project crosses the Sawtelle Channel (or Westwood Channel), this channel is not mapped as a floodplain by FEMA and the Project would not encroach into this channel. Overall, the Project does not include the placement of fill in floodplains and the realignment or modification of waterbodies in floodplains or any improvements within a floodplain boundary. As such, the Project improvements associated with the Build Alternatives do not pose potential risks to natural and beneficial floodplain values.

Build Alternatives (Alternatives 2, 3, and 5)

Hydraulic Analysis

None of the Build Alternatives (Alternatives 2,3 and 5) include widening of bridge structures over the major drainage described above, including the Los Angeles River or the Sawtelle Channel (or Westwood Channel). Although the proposed improvements would increase stormwater runoff slightly within the Project limits, stormwater treatment BMPs that promote infiltration are proposed to offset the additional impervious area and the existing drainage systems would be modified or removed to accommodate the proposed widenings where applicable. Proposed BMPs include 5 Design Pollution Prevention Infiltration Areas (DPPIAs), 1 infiltration basin that will replace 2 existing bioswales that would be impacted by the proposed ramp widening, and 4 infiltration galleries, the locations of which are detailed in the *Preliminary Drainage Report* (August 2024) and the *Stormwater Data Report* (October 2024). Existing Caltrans and LACFCD drainage mainlines and the existing drainage patterns would be maintained in all the Build Alternatives. Drainage system improvements would be proposed, where required, to maintain pavement drainage as outlined in the Caltrans Highway Design Manual. The Project limits are primarily confined to Caltrans ROW. Changes to on-site watersheds due to the proposed improvements associated with the Build

Alternatives are insignificant compared to the off-site watershed. As such, the proposed improvements would have a negligible impact on the peak flow rates and flow capacity of the offsite systems. Since no change in peak flow rates and no encroachments or modifications to the existing drainage facilities are proposed, no change in base flood elevations or maximum water surface elevations would occur. Therefore, the Build Alternatives would not result in any hydraulic impacts or change in water surface elevations. The Build Alternatives would not create an adverse effect on channel hydraulics, and no mitigation would be needed to reduce effects.

100-Year Floodplain Encroachment Potential Risk from Longitudinal Encroachment

Encroachments, as defined by FEMA, are activities or construction within the floodway, including fill, new construction, substantial improvements, and other development. A longitudinal encroachment is an encroachment that is oriented parallel to the direction of flow. A transverse encroachment is an encroachment that is perpendicular or skewed to the direction of flow. The bridges associated with the Build Alternatives do not traverse over the channels parallel to the flow. Additionally, the Build Alternatives do not propose any new transverse encroachments. Therefore, there are no potential risks from longitudinal or transverse encroachments.

Potential Risk to Life and Property

The Build Alternatives (Alternatives 2, 3, and 5) do not propose any improvements that would change channel hydraulics or increase the risk of flooding and inundation to residences, businesses, or other buildings. The water surface elevation would not change, and waters would remain within their respective channels. Additionally, the Build Alternatives would not alter existing flood sources and would not result in traffic disruptions during flood conditions. Therefore, there would be no potential risk to life and property created by any of the Build Alternatives.

Potential Risk to Natural and Beneficial Floodplain Values

The Build Alternatives do not include any permanent improvements within floodplain boundaries; therefore, any downstream natural or beneficial uses or floodplain values, including groundwater recharge and wildlife, would still be served with implementation of the Build Alternatives.

A substantial increase in pollutant load is not expected to occur during operation of any of the Build Alternatives, and BMPs would be included in the Build Alternatives to capture and treat stormwater runoff before it reaches drainages. See Section 3.10, Water Quality and Storm Water Runoff, for a description of operational BMPs for the Build Alternatives. Therefore, no operational water quality impacts to channel areas are expected, and there would be no substantial adverse effects to natural or beneficial floodplain values due to the operation of the Build Alternatives.

Potential Risk for Support of Incompatible Floodplain Development

With the exception of the open space areas located in the Sepulveda Pass portion of the Project alignment, the areas surrounding the Build Alternatives are primarily fully developed. The Build Alternatives do not directly or indirectly support any development that is incompatible with floodplain management. Because the Build Alternatives would not result in additional development in floodplain areas or extend development into new floodplains, the Build Alternatives would not support incompatible floodplain development.

Significant Encroachment

"Significant encroachment," as defined at 23 CFR 650.105, is a highway encroachment that would result in:

- A significant potential for interruption or termination of a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route
- A significant risk (to life or property)
- A significant adverse impact on natural and beneficial floodplain values

The Build Alternatives do not require the extension of existing bridge structures within the designated 100-year floodplain and would not result in a change in the designated100-year floodplain elevations. The 100-year flood flows would continue to be carried within these channels. The proposed improvements would not result in any adverse impacts on the natural and beneficial floodplain values, would not result in a change in flood risks or damage, and do not have the potential for interruption or termination of emergency services or emergency routes. Therefore, the Build Alternatives do not constitute a significant floodplain encroachment as defined in 23 CFR 650.105(q).

Overall Assessment of Risk

As described above, the Build Alternatives would not pose any appreciable risk related to traffic disruption, loss of life and property, or natural or beneficial floodplain values. There are no proposed modifications to floodplain crossings. Measures described in Section 3.17, Natural Communities, and Section 3.18, Wetlands and Other Waters, such as delineation of environmentally sensitive areas; BMPs during construction; invasive species control; preconstruction clearance surveys; biological monitoring; on-site training; water quality BMPs; and obtaining permits, including a Nationwide Permit, Streambed Alteration Agreement, and Water Quality Certification would be implemented under the Build Alternatives. Therefore, the effects on riparian and wetland areas would be minor. In summary, the combined assessed level of risk associated with risks to life and property, risks to natural and beneficial floodplain values, and risks of probable incompatible floodplain development is minimal as defined in 23 CFR 650 Subpart A.

No Build Alternative (Alternative 1)

The No Build Alternative would not result in the construction and operation of any improvements proposed under the Build Alternatives and, therefore, would not result in adverse permanent effects to hydrology, hydraulics, and floodplains in the study area.

3.9.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Features PF-HYD-1 through PF-HYD-3 as outlined above and Measure NC-1 in Section 3.17, Natural Communities, to help reduce potential effects to floodplains during construction of the Build Alternatives. No further avoidance, minimization, and/or mitigation measures would be required.

3.10 Water Quality and Storm Water Runoff

3.10.1 Regulatory Setting

3.10.1.1 Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the U.S. from any point source (a discrete conveyance such as a pipe or a man-made ditch) unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System permit. This act and its amendments are known today as the Clean Water Act. The goal of the Clean Water Act is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." The following are important Clean Water Act sections:

- Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request.
- Section 402 establishes the National Pollutant Discharge Elimination System, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. The State Water Resources Control Board and the Regional Water Quality Control Boards administer this permitting program in California. Section 402(p) requires permits for discharges of stormwater from industrial/construction and municipal separate storm sewer systems.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers (USACE). For more information, please see the Wetlands and Other Waters section.

3.10.1.2 State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. It predates the Clean Water Act and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Additionally, it prohibits discharges of "waste" the definition of which is broader than the Clean Water Act definition of "pollutant. "Discharges under the Porter-Cologne Act are permitted by waste discharge requirements and may be required even when the discharge is already permitted or exempt under the Clean Water Act.

The State Water Resources Control Board and Regional Water Quality Control Boards are responsible for establishing the water quality standards (objectives and beneficial uses) required by the Clean Water Act and regulating discharges to ensure compliance with the water quality standards. In California, Regional Water Quality Control Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. In addition, the State Water Resources Control Board identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with Clean Water Act Section 303(d). If a state determines that

waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (National Pollutant Discharge Elimination System permits or waste discharge requirements), the Clean Water Act requires the establishment of Total Maximum Daily Loads. Total Maximum Daily Loads specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

3.10.1.3 State Water Resources Control Board and Regional Water Quality Control Boards

The State Water Resources Control Board administers water rights, sets water pollution control policy, issues water board orders on matters of statewide application, oversees water quality functions throughout the state by approving Basin Plans, Total Maximum Daily Loads, National Pollutant Discharge Elimination System permits, and regulates projects spanning more than one water board region. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System Program

Municipal Separate Storm Sewer Systems

Section 402(p) of the Clean Water Act requires the issuance of National Pollutant Discharge Elimination System permits for five categories of stormwater discharges, including municipal separate storm sewer systems. A municipal separate storm sewer system is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water.” The State Water Resources Control Board has identified Caltrans as an owner/operator of a municipal separate storm sewer systems under federal regulations.

To comply with the permit, Caltrans developed the statewide Stormwater Management Plan to address stormwater pollution controls related to highway planning, design, construction, and maintenance activities throughout California.

Construction General Permit

The State Water Board has also issued a statewide Construction General Permit that regulates stormwater discharges from construction sites that result in a disturbed soil area of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all stormwater discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the Construction General Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the Regional Water Quality Control Board. Operators of regulated construction sites are required to develop Stormwater Pollution Prevention Plans; to implement sediment, erosion, and pollution prevention control measures; and to obtain coverage under the Construction General Permit. In accordance with Caltrans’ Stormwater Management Plan and Standard Specifications, a Water Pollution Control Program is necessary for projects with a disturbed soil area less than one acre.

California Ocean Plan

This Project discharges to coastal watersheds within one mile of the Pacific Ocean, and, as such, the Project is subject to the Water Quality Control Plan for Ocean Waters of California. Goals and policies, beneficial uses, and water quality objectives that apply to the Pacific Ocean are contained in the Ocean Plan.

The Ocean Plan also includes implementation provisions for Areas of Special Biological Significance (ASBS) designated by the State Water Resources Control Board (SWRCB) as requiring special protection of species or biological communities to the extent that maintenance of natural water quality is assured. The implementation provisions are as follows:

1. Waste shall not be discharged to areas designated as ASBS. Discharges shall be located at a sufficient distance from such designated areas to ensure maintenance of natural water quality condition in these areas.

2. Regional Water Quality Control Boards (RWQCBs) may approve waste discharge requirements and recommend certification for limited-term (i.e., weeks or months) activities in ASBS. Limited-term activities include activities such as maintenance/repair of existing boat facilities, restoration of sea walls, repair of existing stormwater pipes, and replacement/repair of existing bridges. Limited-term activities may result in temporary and short-term changes in existing water quality. Water quality degradation shall be limited to the shortest possible time. The activities must not permanently degrade water quality or result in water quality lower than that necessary to protect existing uses, and all practical means of minimizing such degradation shall be implemented.

Section 401 Permitting

Under Section 401 of the Clean Water Act (CWA), any project requiring a federal license or permit that may result in a discharge to a water of the U.S. must obtain a 401 Certification, which certifies that the project will be in compliance with state water quality standards. The most common federal permits triggering 401 Certification are CWA Section 404 permits issued by the United State Army Corps of Engineers (USACE). The 401 permit certifications are obtained from the appropriate RWQCB, dependent on the project location, and are required before the USACE issues a 404 permit.

In some cases, the RWQCB may have specific concerns with discharges associated with a project. As a result, the RWQCB may issue a set of requirements known as waste discharge requirements (WDRs) under the State Water Code (Porter-Cologne Act) that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

3.10.2 Affected Environment

This section is based on the *Water Quality Assessment Report* (November 2024) prepared for the Project.

3.10.2.1 Surface Water

Regional and Local Hydrology

The Project Corridor is in the Tujunga Wash-Los Angeles River Subwatershed, which is located in the larger Upper Los Angeles River Watershed, and the Ballona Creek Subwatershed, which is located in the larger Ballona Creek Watershed, as shown in Figure 3.10-1, Watersheds and Subwatersheds.

For regulatory purposes, the Los Angeles RWQCB designates watershed areas in Hydrologic Units (HUs), which are further divided into Hydrologic Areas (HAs) and Hydrologic Subareas (HSAs). As designated by the Los Angeles RWQCB, the Project Corridor is within the Los Angeles River and Santa Monica Bay HUs, the Interior Santa Monica Bay and San Fernando HAs, and the Bull Canyon and Culver City HSAs (see Figure 3.10-2, Hydrologic Units, Hydrologic Areas, and Hydrologic Subareas) (Los Angeles RWQCB 2014).

The receiving waters for the Project Corridor within the Interstate 405 (I-405) Corridor in the Upper Los Angeles River Watershed include Los Angeles River Reach 4 (Sepulveda Drive to Sepulveda Dam), Los Angeles River Reach 3 (Figueroa Street to Riverside Drive), Los Angeles River Reach 2 (Carson Street to Figueroa Street), Los Angeles River Reach 1 (Los Angeles River Estuary to Carson Street), and Los Angeles River Estuary (Queensway Bay).The Los Angeles River Reaches 1 through 4 flow into the Los Angeles River Estuary, which discharges into the San Pedro Bay Near/Offshore Zones and the Pacific Ocean. Figure 3.10-3, Surface Waters, displays the watersheds and surface waters within the Project Corridor.

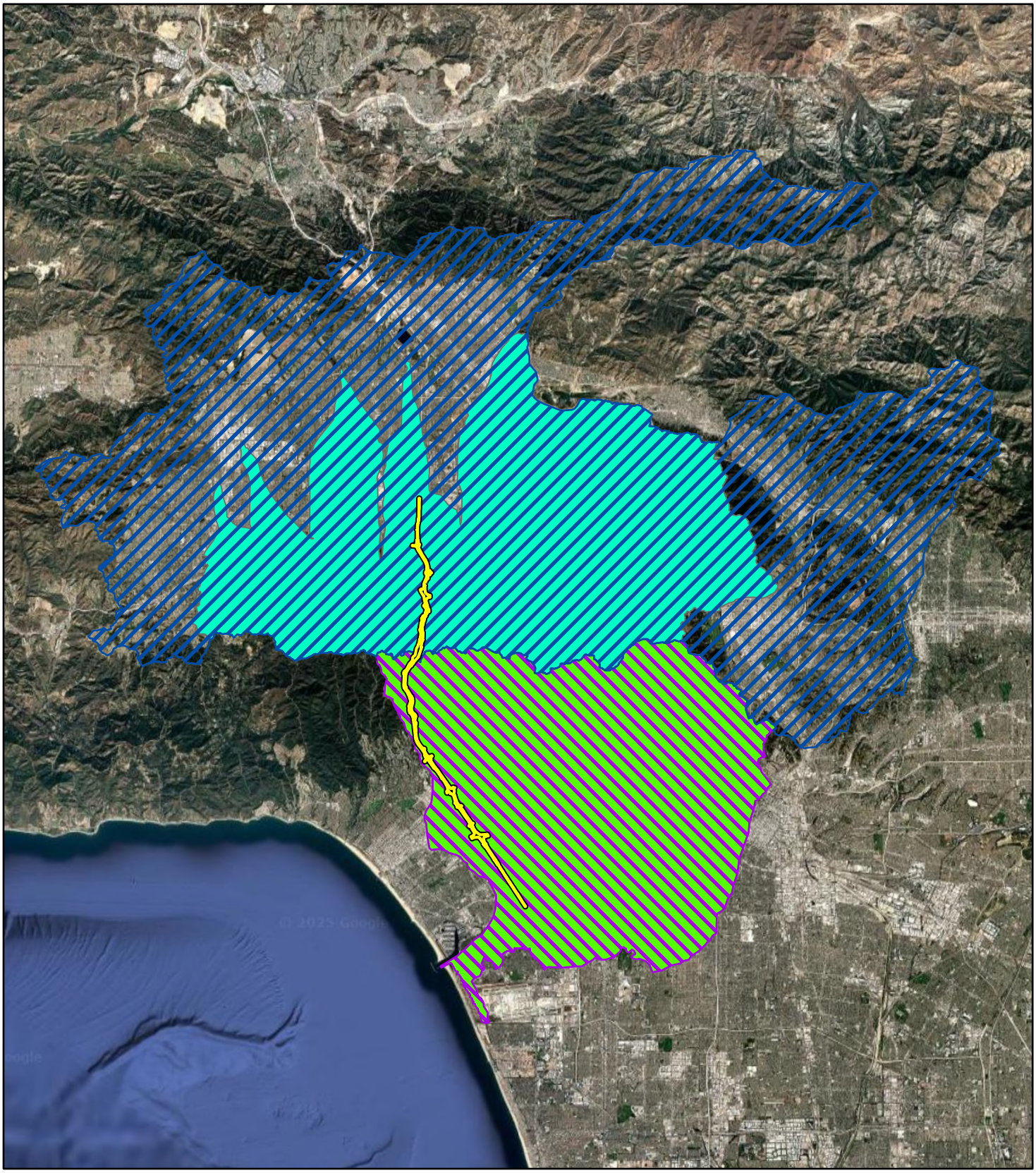
The receiving waters for the Project Corridor within the I-405 Corridor in Ballona Creek Watershed include the Sepulveda Channel. The Sepulveda Channel flows into the Ballona Creek Estuary, which discharges into the Santa Monica Bay Offshore/Nearshore Zones and the Pacific Ocean.

Surface Water Quality Objectives

To protect beneficial uses, the Los Angeles RWQCB set forth Water Quality Objectives (WQOs) that are described in the Basin Plan. WQOs are intended to (1) protect public health and welfare, and (2) maintain or enhance water quality in relation to the designated existing and potential beneficial uses of the water. The Los Angeles RWQCB (Los Angeles RWQCB 2014 [amended in 2019]) surface WQOs for inland receiving waters are shown in Table F of the *Water Quality Assessment Report* (November 2024).

In addition, the Basin Plan has identified specific surface WQOs for the Los Angeles River Reach including:

- **Los Angeles River Reaches 1–4**
    - Water-Effect Ratio for Copper: 3.97
    - Dissolved Lead Water Quality Objectives:
        - Acute (short-term) Lead Water Quality Objective Equation Dissolved = (1.46203 - ln(hardness) * 0.145712) * e1.466*ln(hardness)-1.882
        - Chronic (4-day average) Lead Water Quality Objective Equation Dissolved = (1.46203 ln(hardness) * 0.145712) * e1.466*ln(hardness)-3.649



SOURCE: Google Imagery (2020)

FIGURE 3.10-1

I-405 Sepulveda Pass ExpressLanes Project

Watersheds and Subwatersheds

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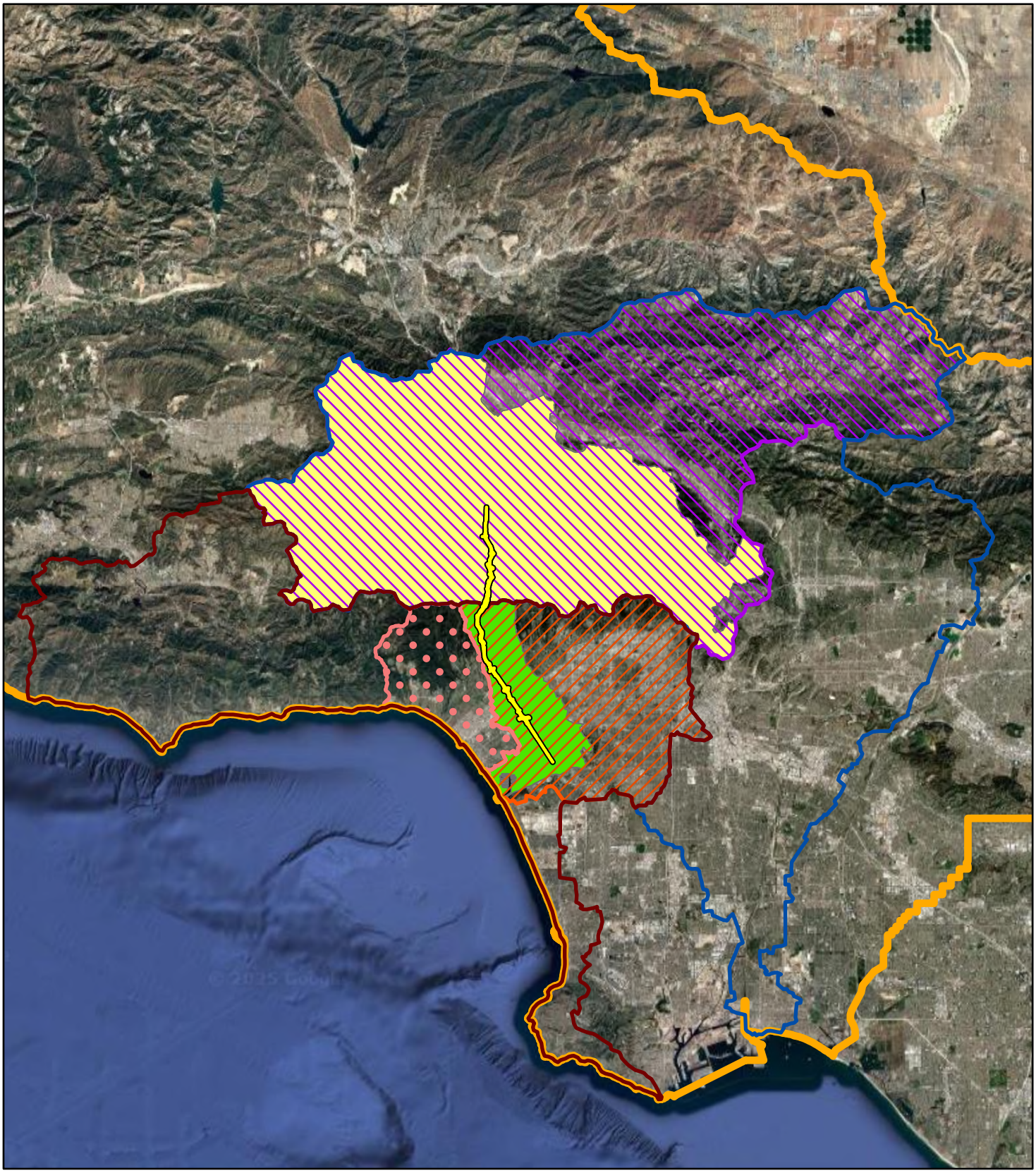

FIGURE 3.10-2

I-405 Sepulveda Pass ExpressLanes Project

Hydrologic Units, Hydrologic Areas, and Hydrologic Subareas

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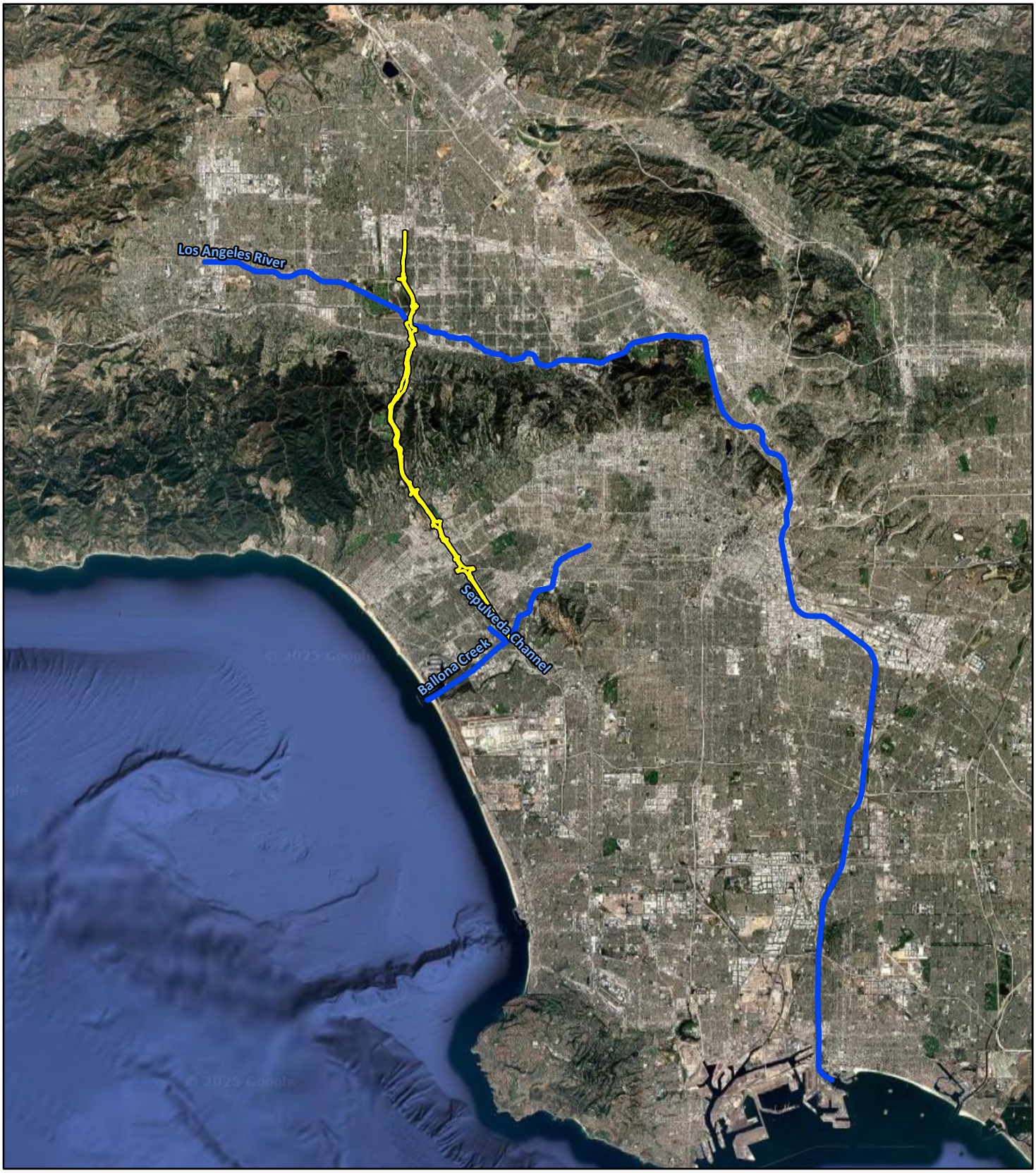

Project Location

Surface Waters

Surface Waters

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SOURCE: Google Imagery (2020)

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FIGURE 3.10-3

I-405 Sepulveda Pass ExpressLanes Project

Surface Waters

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- **Los Angeles River, Reach 3 (Riverside Drive to Figueroa Street)**
    - Site-Specific 30-Day Average Objectives of Ammonia
- **Los Angeles River, Reach 4 (Sepulveda Dam to Riverside Drive)**
    - Site-Specific 30-Day Average Objectives of Ammonia
- **Los Angeles River between Sepulveda Flood Control Basin and Figueroa Street (includes Burbank Western Channel only)**
    - Total Dissolved Solids (TDS): 950 milligrams per liter (mg/L)
    - Sulfate: 300 mg/L
    - Chloride: 190 mg/L
    - Nitrogen: 8mg/L
- **Los Angeles River between Figueroa Street and Los Angeles River Estuary (Willow Street) (includes Rio Hondo below Santa Ana Freeway only)**
    - TDS: 1,500 mg/L
    - Sulfate: 350 mg/L
    - Chloride: 190 mg/L
    - Nitrogen: 8 mg/L

Beneficial Uses

Beneficial uses of water are defined in the Basin Plan as those necessary for the survival or well-being of humans, plants, and wildlife. Examples of those beneficial uses include drinking water supplies, swimming, industrial and agricultural water supply, and the support of freshwater and marine habitats and their organisms. The designated beneficial uses for direct receiving water resources within the study area are shown in Table E of the *Water Quality Assessment Report* (November 2024) and are summarized below.

The following existing or potential beneficial uses are identified for Los Angeles River Reaches 2, 3, and 4:

- **MUN:** Municipal and Domestic Supply
- **IND:** Industrial Service Supply
- **GWR:** Groundwater Recharge
- **WARM:** Warm Freshwater Habitat
- **WILD:** Wildlife Habitat
- **WET:** Wetland Habitat
- **REC I:** Water Contact Recreation
- **REC II:** Non- Contact Water Recreation

The following existing or potential beneficial uses are identified for Los Angeles River Reach 1:

- **MUN:** Municipal and Domestic Supply
- **IND:** Industrial Service Supply
- **PROC:** Industrial Process Supply
- **GWR:** Groundwater Recharge
- **WARM:** Warm Freshwater Habitat

- **MAR:** Marine Habitat
- **WILD:** Wildlife Habitat
- **RARE:** Rare, Threatened, or Endangered Species
- **MIGR:** Migration of Aquatic Organisms
- **SPWN:** Spawning, Reproduction, and/or Early Development
- **SHELL:** Shellfish Harvesting
- **REC I:** Water Contact Recreation
- **REC II:** Non-Contact Water Recreation

The following existing or potential beneficial uses are identified for Los Angeles River Estuary:

- **MUN:** Municipal and Domestic Supply
- **NAV:** Navigation
- **COMM:** Commercial and Sport Fishing
- **EST:** Estuarine Habitat
- **MAR:** Marine Habitat
- **WILD:** Wildlife Habitat
- **RARE:** Rare, Threatened, or Endangered Species
- **MIGR:** Migration of Aquatic Organisms
- **SPWN:** Spawning, Reproduction, and/or Early Development
- **SHELL:** Shellfish Harvesting
- **WET:** Wetland Habitat
- **REC I:** Water Contact Recreation
- **REC II:** Non-Contact Water Recreation

The following existing or potential beneficial uses are identified for Ballona Creek Reach 2:

- **IND:** Industrial Service Supply
- **WARM:** Warm Freshwater Habitat
- **WILD:** Wildlife Habitat
- **REC I:** Water Contact Recreation
- **LREC-1:** Limited Water Contact Recreation
- **REC II:** Non-Contact Water Recreation

The following existing or potential beneficial uses are identified for Ballona Creek Estuary:

- **NAV:** Navigation
- **COMM:** Commercial and Sport Fishing
- **EST:** Estuarine Habitat
- **MAR:** Marine Habitat
- **WILD:** Wildlife Habitat
- **RARE:** Rare, Threatened, or Endangered Species
- **MIGR:** Migration of Aquatic Organisms
- **SPWN:** Spawning, Reproduction, and/or Early Development
- **SHELL:** Shellfish Harvesting

- **REC I:** Water Contact Recreation
- **REC II:** Non-Contact Water Recreation

The following existing or potential beneficial uses are identified for San Pedro Bay and Santa Monica Bay Nearshore Zones:

- **IND:** Industrial Service Supply
- **NAV:** Navigation
- **COMM:** Commercial and Sport Fishing
- **MAR:** Marine Habitat
- **WILD:** Wildlife Habitat
- **BIOL:** Preservation of Biological Habitats
- **RARE:** Rare, Threatened, or Endangered Species
- **MIGR:** Migration of Aquatic Organisms
- **SPWN:** Spawning, Reproduction, and/or Early Development
- **SHELL:** Shellfish Harvesting
- **REC I:** Water Contact Recreation
- **REC II:** Non-Contact Water Recreation

The following existing or potential beneficial uses are identified for San Pedro Bay and Santa Monica Bay Offshore Zones:

- **IND:** Industrial Service Supply
- **NAV:** Navigation
- **COMM:** Commercial and Sport Fishing
- **MAR:** Marine Habitat
- **WILD:** Wildlife Habitat
- **RARE:** Rare, Threatened, or Endangered Species
- **MIGR:** Migration of Aquatic Organisms
- **SPWN:** Spawning, Reproduction, and/or Early Development
- **SHELL:** Shellfish Harvesting
- **REC I:** Water Contact Recreation
- **REC II:** Non-Contact Water Recreation

Water Quality Impairments

Both the Upper Los Angeles River Watershed and Ballona Creek Watershed ultimately discharge to the Pacific Ocean through developed flood control channels. Water body segments that fail to meet water quality objectives for specific pollutants are included in the CWA Section 303 (d) List. The 2020–2022 Integrated Report was approved by the USEPA on May 11, 2022. Table 3.10.1 summarizes the 303(d) listed impairments and TMDLs for receiving water bodies within the Project Corridor per the Final 2020–2022 Integrated Report (CWA Section 303(d) List/305(b) Report).

Table 3.10.1: Summary of Listed 303(d) Constituents and TMDL Constituents

Water Body Name	303(d) Constituents	TMDL Constituents
Los Angeles River Reach 4 (Sepulveda Drive to Sepulveda Dam)	Indicator Bacteria Toxicity	Nutrients (Algae) Trash
Los Angeles River Reach 3 (Figueroa Street to Riverside Drive)	Toxicity	Ammonia Copper Indicator Bacteria Nutrients (Algae) Trash
Los Angeles River Reach 2 (Carson to Figueroa Street)	Oil	Ammonia Copper Indicator Bacteria Lead Nutrients (Algae) Trash
Los Angeles River Reach 1 (Estuary to Carson Street)	Cyanide	Ammonia Cadmium Copper, Dissolved Indicator Bacteria Lead Nutrients (Algae) pH Trash Zinc, Dissolved
Los Angeles River Estuary (Queensway Bay)	PCBs (sediment) Toxicity	Chlordane DDT (sediment) Trash
San Pedro Bay Near/Offshore Zones		Chlordane PCBs Total DDT (Sum of 4,4'- and 2,4'-isomers of DDT, DDE, and DDD) Toxicity
Ballona Creek	Cyanide	Copper Indicator Bacteria Lead Trash Zinc Toxicity Viruses (enteric)
Ballona Creek Estuary		Cadmium Chlordane Copper DDT Indicator Bacteria Lead PAHs PCBs Silver Toxicity Zinc
Santa Monica Bay Offshore/Nearshore Zones	Arsenic Mercury	DDT PCBs Trash

Source: California 2020-2022 Integrated Report (303(d) List/305(b) Report). May 11, 2022 (SWRCB 2022).

DDD = dichlorodiphenyldichloroethane
DDE = dichlorodiphenyldichloroethylene
DDT = dichlorodiphenyl-trichloroethane
PAHs = polycyclic aromatic hydrocarbons
PCBs = polychlorinated biphenyls
SWRCB = State Water Resources Control Board

The 2022 CGP also includes TMDL monitoring and reporting requirements, which apply to projects that (1) discharge to a water body or watershed with an EPA-established TMDL and (2) have on-site sources of the TMDL pollutant, as determined by the pollutant source assessment. Sampling for TMDL pollutants is triggered when the pollutants may be discharged due to failure to implement BMPs, a container spill or leak, or a BMP breach, failure, or malfunction. Table 3.10.2 summarizes the TMDLs that are identified as applicable to construction stormwater dischargers covered under the CGP for receiving water bodies within the Project Corridor per Attachment H of the CGP.

Table 3.10.2: TMDLs Applicable to Construction Stormwater Discharges

TMDL	Pollutant
Ballona Creek, Ballona Estuary and Sepulveda Channel Bacteria TMDL	Bacteria
Ballona Creek Metals TMDL	Metals
Ballona Creek Estuary Toxics TMDL	Toxics
Long Beach City Beaches and Los Angeles River Estuary Bacteria TMDL	Bacteria
Los Angeles River Bacteria TMDL	Bacteria
Los Angeles River Metals TMDL	Metals
Los Angeles River Nutrients TMDL	Nutrients

Source: Construction General Permit (CGP) (NPDES No. CAS000002, SWRCB Order No. 2022-0057-DWQ) Attachment H. September 8, 2022.

Caltrans' MS4 Permit requires compliance with the statewide Trash provision by identifying significant trash generating areas and installing, operating and maintaining trash capture systems in Significant Trash Generating Areas and/or Priority Land Uses. Because the Los Angeles Region has developed region-specific Trash TMDL requirements, Caltrans implements the Los Angeles region-specific Trash TMDL requirements on Caltrans projects. The Project limits are within the Los Angeles region-specific Trash TMDL. Therefore, the Build Alternatives would include capture and treatment BMPs that meet the Los Angeles region-specific Trash TMDLs requirements.

3.10.2.2 Groundwater

Groundwater Hydrology

Coastal Plain of the Los Angeles Groundwater Basin

The Project Corridor is within the San Fernando Valley Groundwater Basin and the Santa Monica Subbasin, which are located in the larger Coastal Plain of the Los Angeles Groundwater Basin.

The San Fernando Valley Basin's total storage capacity is estimated at 3,670,000 acre-feet. Several restrictive structures disturb the flow of groundwater through the basin. The valley is drained by the Los Angeles River and its tributaries. Recharge of the basin is from a variety of sources, including spreading of imported water and runoff in the Pacoima, Tujunga, and Hansen Spreading grounds and infiltration from water flowing in surface washes in the eastern portion of the basin. The San Fernando Valley Groundwater Basin was adjudicated in 1979 (California Department of Water Resources 2004).

Groundwater levels in the San Fernando Valley Groundwater Basin have undergone a general decline during recent years. Probable causes of this decline include increased urbanization and runoff leaving the basin, reduced artificial recharge, and continued groundwater extractions by the three major pumping parties in the basin—the cities of Los Angeles, Burbank, and Glendale.

Groundwater Quality

The San Fernando Valley Groundwater Basin has a total dissolved solids (TDS) concentration range of 326 to 615 milligrams per liter (mg/L) (California Department of Water Resources 2004). The basin is contaminated primarily by volatile organic compounds (VOCs) from industry, and nitrates from subsurface sewage disposal and past agricultural activities. The deep alluvial basin does not have continuous effective confining layers above ground water and pollutants have seeped through the upper sediments into the groundwater. Impacts from a VOC plume and four nitrate plumes along with the irregular presence of confining layers have impacted the use of the basin for drinking water uses (Los Angeles RWQCB 2014).

The Santa Monica Subbasin has a TDS concentration average of 916 mg/L (California Department of Water Resources 2004). The basin has been negatively impacted by industrial activity such as oilfield brines. Urban development has resulted in concentrations of inorganic constituents in groundwater samples (Dudek 2022).

Groundwater Water Quality Objectives

The groundwater WQOs for the Los Angeles Region, as designated in the Basin Plan, are provided in Table H of the *Water Quality Assessment Report* (November 2024). Groundwater WQOs for the Santa Monica Subbasin and San Fernando Valley Basin include:

- **Santa Monica Subbasin**
    - TDS: 1000 mg/L
    - Sulfate: 250 mg/L
    - Chloride: 200 mg/L
    - Boron: 0.5 mg/L
- **San Fernando Valley Basin West of I-405**
    - TDS: 800 mg/L
    - Sulfate: 300 mg/L
    - Chloride: 100 mg/L
    - Boron: 1.5 mg/L
- **San Fernando Valley Basin East of I-405**
    - TDS: 700 mg/L
    - Sulfate: 300 mg/L
    - Chloride: 100 mg/L
    - Boron:1.5 mg/L

Existing Groundwater Levels

According to the *District Preliminary Geotechnical Report* (April 2023), available data show that the groundwater depth varies substantially across the site. The groundwater depth from the south of the Project limits (Palms Boulevard) to Sunset Boulevard may vary from approximately 30 feet to over 100 feet. The groundwater depths along the Project Corridor that stretches across the Santa Monica Mountains may be deeper than 100 feet. The groundwater depths in the northern section may vary from approximately 10 feet to below 27 feet. A flood control basin is also located on the west side of the Project Corridor between Victory Boulevard in Van Nuys and U.S. Highway 101 (US-101). Groundwater may be encountered at a shallow depth (within the upper 10 feet) in

this area. These depths are based on available data and may fluctuate depending on climate and season. Table 3.10.3, below, indicates the depths at which groundwater was encountered in the different regions of the Project Corridor.

Table 3.10.3: Measured Groundwater Levels

Region of Project	Groundwater Table Depth (feet)	Notes
Northern Section	10 to 27	The Ventura Boulevard Log of Test Borings (LOTBs) notes that groundwater was not encountered to the approximate depth of 75 feet.
Central Section	>100	Santa Monica Mountains. Most LOTBs do not mention groundwater was encountered near the Getty Center at 104.5 feet.
Southern Section	30 to 100	Some LOTBs note that groundwater was not encountered to depths of 70 to >100 feet.

Source: *District Preliminary Geotechnical Report* (AECOM 2023).

Beneficial Uses

The existing or potential beneficial uses for the San Fernando Valley Groundwater Basin and the Santa Monica Subbasin as designated in the Basin Plan are listed below:

- **MUN:** Waters are used for community, military, municipal, or individual water supply systems
- **AGR:** Waters are used for farming, horticulture, or ranching
- **IND:** Waters are used for industrial activities that do not depend primarily on water quality (e.g., mining, cooling, or gravel washing)
- **PROC:** Waters are used for industrial activities that depend primarily on water quality (e.g., food preparation)

3.10.3 Environmental Consequences

3.10.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

During construction, Alternative 2 would disturb a total of 3.91 acres of surface area and Alternatives 3 and 5 would disturb 78.95 acres. Construction activities would expose soil and there would be a potential for soil erosion compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. Construction of Alternative 2 would disturb a smaller area than Alternative 3 and Alternative 5. Therefore, Alternative 2 would involve the least amount of exposed soil and would result in the lowest potential for soil erosion and downstream sedimentation to occur when compared to Alternative 3 and Alternative 5.

During pavement delineation, there is a potential for construction-related pollutants to be spilled or leaked or to be transported via storm runoff into drainages adjacent to the Project Corridor and into downstream receiving waters. Petroleum products (e.g., paints and/or thermoplastic materials) may be spilled or leaked and have the potential to be transported via storm runoff into receiving waters. Other pollutants of concern during construction of the Build Alternatives include sediments, trash, concrete waste (dry and wet), sanitary waste, and chemicals.

Temporary or portable sanitary facilities provided for construction workers would be a source of sanitary waste that could be transported to downstream receiving waters. Construction workers would also generate trash and debris (e.g., food wrappers) that could also be transported to receiving waters. If water is detained at the construction site, it has the potential to reach ambient air temperatures and, if discharged to receiving waters, could contribute to the increase in water temperatures.

As described in Project Features PF-HYD-1 and PF-HYD-2 (as detailed in Section 3.9, Hydrology and Floodplains), construction activities associated with the Build Alternatives would comply with the requirements of the CGP. In compliance with the CGP, preparation of a SWPPP and implementation of Construction BMPs would be required to identify sources of stormwater pollution, minimize erosion, control stormwater and non-stormwater, and prevent spills. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs (which are designed to minimize erosion and retain sediment on site) and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. The SWPPP would be developed and Construction BMPs selected and implemented to target pollutants of concern during construction. Potential Construction BMPs include, but are not limited to: dam checks, fiber rolls, drainage inlet protection, construction entrance, hydraulic mulch, street sweeping, concrete washout, soil stabilization, non-stormwater management (including but not limited to: dewatering operations, paving and grinding operations, vehicle and equipment cleaning), and waste management and materials pollution control (including but not limited to: stockpile management, spill prevention and control, solid waste management, and hazardous waste management). The Construction BMPs would retain sediment and other pollutants in the Project Corridor, which would prevent these pollutants from reaching receiving waters.

The Build Alternatives are anticipated to be Risk Level 2 under the CGP; therefore, effluent monitoring for pH and turbidity levels would be required during storm events. This would ensure that pH and turbidity levels remain below NALs, as established in the CGP. Discharges of stormwater and authorized non-stormwater discharges are not anticipated to cause or contribute to any violations of applicable water quality standards or objectives, or adversely affect human health. In addition, runoff during construction would not contain pollutants in quantities that would create a condition of nuisance or adversely affect beneficial uses of waters of the State. Properly implemented Construction BMPs, with appropriate installation, inspection, and maintenance, as incorporated by Project Features PF-HYD-1 and PF-HYD-2, would retain pollutants on site and prevent them from entering receiving waters. Therefore, no substantial adverse effects to water quality are anticipated during construction of the Build Alternatives.

No Build Alternative (Alternative 1)

No temporary impacts to water quality and stormwater are anticipated under the No Build Alternative because the improvements to I-405 proposed under the Build Alternatives would not be made. Any planned residential, commercial, or industrial development adjacent to the transportation corridor is responsible for its own temporary drainage conveyance facilities and is excluded from conveying off-site runoff into the Caltrans drainage facility. Any planned residential, commercial, or industrial development adjacent to the transportation corridor is also responsible for obtaining coverage under the CGP and/or implementing construction BMPs and are excluded from introducing pollutants into the Caltrans drainage facility. Under the No Build Alternative, there would not be an increase in impervious area or change in land use in the Project Corridor. The No Build Alternative would not result in an increase in stormwater runoff or pollutant loading and no adverse effects would occur.

3.10.3.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Construction and operation of the Build Alternatives would result in varying amounts of Net New Impervious (NNI) and/or Replaced Impervious Surface (RIS) area and Post-Construction Treatment Area (PCTA). Table 3.10.4, which is provided below, summarizes the new and replaced and post-construction treatment area quantities.

Table 3.10.4: Disturbed Soil Area and Post-Construction Treatment Area Quantities for the Build Alternatives

Area	Alternative 2 (acres)	Alternative 3 (acres)	Alternative 5 (acres)
Disturbed Soil Area (DSA)	3.91	78.95	78.95
Existing Impervious Area	310.10	310.10	310.10
Net New Impervious Surface (NNI)	3.75	14.95	13.03
Replaced Impervious Surface (RIS)	4.15	42.30	38.40
Excluded Impervious Area (EIA)[1]	4.15	12.91	12.91
New Impervious Surface (NIS) Area (NIS = NNI + RIS - EIA)	3.75	44.34	38.52
Additional Treated Area (ATA)	0.00	8.05	8.05
Post-Construction Treatment Area (PCTA) (PCTA = NIS + ATA)	3.75	52.39	46.57

Source: *Stormwater Data Report* (Caltrans 2024); A. Vivar, AIX Engineering and J. Fromhertz, WSP (personal communication, September 6, 2023, March 26, 2024, and October 8, 2024).
[1] EIA excluded from RIS total calculation per PPDG Table 4-1.
PPDG = Project Planning and Design Guide

Pollutants of concern during operation of transportation facilities include suspended solids/sediments, nutrients, pesticides, heavy metals, oil and grease, toxic organic compounds, and trash and debris. The Build Alternatives involve improvements to existing transportation facilities; therefore, the types of pollutants of concern would be the same for all the Build Alternatives.

As shown in Table 3.10.4, Alternative 2 would result in a net new impervious (NNI) area of 3.75 acres, Alternative 3 would result in an NNI area of 14.95 acres, and Alternative 5 would result in a NNI area of 13.03 acres. An increase in impervious surface area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters. In addition, an increase in impervious surface area would also increase the total amount of pollutants in the stormwater runoff and non-stormwater runoff, which would increase the amount of pollutants traveling to on-site drainages and downstream receiving waters.

Under existing conditions, there are 21 existing BMPs within the Project limits that consist of infiltration basins, bioswales, and media filters that provide treatment for stormwater runoff within the Project Corridor. Under the Build Alternatives, these BMPs would be maintained and would continue to provide the required treatment. In addition, consistent with the requirements outlined in Project Features PF-WQ-1 through PF-WQ-3, the Build Alternatives would implement Caltrans' MS4 requirements and Caltrans-approved Design Pollution Prevention, Treatment, and Maintenance BMPs to reduce the discharge of pollutants of

concern to the maximum extent practicable, including the construction of 10 new BMPs to collect stormwater runoff and provide treatment to improve water quality. Proposed BMPs include 5 Design Pollution Prevention Infiltration Areas (DPPIAs), 1 infiltration basin that would replace 2 existing bioswales that would be impacted by the proposed ramp widening, and 4 infiltration galleries. As such, the Build Alternatives would not result in long-term substantial adverse effects to water quality during operations with the inclusion of Project Features PF-WQ-1 through PF-WQ-3.

PF-WQ-1 **Caltrans Municipal Separate Storm Sewer System Permit.** The Project will comply with the provisions of the NPDES Permit and Waste Discharge Requirements for the State of California Department of Transportation (Caltrans), Order No. 2022-0033-DWQ, NPDES No. CAS000003, and any subsequent permits in effect at the time of construction.

PF-WQ-2 **Design Pollution Prevention Best Management Practices.** Design Pollution Prevention BMPs will be implemented, such as preservation of existing vegetation; slope/surface protection systems (permanent soil stabilization); concentrated flow conveyance systems, such as ditches, berms, dikes, and swales; overside drains; flared end sections; and outlet protection/velocity dissipation devices.

PF-WQ-3 **Treatment Best Management Practices.** Final design of the Project shall include Caltrans-approved Treatment BMPs consistent with the requirements of the Caltrans *Permit and Project Planning and Design Guide.* Project construction shall not be deemed complete until the treatment BMPs are installed and a long-term BMP maintenance plan is prepared.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, under the No Build Alternative, there would not be an increase in impervious area or change in land use in the Project Corridor. The No Build Alternative would not result in an increase in stormwater runoff or pollutant loading and no adverse effects would occur.

3.10.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Features PF-HYD-1, PF-HYD-2, and PF-WQ-1 through PF-WQ-3 outlined above to help address potential adverse effects to water quality. No avoidance, minimization, and/or mitigation measures would be required.

3.11 Geology/Soils/Seismic/Topography

3.11.1 Regulatory Setting

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

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. Structures are designed using Caltrans' Seismic Design Criteria. The Seismic Design Criteria provides the minimum seismic requirements for highway bridges designed in California. A bridge's category and classification will determine its seismic performance level and which methods are used for estimating the seismic demands and structural capabilities.

3.11.2 Affected Environment

This section discusses the existing geologic and soils conditions within the study area and provides an analysis of the potential impacts of the Project that are related to geology and soils. This section also addresses the potential for structural damage to Project facilities due to the local geology underlying the Project Corridor, as well as slope stability, ground settlement, soils, grading, and seismic conditions. This section summarizes information provided in the *District Preliminary Geotechnical Report* (April 2023).

3.11.2.1 Local Geology, Topography, and Soils

The Project Corridor extends from the Los Angeles Basin in the south through the Santa Monica Mountains and into the San Fernando Valley (Valley) in the north. The Santa Monica Mountains are a 45-mile long, east-west-trending range of moderate height that extends from Los Angeles to the Oxnard/Camarillo area in Ventura County. Where the Project extent is located, the mountains form an approximately 4.5-mile-wide barrier between the Valley and the Los Angeles Basin. The crest is about 700 feet above the Valley and more than 1,000 feet above the Los Angeles Basin. The mountain range is dissected by long, south-draining canyons on its southern flank and shorter, north-draining canyons on its northern flank.

The San Fernando Valley is an east-west trending alluvial-filled basin located between the Santa Monica Mountains to the south and the Santa Susana, Verdugo, and San Gabriel Mountains to the North. The basin drains in a general southeast direction by several channelized tributary washes into the Los Angeles River, which flows southeastward along the southern margin of the Valley. The surface of the basin, which mostly consists of gently sloping alluvial fans, is about 500 feet above mean sea level in the southeastern limits of the basin, in the vicinity north of the end of the Project Corridor. The Quaternary deposits consist of artificial fill, alluvial fan deposits of Holocene to Pleistocene age and alluvial flood plain deposits of Holocene to Pleistocene age. Located in the middle portion of the Project limits, through the Santa Monica Mountains, the exposed bedrock is the Modelo Formation and the Santa Monica Slate.

3.11.2.2 Geologic Hazards

Geological hazards relevant to the Project Corridor include seismic ground shaking, localized soil liquefaction, seismic settlement, landslides and rock fall, erosion, and methane. The following irrelevant geologic hazards are evaluated for the Project Corridor and are not discussed further in this section:

- **Tsunami and Seiches:** Seiches are large waves generated in enclosed bodies of water, such as lakes, in response to ground shaking. Tsunamis are waves generated in large bodies of water as a result of fault displacement or major ground movement. There are no enclosed bodies of water near the Project Corridor. As a result, the existing potential risks to the Project Corridor related to tsunamis and seiches are considered negligible.
- **Soil Subsidence:** Soil subsidence occurs when large amounts of groundwater have been withdrawn from certain types or rocks, such as fine-grained sediments. When water is withdrawn, the rock falls in on itself and over large areas can result in occurrences such as sinkholes. The Project Corridor is not located within an area of known ground subsidence (USGS 2018).Therefore, soil subsidence is unlikely to occur in the Project Corridor.
- **Flooding**: Flooding and the consequent erosion associated with flooding are hazards that are the result of concentrated flow of storm water during torrential rains. The Federal Emergency Management Agency (FEMA) flood insurance rate maps (FEMA, 2008, 2018, and 2021) of the Project Corridor shows that the property is located outside the 500-year flood area (0.2 percent annual chance of flooding) (FEMA, Flood Insurance Rate Maps 06037C1595G, 06037C1590G, 06037C1580F, and 06037C1315F). The Project Corridor is located in an area of minimal flood hazard and the potential for flood inundation in the Project Corridor over the Project's life is unlikely.

There are no known active surface faults within the Project limits, so the potential for ground rupture is considered low. The nearest active or potentially active fault is located approximately 4.5 miles from Project Corridor; as a result, moderate-to-intense ground shaking should be anticipated within the Project Corridor in the event of an earthquake. Faulting and seismicity are discussed in more detail below.

Some near-surface alluvial sediments within the Project Corridor are susceptible to liquefaction due to moderate-to-intense ground shaking and historical groundwater levels ranging from 0 to 40 feet below the ground surface. The potential for liquefaction is discussed in more detail later in this section.

Faulting and Seismicity

The Project Corridor is located within a seismically active region that has and will be subjected to seismic shaking. The study area crosses the Santa Monica fault, and several other significant faults that surround the Project Corridor. The most significant seismic sources for the Project are the Santa Monic Fault, the Hollywood Fault, the Newport Inglewood Fault, the Compton Fault, and the Palos Verdes Fault. The nearest substantial local sources of earthquakes and associated information are summarized in Table 3.11.1.

The Project Corridor is located in a seismically active region. Historical epicenter maps show widespread seismicity throughout the Los Angeles Basin. Although historical earthquakes occur in proximity to known faults, they are difficult to directly associate with mapped faults.

Table 3.11.1: Local Fault Data

Fault	Fault Type	Age	Approximate Distance from Nearest I-405 Project Limits to Fault (miles)
Santa Monica Fault	R	Holocene	7.8
Hollywood Fault	R	Holocene	9.0
Newport-Inglewood Fault (North Los Angeles Basin section)	R	Holocene/Quaternary	4.5
Compton Blind Thrust Fault	T	Late Quaternary	11.8
Palos Verdes Fault	SS	Late Quaternary	17.5

Source: *Fault Activity Map of California. California Department of Conservation* (2015). (Website: https://maps.conservation.ca.gov/cgs/fam/, accessed June 2024).
I-405 = Interstate 405 SS = Strike Slip
R = Reverse T = Thrust

Part of this difficulty is due to the fact that the Los Angeles Basin is underlain by several subsurface thrust faults (blind faults). The study area crosses the Santa Monica Fault, and several other significant faults surrounding the site. Based on their proximity to the Project Corridor and their potential for generating large earthquakes, the most significant (controlling) seismic sources for the Project would be the faults listed in Table 3.11.1.

Groundwater

The potential for liquefaction within the Project Corridor was determined based on groundwater levels near the ground surface. The available data show that the groundwater depth varies significantly across the Project Corridor. The groundwater depth south of the Project limits (Palms Boulevard) to Sunset Boulevard may vary from approximately 30 feet to over 100 feet. The groundwater depths along the Project Corridor that stretch across the Santa Monica Mountains may be deeper than 100 feet. The groundwater depths in the northern section may vary from approximately 10 feet to below 27 feet. Due to the large fluctuation of the groundwater depths, the groundwater levels would be evaluated in detail during final design, should a build alternative be identified as the preferred alternative.
A flood control basin is also located on the west side of the Project Corridor between Victory Boulevard in Van Nuys and the U.S. Highway 101 (US-101). Groundwater may be encountered at a shallow depth, within the upper 10 feet, in this area. A summary of the maximum groundwater elevations from the as-built Log of Test Borings (LOTBs) is provided in Table 3.11.2, below.

Liquefaction Potential and Seismic Settlement

Portions of the Project Corridor are mapped by the California Geological Survey as being in a zone that is susceptible to earthquake-induced liquefaction. Liquefaction is a phenomenon whereby saturated granular soils lose their inherent shear strength due to increased pore water pressures, which may be induced by conditions such as an earthquake. Liquefaction is generally considered possible when the depth to groundwater is less than 50 feet below the ground surface. As shown in Table 3.11.2, historical high groundwater levels in the Project Corridor at the northern and southern sections of the Project limits range between 10 to 70 feet below ground surface. The *District Preliminary Geotechnical Report* states that areas within the southern and the northern portions of the Project Corridor and small areas parallel to the Project Corridor and within the Santa Monica Mountains are located within the Liquefaction Hazard Zones. Consequently, liquefaction potential is considered high within portions of the Project Corridor.

Table 3.11.2: Summary of Groundwater Data

Location	Groundwater Table Depth (feet)	Notes
Northern Section (Northernmost portion of the Project limits to the Sepulveda Blvd. Undercrossing)	10 to 27	The Ventura Blvd. LOTBs note that groundwater was not encountered to the approximate depth of 75 feet.
Central Section (From the Sepulveda Blvd. Undercrossing to Sunset Blvd.)	>100	Includes the Santa Monica Mountains. Most LOTBs note that groundwater was not encountered to the approximate depth of 100 feet.
Southern Section (Sunset Blvd. to the southernmost portion of the Project limits)	30 to 100	Some LOTBs note that groundwater was not encountered to depths of 70- to >100-feet.

Source: *District Preliminary Geotechnical Report* (April 2023).
LOTBs = Log of Test Borings

Seismically Induced Landslides and Rock Fall

Seismically induced slope failure (landslide) is failure that is triggered by seismic shaking. A portion of the Project Corridor is located on the slopes of the Santa Monica Mountains. This portion is within a landslide risk defined zone. Rockfall is typically encountered in steep mountainous terrane where rock can be dislodged from natural or cut slopes that are adjacent to the roadway. Since loose soils have been identified in the study area, the potential for seismic-induced slope failure (landslides) and rock fall are possible.

Erosion

There are no known significant issues of surface runoff erosion in the Project Corridor. The Project limits are within the cities of Van Nuys, Sherman Oaks, Bel Air, Westwood, Brentwood, West Los Angeles, Mar Vista, and Palms. Each jurisdiction may provide additional guidelines regarding the potential effects of high rainfall and landscape irrigation for projects within their limits. Caltrans hydraulics and stormwater design standards, along with periodic maintenance on the embankment slopes, are meant to reduce surface runoff along their right-of-way (ROW).

Other Potential Geologic Hazards

As described in the *District Preliminary Geotechnical Report,* methane is one significant hazard that is common in various parts of Los Angeles County (DWP 2006). Portions of the Project Corridor are mapped to cross areas where the potential for encountering methane is very high based on available data. Impacts of methane to the Project are unknown at this time but would be determined during final design, should a build alternative be identified as the preferred alternative. A licensed environmental professional should review the available data, including the Phase 1 Initial Site Assessment, and classify the contaminated soils and nature of the hazardous waste during final design.

3.11.2.3 Contaminated Soils

As described in detail in Section 3.13, Hazardous Waste/Materials, aerially deposited lead (ADL) is generally encountered in unpaved areas (or formerly unpaved areas) adjacent to older roads, primarily as a result of lead deposition from historical vehicle emissions. Because I-405 within the Project Corridor has been used during periods when leaded gasoline was still in use, the adjacent unpaved surficial soils may contain ADL. Other

potential areas of soil contamination associated with individual land uses adjacent to I-405 are discussed in Section 3.13.

3.11.3 Environmental Consequences

3.11.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

The potential temporary impacts of the Build Alternatives related to geotechnical hazards and resources would vary depending on the alternative. It should be noted that since the study area for the *District Preliminary Geotechnical Report* used Alternative 3 as a basis, and the ROW impacts are the same for Alternative 5, the analysis provided below is for Alternatives 3 and 5. Alternative 2 would also include ground disturbance, but to a lesser extent than Alternatives 3 and 5. Therefore, in order to provide a conservative analysis, the same impacts would apply. Temporary impacts of the Build Alternatives are discussed generally in this section.

Soil Erosion

During construction, Alternative 2 would disturb a total of 3.91 acres of surface area. Alternative 2 proposes to widen the freeway, where necessary, to accommodate an additional weave lane at EL ingress/egress locations and maintain stopping sight distance at curves. Other improvements include construction of retaining walls and sound walls, utility improvements, drainage improvements and maintain stopping sight distance at curves. Soil eroded from the land, which may include pesticides and other chemicals, has the potential to wash into streams and waterways. Additionally, during a storm event, soil erosion could occur at an accelerated rate.

During construction, Alternatives 3 and 5 would disturb a total surface area of 78.95 acres. Alternative 3 would result in similar impacts to water quality from soil erosion as those for Alternative 5 because both Build Alternatives include similar construction activities such as construction of retaining walls and sound walls, utility improvements, drainage improvements and maintenance of stopping sight distances at curves. Under Alternatives 3 and 5, erosion is also a concern given the movement of soils during excavation and grading activities for the proposed soundwall.

During all construction activities for the Build Alternatives, the construction contractor would be required to adhere to the requirements of the General Construction Permit and to implement soil erosion and sediment control best management practices (BMPs) specifically identified in the project Storm Water Pollution Prevention Plan (SWPPP) to keep sediment from moving off site into receiving waters and impacting water quality. Refer to Section 3.10, Water Quality and Stormwater Runoff, for additional discussion regarding construction-related water quality issues and mitigation, including BMPs. Therefore, no substantial adverse effects to soil erosion would occur during construction of the Build Alternatives.

Worker safety hazards resulting from erosion during construction of the Build Alternatives would be minimized based on implementation of the requirements in the General Construction Permit and erosion and sediment control BMPs in the SWPPP.

Ground Motion

Construction activities could be affected by ground motion from seismic activities. Possible ground rupture, liquefaction, and slumping or slope failure could occur in areas with artificial fill if an earthquake were to occur during construction. Implementation of safe construction

practices and compliance with Caltrans and the California Division of Occupational Safety and Health (Cal-OSHA) safety requirements would minimize the impacts to worker safety during construction activities. Therefore, no substantial adverse effects would occur during construction of the Build Alternatives.

Hazardous Waste

Disturbance of unpaved areas adjacent to the I-405 mainline, ramps, and arterial streets within the Project Corridor could disturb ADL and pesticides in the soils, if present. Refer to Section 3.13, Hazardous Waste/Materials for discussion of the potential effects associated with disturbance of soils containing ADL and pesticides during construction of the Build Alternatives and the Project Features addressing those potential effects. With implementation of these Project Features, no substantial adverse effects would occur during construction of the Build Alternatives.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the temporary construction-related impacts discussed above for the Build Alternatives would not occur because there would be no construction on I-405 within the Project Corridor under this alternative, and no adverse effects would occur.

3.11.3.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

The potential permanent impacts of the Build Alternatives related to geotechnical issues and resources along the Project Corridor would vary depending on the alternative. As noted above, the ROW impacts are evaluated to be generally the same for Alternatives 3 and 5 and would consequently result in the greatest impacts to geotechnical resources. Alternative 2 would also include ground disturbance but to a lesser extent than Alternatives 3 and 5. Permanent impacts are discussed generally in this section.

Local Geology, Topography, and Soils

The Build Alternatives would not result in permanent substantive changes to the topography in the Project Corridor because the improvements would generally be constructed at or close to the same grade as the existing facility and would be designed to conform to current design standards. Surficial soils within the Project Corridor contain some amount of cohesive fines. Cohesive soils have an attraction between particles of the same type, origin, and nature. Therefore, cohesive soils are a type of soil that stick to each other. Examples of cohesive soils are the silts and clays, or fine-grained soils. Therefore, the soils are not easily eroded. However, slope areas that may consist of sandy surficial soils (with little to no cohesive fines) are susceptible to erosion. In general, the erosion potential of soils within the Project Corridor is considered low to moderate.

However, in the event of an earthquake, surface settlement could occur, which could damage the proposed roadway and compromise the integrity of proposed embankments, ramps, retaining walls, and other structures. As identified in Measure GEO-1, should a build alternative be identified as the preferred alternative, soils and groundwater conditions along the Project Corridor would be evaluated through a site-specific investigation as part of the engineering design of the Build Alternatives. The results of this investigation would inform the final engineering design of the Build Alternatives. Design and construction of the proposed improvements would adhere to the Caltrans *Highway Design Manual (HDM)* and other required standards, as well as recommendations from the Structure Foundation

Report and the Geotechnical Design Report, as included in Minimization Measure GEO-1 provided in Section 3.11.4, below.

Adherence to recommendations within the Structure Foundation Report and Geotechnical Design Report would substantially reduce the geologic risks. In addition, surficial soils that are sandy can be susceptible to soil erosion produced by running water and accelerated erosion on steep slopes. The clayey surficial soils are expected to expand when wet and crack upon drying. Cracking allows infiltration of water from storms and irrigation, ultimately causing loosening of the surficial soils. This results in an increase in soil erodibility. Should a build alternative be identified as the Preferred Alternative, the revegetation of graded slopes specified in Project Feature PF-GEO-1 would be performed prior to construction of the Build Alternatives, which would address soil erodibility. Therefore, no substantial adverse effects would occur due to the operation of the Build Alternatives.

PF-GEO-1 **Revegetation.** Prior to construction, revegetation of graded slopes shall be performed to minimize erosion, and runoff would be diverted from each slope face using earthen berms and/or concrete swales at the top of each slope.

Additionally, Project Feature PF-WQ-4 provided in Section 3.10, Water Quality and Storm Water Runoff, would also apply, as it requires the Build Alternatives to implement Construction BMPs that would require erosion control for slope stabilization. Further, Project Features PF-HAZ-1 through PF-HAZ-5 in Section 3.13, Hazardous Waste/Materials, would also apply.

Geologic Hazards (Faulting and Seismicity, Landslides and Rock Fall, Erosion, Methane, and Groundwater)

The Project Corridor is located within the Los Angeles Basin, which is known to be seismically active. Depending on site-specific conditions, the Build Alternatives have the potential to also be underlain by liquefiable soil, thus potentially exposing the traveling public to hazards such as earthquakes and liquefaction. In the event of an earthquake, such conditions could result in surface settlement that could damage the proposed roadway and compromise the integrity of proposed embankments, ramps, retaining walls, and other structures. Should a build alternative be identified as the Preferred Alternative, these conditions would be determined through a geotechnical investigation as part of the engineering design (refer to Minimization Measure GEO-1, below) to confirm soil and groundwater conditions within the Project Corridor.

Since loose soils have been identified in the study area, there is a potential for seismic induced slope failure (landslides) and rock fall. Should a build alternative be identified as the Preferred Alternative, these conditions would be determined through a geotechnical investigation as part of the engineering design, as outlined in Minimization Measure GEO-1. The Project would adhere to the Caltrans *Highway Design Manual (HDM)* and other required standards, as well as recommendations from the Structure Foundation Report and the Geotechnical Design Report to reduce potential adverse effects associated with landslides and rock fall. Additionally, as discussed above under Local Geology, Topography, and Soils, the erosion potential of soils within the Project Corridor is considered low to moderate and the Build Alternatives would include revegetation of graded slopes, as specified in Project Feature PF-GEO-1, to address soil erodibility. Therefore, no substantial adverse effects related to erosion would occur due to operation of the Build Alternatives.

Based on the preliminary plans, the majority of fill placement for embankment construction is expected to be minor (5 feet or less in height). For taller embankment fills, ground settlements were estimated based on the subsurface soils at these locations and the proposed maximum height of fill. Excavation for the roadway grading, new pavement, retaining walls, utility improvements, and drainage improvements is expected to range in depth from 1 to 10 feet for the Build Alternatives. It should be noted that some of these activities would take place in areas mapped at the surface with high-sensitivity geologic units (i.e., the Old Shallow Marine Deposits on Wave-Cut Surface, Modelo Formation, and Topanga Group, Undivided). Further, excavation for the bridge footings, new signage, and sounds walls for the Build Alternatives, and toll infrastructure for Alternatives 2 and 3 is expected to extend up to 30 feet below the surface and would affect high sensitivity sediments at the surface and at depth.

As described in the *District Preliminary Geotechnical Report*, portions of the Project Corridor are mapped to cross areas where potential for encountering methane is very high based on available data. Should a build alternative be identified as the Preferred Alternative, these conditions would be determined as part of the engineering design.

With implementation of Minimization Measure GEO-1, the Build Alternatives would be designed to conform to Caltrans' seismic and design criteria. Therefore, no substantial adverse effects would occur due to the operation of the Build Alternatives.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the permanent impacts discussed above for the Build Alternatives would not occur because none of the permanent improvements to I-405 proposed under the Build Alternatives would be implemented and operated and no adverse effects would occur.

3.11.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Feature PF-GEO-1 outlined in Section 3.11.3.2 to help address potential impacts. In addition, the Build Alternatives would include Minimization Measure GEO-1 to properly assess and minimize potential impacts to geotechnical sites as part of the Build Alternatives.

GEO-1 **Geotechnical Investigation.** Under this measure during the Plans, Specifications, and Estimates (PS&E) phase, a detailed geotechnical investigation will be conducted by qualified geotechnical personnel to assess the geotechnical conditions at the Project Corridor. The geotechnical investigation will include exploratory borings to investigate site-specific soils and conditions and to collect samples of subsurface soils for laboratory testing. Those soil samples will be tested to evaluate liquefaction potential, collapsibility potential, stability, and corrosion potential. The Project-specific findings and recommendations of the geotechnical investigation will be summarized in a Structure Foundation Report and a Geotechnical Design Report to be submitted to the California Department of Transportation (Caltrans) for review and approval. Those findings and recommendations will be incorporated in the final design of the Build Alternatives.

3.12 Paleontology

3.12.1 Regulatory Setting

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils.

A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as part of federally authorized projects. 23 USC 305 (Archeological and Paleontological Salvage) authorizes the appropriation and use of federal highway funds for paleontological salvage as necessary by the highway department of any state, in compliance with 54 USC 320301-32033 and state law.

Under California law, paleontological resources are protected by CEQA.

3.12.2 Affected Environment

This section is based on the *Paleontological Identification Report and Paleontological Evaluation Report* (PIR/PER) (January 2024).

A paleontological resource locality search for any known localities within and surrounding the Project Corridor was completed through the Natural History Museum of Los Angeles County (NHMLAC) in January 2022. The locality search included a 1-mile buffer around the Project Corridor. Relevant geologic maps and geological and paleontological literature were also reviewed. Pedestrian surveys of the Project Corridor were conducted on August 22 and 23, 2022; October 11, 12, 13, 19, 20, and 21, 2022; and April 25, 2023.

The Project Corridor is located within the Transverse Ranges Geomorphic Province, which extends from the San Bernardino Mountains in the east to several of the Channel Islands offshore to the west, including San Miguel, Santa Rosa, and Santa Cruz Islands. This province is characterized by steep mountains and valleys that trend in an east-west direction at an oblique angle to the northwest-southeast trend of the California coast, hence the name “Transverse.”

Geologic mapping indicates the Project Corridor contains Artificial Fill; Alluvium; Young Alluvial Fan Deposits, Unit 1; Young Alluvial Fan Deposits, Unit 2; Young Alluvium, Unit 2; Old Alluvial Fan Deposits, Unit 2; Old Shallow Marine Deposits on Wave-Cut Surface; the Modelo Formation; the Topanga Group, Undivided and the Santa Monica Slate (see Figure 3.12-1). While Artificial Fill may contain fossils, these fossils have been removed from their original locations and are thus out of stratigraphic context. Therefore, they are not considered important for scientific study. As such, Artificial Fill has no paleontological sensitivity. Alluvium is mapped within the Project Corridor near the Los Angeles River. Although this Alluvium can contain remains of plants and animals, not enough time has passed for the remains to have become fossilized. Therefore, the Alluvium is considered to have no paleontological sensitivity.

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Geology

- (af) Artificial Fill
- (Qa) Alluvium
- (Qf) Alluvial Fan Deposits
- (Qls) Landslide Deposits
- (Qya_2) Young Alluvium, Unit 2
- (Qya_1) Young Alluvium, Unit 1
- (Qyf_3) Young Alluvial Fan Deposits, Unit 3
- (Qyf_2) Young Alluvial Fan Deposits, Unit 2
- (Qyf_1) Young Allvuial Fan Deposits, Unit 1
- (Qof_2) Old Alluvial Fan Deposits, Unit 2
- (Qom?) Old Shallow Marine Deposits on Wave-Cut Surface
- (Tm) Modelo Formation, Undivided
- (Tmd) Modelo Formation, Diatomaceous Shale
- (Tms) Modelo Formation, Sandstone
- (Tmt) Moterey Shale, Undivided
- (Tt) Topanga Group, Undivided
- (Ti) Intrusive Rocks, Undivided
- (Tss) Santa Susana Formation
- (Kt) Tuna Canyon Formation, Undivided
- (Ktb) Tuna Canyon Formation, Informal Member 'b'
- (Jsm) Santa Monica Slate, Undivided
- (Jsms) Santa Monica Slate, Spotted Slate
- (Jsmp) Santa Monica Slate, Phyllite

LEGEND

Project Location

0 1200 2400
FEET

SOURCE: Campbell et al. (2016) Preliminary Geologic Map of the Los Angeles 30'x60' Quad; Saucedo et al. (2016) Geologic Map of the Long Beach 30'x60' Quad

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FIGURE 3.12-1
Sheet 1 of 3

I-405 Sepulveda Pass Express Lanes Project

Geology Map

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Geology

- (af) Artificial Fill
- (Qa) Alluvium
- (Qf) Alluvial Fan Deposits
- (Qls) Landslide Deposits
- (Qya_2) Young Alluvium, Unit 2
- (Qya_1) Young Alluvium, Unit 1
- (Qyf_3) Young Alluvial Fan Deposits, Unit 3
- (Qyf_2) Young Alluvial Fan Deposits, Unit 2
- (Qyf_1) Young Allvuial Fan Deposits, Unit 1
- (Qof_2) Old Alluvial Fan Deposits, Unit 2
- (Qom?) Old Shallow Marine Deposits on Wave-Cut Surface
- (Tm) Modelo Formation, Undivided
- (Tmd) Modelo Formation, Diatomaceous Shale
- (Tms) Modelo Formation, Sandstone
- (Tmt) Moterey Shale, Undivided
- (Tt) Topanga Group, Undivided
- (Ti) Intrusive Rocks, Undivided
- (Tss) Santa Susana Formation
- (Kt) Tuna Canyon Formation, Undivided
- (Ktb) Tuna Canyon Formation, Informal Member 'b'
- (Jsm) Santa Monica Slate, Undivided
- (Jsms) Santa Monica Slate, Spotted Slate
- (Jsmp) Santa Monica Slate, Phyllite

LEGEND

- Project Location

0 1200 2400
FEET

SOURCE: Campbell et al. (2016) Preliminary Geologic Map of the Los Angeles 30'x60' Quad; Saucedo et al. (2016) Geologic Map of the Long Beach 30'x60' Quad

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FIGURE 3.12-1
Sheet 2 of 3

I-405 Sepulveda Pass Express Lanes Project

Geology Map

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EA 354330; EFIS 0720000070

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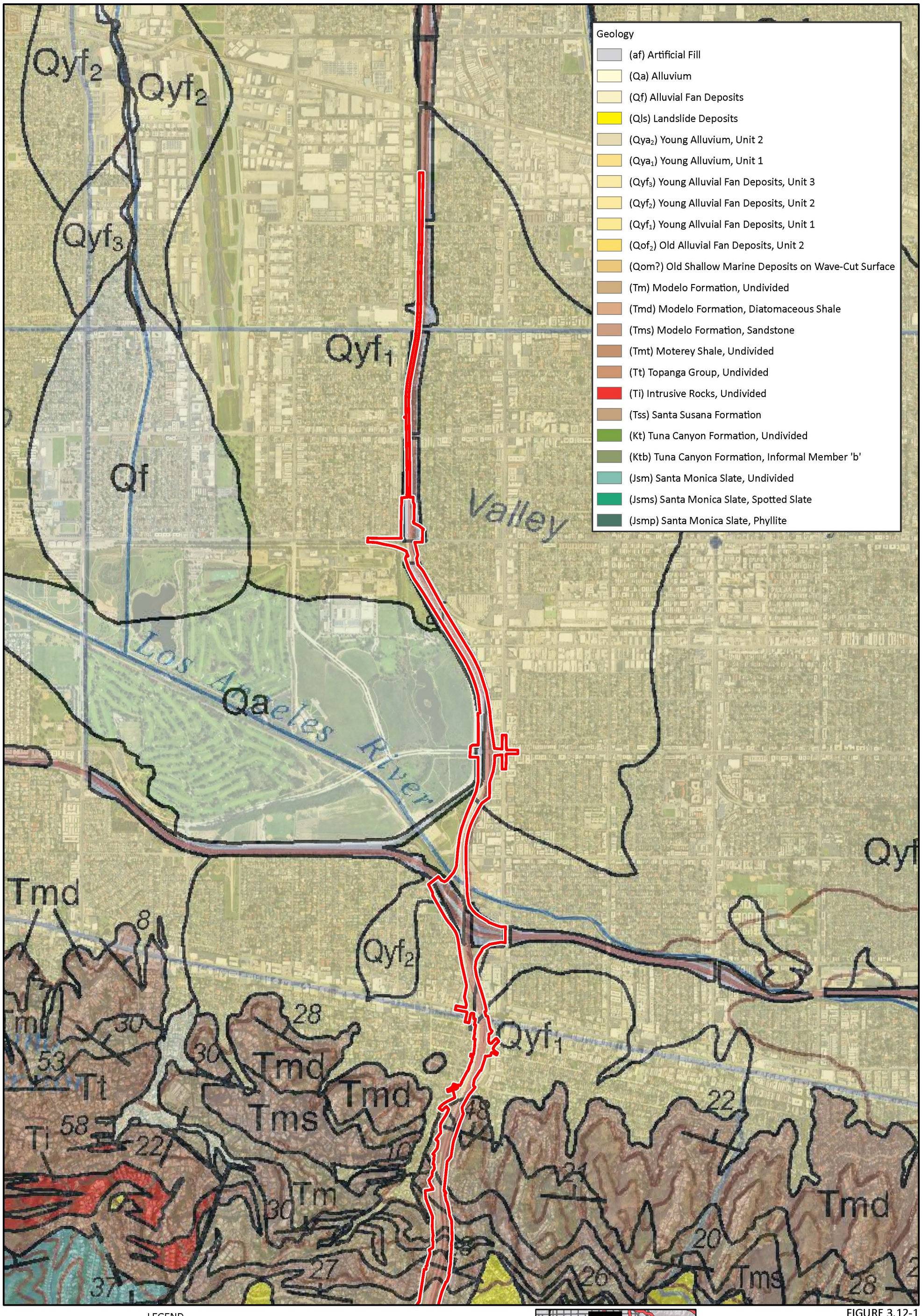

LEGEND

Project Location



0 1200 2400
FEET

SOURCE: Campbell et al. (2016) Preliminary Geologic Map of the Los Angeles 30'x60' Quad; Saucedo et al. (2016) Geologic Map of the Long Beach 30'x60' Quad

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FIGURE 3.12-1
Sheet 3 of 3

I-405 Sepulveda Pass Express Lanes Project

Geology Map

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EA 354330; EFIS 0720000070

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The Santa Monica Slate formed under extreme temperatures and pressures typically adverse to the preservation of fossil material; however, a few fossil localities are known from this geologic unit and thus it is considered to have a low paleontological sensitivity. The Young Alluvial Fan Deposits, Unit 1; Young Alluvial Fan Deposits, Unit 2; and Young Alluvium, Unit 2 are assigned a low paleontological sensitivity above a depth of 10 feet and a high sensitivity below that mark, given the sediments of the Young Alluvial Fan Deposits, Unit 1; Young Alluvial Fan Deposits, Unit 2; and Young Alluvium, Unit 2 below a depth of 10 feet may be old enough to contain scientifically significant paleontological resources. Scientifically important fossils have been found from Pleistocene age deposits similar to the Old Alluvial Fan Deposits, Unit 2 and Old Shallow Marine Deposits on Wave-Cut Surface nearby and elsewhere in southern California. Therefore, these two units are assigned high paleontological sensitivity. The Modelo Formation and the Topanga Group, Undivided have produced numerous fossils of both terrestrial and marine plants and animals and likewise have high paleontological sensitivity.

Most of the areas with exposed ground surface throughout the Project Corridor contained Artificial Fill. Native sediments of the Modelo Formation Santa Monica Slate were visible in a few locations within Sepulveda Pass. Paleontological resources were observed but not collected during the field survey due to poor preservation. Observed fossils included fish scales, fish vertebrae, leaf impressions, carbonized plant matter, and bivalve fragments.

3.12.3 Environmental Consequences

3.12.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

The construction of the Build Alternatives would not result in temporary adverse effects to paleontological resources because the impacts to those types of resources during construction would be considered permanent, as described later in Section 3.12.3.2.

No Build Alternative (Alternative 1)

Under the No Build Alternative, none of the improvements proposed under the Build Alternatives would be constructed. Therefore, the No Build Alternative would not result in temporary adverse effects related to paleontological resources as a result of construction activities.

3.12.3.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

The construction of Alternatives 2, 3, and 5 would require ground disturbance, excavation, and modifications to existing freeway and local street facilities and structures. Specifically, if construction of the Build Alternatives requires excavation that extends into geologic units with high paleontological sensitivity, those activities could result in impacts to paleontological resources.

Excavation for the roadway grading, new pavement, retaining walls, utility improvements, and drainage improvements is expected to range in depth from 1 to 10 feet. The majority of these activities would not reach deposits with high paleontological sensitivity and thus would have no to low potential to impact paleontological resources. However, in the event that unanticipated paleontological resources are identified during construction, Project Feature PF-PAL-1 would be implemented to proceed accordingly.

PF-PAL-1 **California Department of Transportation (Caltrans) Standard Specification 14-7.03: Discovery of Unanticipated Paleontological Resources**. If unanticipated paleontological resources are discovered, all work within 60 feet of the discovery must cease and the construction Resident Engineer will be notified. Work cannot continue near the discovery until authorized.

Some of the activities of the Build Alternatives would take place in areas mapped at the surface with high-sensitivity geologic units (i.e., the Old Shallow Marine Deposits on Wave-Cut Surface, Modelo Formation, and Topanga Group, Undivided). As such, excavation for roadway grading, new pavement, retaining walls, utility improvements, and drainage improvements that take place in these areas would have the potential to impact paleontological resources. Excavation for the bridge footings, new signage, and noise barriers for the Build Alternatives, and toll infrastructure for Alternatives 2 and 3 is expected to extend up to 30 feet below the surface and could affect high sensitivity sediments at the surface and at depth. Therefore, these activities have the potential to impact paleontological resources. Implementation of Project Feature PF-PAL-1 and Measure MM-PAL-1 described in Section 3.12.4 would avoid and/or minimize adverse effects to paleontological resources. Measure MM-PAL-1 includes preparation of a Paleontological Mitigation Plan (PMP) which would, should a build alternative be selected as the Preferred Alternative, include the work plan for mitigating impacts to paleontological resources, decision thresholds for monitoring levels and fossil collections, and a recommended repository for recovered fossils, any necessary permits, and the appropriate documentation at the end of the monitoring program.

No Build Alternative (Alternative 1)

Under the No Build Alternative, none of the improvements proposed under the Build Alternatives would be constructed. The No Build Alternative would maintain the existing conditions; therefore, the No Build Alternative would not result in permanent adverse impacts related to paleontological resources.

3.12.4 Avoidance, Minimization, and/or Mitigation Measures

In addition to Project Feature PF-PAL-1, described above, the following Measure MM-PAL-1 would require the development of the Paleontological Mitigation Plan for the Project in order to ensure no adverse effect to paleontological resources.

MM-PAL-1 **Paleontological Mitigation Plan.** A qualified paleontologist shall prepare a Paleontological Mitigation Plan (PMP) following the guidelines in the California Department of Transportation (Caltrans) *Standard Environmental Reference (SER), Environmental Handbook,* Volume 1, Chapter 8 – Paleontology (June 2016 or more current) and guidelines developed by the Society of Vertebrate Paleontology (SVP; 2010). The PMP shall be prepared concurrently with final design plans during the Plans, Specifications, and Estimates (PS&E) phase. Mitigation measures outlined in the PMP may include, but are not limited to, the following:

a) A project-specific PMP will be prepared by a qualified principal paleontologist (MS or PhD in paleontology) once adequate project design information regarding subsurface disturbance location, depth, and lateral extent is available.

b) The qualified principal paleontologist will be present at pre-construction meetings to confer with contractors who will be performing ground-disturbing activities.

c) Paleontological monitors, under the direction of the qualified principal paleontologist, will be on site to inspect cuts for fossils at all times during original ground disturbance involving sensitive geologic formations.

d) When fossils are discovered, the paleontologist (or paleontological monitor) will recover them. Construction work in these areas may be halted or diverted by the Resident Engineer to allow the prompt recovery of fossils.

e) Fossils collected during the monitoring and salvage portion of the mitigation program will be prepared to the point of identification, sorted, and cataloged.

f) Prepared fossils, along with copies of all pertinent field notes, photos, and maps, will be deposited in a scientific institution with paleontological collections.

g) A Paleontological Mitigation Report will be completed that outlines the results of the mitigation program.

h) Where feasible, selected road cuts or large finished slopes in areas with critically interesting paleontological features may be left exposed to serve as important educational and scientific features. This may be possible if no substantial adverse visual or safety impacts result.

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3.13 Hazardous Waste/Materials

3.13.1 Regulatory Setting

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, and the Resource Conservation and Recovery Act (RCRA) of 1976. The purpose of CERCLA, often referred to as "Superfund," is to identify and cleanup abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for "cradle to grave" regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)
- Executive Order 12088 Federal Compliance with Pollution Control Standards

Section 121(d) of the CERCLA requires that remedial action plans include consideration of more stringent state environmental "Applicable or Relevant and Appropriate Requirements." The 1990 National Oil and Hazardous Substances Pollution Contingency Plan also requires compliance with Applicable or Relevant and Appropriate Requirements during remedial actions and during removal actions to the extent practicable. As a result, state laws pertaining to hazardous waste management and cleanup of contamination are also pertinent.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement RCRA in the State. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

3.13.2 Affected Environment

This section is based on the findings presented in the following reports:

- *Phase I Initial Site Assessment* (ISA) (February 2023),
- *Asbestos and Lead-Based Paint Survey Report* (April 2024), and
- *Aerially Deposited Lead Investigation Report* (June 2024).

3.13.2.1 Field Survey and Record Search Methodology

For purposes of the hazardous waste and materials assessment, the limits of Alternatives 3 and 5 are considered the study area, as the assessment involves the highest disturbance

among all the Build Alternatives (Alternatives 2, 3, and 5). The following were conducted as part of the ISA:

- **Reconnaissance-Level Visits:** A site reconnaissance visit consisting of the observation and documentation of existing conditions within the study area and adjacent areas was conducted.
- **Environmental Database Review:** A records search of federal and State environmental databases for the area within approximately 1 mile of the Project footprint was conducted. The search of the National Priority List (NPL) covered an area within 1 mile of the Project footprint.
- **Agency Records Review:** Regulatory information available to the public from the United States Environmental Protection Agency (USEPA), the California Environmental Protection Agency (CalEPA), the California Department of Toxic Substances Control (DTSC) Hazardous Materials Division, the California Regional Water Quality Control Board (RWQCB), and the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) was reviewed for Environmental Database Review-generated properties within and adjacent to the study area.
- **Historical Research:** Aerial photographs, Sanborn Fire Insurance Maps, historical city directories, and historical topographic maps of the area along and in the vicinity of the study area were reviewed.

3.13.2.2 Results of the Initial Site Assessment, Asbestos and Lead-Based Paint Survey, and Aerially Deposited Lead Investigation Report

One Recognized Environmental Condition (REC) was identified adjacent to the proposed I-405 right-of-way (ROW) that could affect development and/or construction of the Build Alternatives. This site is an existing gas station with past records of hydrocarbon release to the subsurface. Remediation activities, including soil vapor extraction, in the affected area were conducted from 1993 to 1994 and hydrocarbon concentrations were reduced to a level where residual contamination was not a threat to groundwater. Because the proposed frontage road improvements could potentially impact the parcel or soils adjacent to the parcel, the site was determined to be an REC to the Project. However, should a build alternative be identified as the preferred alternative, the classification of the site as an REC should be reevaluated during the final design phase.

There is a possibility for non-American Society for Testing Materials (ASTM) International-scope hazardous materials to be encountered within the study area, including aerially deposited lead (ADL), lead-based paint (LBP), asbestos containing materials (ACM), polychlorinated biphenyls (PCBs), herbicides, pesticides, treated wood waste (TWW), and Title 22 metals. These types of hazardous materials are described below.

Polychlorinated Biphenyls

Pole-mounted or pad-mounted electrical transformers that typically contain PCBs were observed along study area. Electrical transformers present in the vicinity of the study area are assumed to be owned and operated by the local utility company, Southern California Edison (SCE).

Aerially Deposited Lead
Based on review of historic topographic maps and aerial photographs, the Project Corridor was constructed prior to the prohibition of vehicular leaded fuels and has been heavily traveled. Therefore, exposed soils adjacent to paved areas within the I-405 right-of-way may contain ADL from vehicle exhaust.

Lead Chromate
Yellow pavement traffic markings (thermoplastic and paint) within the study area, potentially contain hazardous levels of lead chromate.

Lead-Based Paint
According to the Asbestos and Lead-Based Paint Survey Report (April 2024), a survey conducted on March 11, 2024, found that LBP was not present on the existing bridge structures that cross I-405 within the study area.

Asbestos-Containing Materials
The use of asbestos in many building products was banned by the USEPA by the late 1970s. ACMs represent a concern when they are subject to damage that results in the release of fibers. ACMs may be found in building materials such as rails, bearing pads, support piers, and expansion joint material in bridges, asphalt, and concrete. ACMs were not directly observed within the existing Project ROW. According to the Asbestos and Lead-Based Paint Survey Report (April 2024), a survey conducted on March 11, 2024, found that ACMs were not present in the existing bearing pads of the bridge structures crossing I-405 within the study area over Montana Avenue and Church Lane.

Treated Wood Waste
Existing and historical utility poles, posts, and guard rails within the study area may contain TWW.

Gas and Oil, and Groundwater Monitoring Wells
According to the DOGGR Well Finder database, a portion of the study area between the intersection of Santa Monica Boulevard and 750 feet north of Constitution Avenue is within the Sawtelle oil and gas field. There are active, idle, and plugged oil and gas wells in a parcel located southwest of the intersection of the I-405 and Constitution Avenue. In addition, there is a plugged dry hole west of the I-405 southbound connector to westbound I-10.

The study area partially overlies two groundwater basins, the San Fernando Basin in the north and the Los Angeles Basin in the south. Groundwater encountered during previous investigations near the portions of the study area south of Sunset Boulevard ranged from approximately 50 to 75 feet below ground surface (bgs) and north of Valley Vista Boulevard ranged from 38 to 62 feet bgs. Groundwater depth measurements between Sunset Boulevard and Valley Vista Boulevard ranged from 25 to 35 feet bgs.

Underground and Aboveground Storage Tanks
An open, aboveground storage drum of what appeared to be cooking grease was observed at the REC location at 641 North Sepulveda Boulevard.

Other Observations
A storage lot for construction materials was observed east of the study area at Getty Center Drive exit. Additionally, numerous homeless encampments were observed immediately adjacent to or underneath the bridge structures along the study area including underneath the Pico Boulevard undercrossing.

3.13.3 Environmental Consequences

3.13.3.1 Temporary Impacts

Build Alternatives (2, 3, and 5)
Temporary impacts related to hazardous materials/wastes during construction could occur within the maximum disturbance limits for Alternatives 3 and 5, as described in the following sections. Alternative 2 would also include ground disturbance, but to a lesser extent than Alternatives 3 and 5. Therefore, in order to provide a conservative analysis, the same impacts would apply for all Build Alternatives.

Aerially Deposited Lead
ADL from the historical use of leaded gasoline exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead as a result of ADL on the State Highway system ROW within the limits of the Build Alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016, ADL Agreement (Agreement) between Caltrans and the California DTSC. This Agreement allows such soils to be safely reused within the Project limits as long as all requirements of the Agreement are met.

According to the Aerially Deposited Lead Investigation Report (June 2024) class Z-2, Clean, and Type Com soils are all located in the Study Area. At certain locations, soils excavated that are classified as class Z-2 should be disposed at a Class I landfill. Soils classified as Clean material can be reused without restrictions, and soils classified as Type Com material can be reused within the Project ROW or disposed of at a permitted Class II or Class III disposal facility. Therefore, special handling in accordance with the Caltrans Standard Specifications (2023) would be required for portions of site grading. Although ADL was not identified during the survey, Project Feature PF-HAZ-1 requires proper removal, handling, and disposal of ADL if it is identified during construction. If site conditions or Project limits change during final design, additional ADL studies would be performed to determine whether contamination exists in association with ADL.

PF-HAZ-1 Caltrans Standard Special Provisions (SSPs 14-11.08 and 14-11.09) will be included as part of the Project Specifications, and Estimates (PS&E) package to ensure proper removal, handling, and disposal of aerially deposited lead containing material at a permitted disposal facility or reused per the Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils (Agreement) during construction.

Hazardous Materials/Wastes During Construction
Typical hazardous materials anticipated to be used during construction of the Build Alternatives (e.g., solvents, paints, fuels) and hazardous wastes generated during construction would be handled in accordance with applicable federal, State, and local regulations and Caltrans policies regarding the use, storage, handling, disposal, and transport of those materials. As a result, the Build Alternatives would not result in adverse

effects related to the use of hazardous materials or the generation of hazardous wastes during construction.

Polychlorinated Biphenyls

There may be PCBs in pad- and pole-mounted transformers within the maximum disturbance limits for the Build Alternatives. Leaking transformers were not observed during the site reconnaissance visit. No electrical transformers or equipment are anticipated to be removed or relocated under the Build Alternatives. If any leaking transformers are noted during construction of the Build Alternatives, those leaks would be considered a PCB hazard unless tested and confirmed otherwise and must be handled accordingly. Minimization Measure HAZ-1 would minimize the effects of PCB hazards during construction of the Build Alternatives and is described in further detail in Section 3.13.4 below. Therefore, the Build Alternatives would not result in substantial adverse effects related to PCBs.

Pavement Making Materials

Yellow traffic striping and pavement-marking materials (i.e., paint, thermoplastic, permanent tape, and temporary tape) that would be removed from the study area during construction of the Build Alternatives may contain elevated concentrations of metals and lead chromate. Removal of these materials during construction could affect construction workers and the surrounding environment. However, Project Feature PF-HAZ-2 would ensure this effect is minimal.

PF-HAZ-2 Caltrans special provision (SSP 14-11.12) will be included as part of the PS&E package to ensure proper removal, handling, and disposal of the generated traffic striping waste at a permitted disposal facility.

As a result, the Build Alternatives would not result in substantial adverse effects related to yellow traffic striping and pavement-marking materials.

Asbestos-Containing Materials and Lead Based Paint Related to Structures

Based on the construction dates of the structures within the disturbance limits of the Build Alternatives, ACMs and LBP may be present in bridges. According to the Asbestos and Lead-Based Paint Survey Report (April 2024), a survey conducted on March 11, 2024, found that LBP was not present on the existing bridge structures that cross I-405 within the study area. The survey also found that ACMs were not present in the existing bearing pads of the bridge structures crossing I-405 over Montana Avenue and Church Lane. Although LBP and ACMs were not identified during the survey, Project Feature PF-HAZ-3 would require proper testing, monitoring, removal, and disposal of ACMs and LBP if identified during construction.

PF-HAZ-3 Caltrans special provisions (SSPs 14-11.13 and 14-11.16) will be included as part of the specifications in the PS&E package to ensure proper removal, handling, and disposal of asbestos-containing materials (ACMs) and lead-based paints (LBPs), at a permitted disposal facility or reused per Caltrans' Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils (Agreement) during construction.

In addition, Project Feature PF-AQ-1 (see Section 3.14.3.1) requires the contractor to comply with all applicable air-pollution-control rules including air quality management district's rules and regulations. This includes the South Coast Air Quality Management District (SCAQMD) Rule 1403, which incorporates the requirements of the federal asbestos

requirements found in the National Emission Standards for Hazardous Air Pollutants (NESHAP).

As a result, the Build Alternatives would not result in substantial adverse effects related to ACMs and LBP.

Discovery of Unknown Hazardous Material Sources

During construction of the Build Alternatives, there is the potential for discovery of unknown hazards. Project Feature PF-HAZ-4 would ensure effects related to unknown hazards are minimal.

PF-HAZ-4 During excavation, the Construction Contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during Project construction activities, the Construction Contractor will be required to cease work in the area and to have an environmental professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the Caltrans *Construction Manual* (December 2022). Adequate protection for construction workers will be provided with the implementation of a Health and Safety Plan (HASP) and Soil Management Plan (SMP). The HASP shall inform all field personnel of potential hazards and establish policies and procedures to protect workers, the public, and the environment. The SMP shall provide guidelines for construction and grading at sites with potential contamination issues and include information on stockpiling, disposal, tracking, transportation, and final placement of contaminated soils.

Treated Wood Waste

The study area could contain TWW from existing and historical guardrail posts and utility poles in the maximum disturbance limits. Treated wood waste, including power poles, or guardrail posts (including previously salvaged treated wood) has the potential to contain hazardous materials. Project Feature PF-HAZ-5 requires proper management or disposal of treated wood waste if removed during construction of the Build Alternatives.

PF-HAZ-5 Treated wood waste will be managed under 22 CA Code of Regs Div 4.5 Ch 34 in accordance with Caltrans Standard Specifications 14-11.14 for handling, transporting, and disposing of treated wood waste. Additionally, the California Department of Toxic Substances Control (DTSC) Hazardous Materials Division guidance for the Management of Treated Wood Waste will be included as part of the PS&E package to ensure proper management or disposal of treated wood waste in accordance with current DTSC guidance.

As a result, the Build Alternatives would not result in substantial adverse effects related to treated wood waste.

Gas and Oil, and Groundwater Monitoring Wells

The Project would not disturb wells in the study area.

Potentially Contaminated Soil and/or Groundwater
No soil or groundwater contamination has been identified within the study area and, as discussed in Section 3.10, Water Quality and Storm Water Runoff, groundwater dewatering would not be required during construction or operation of the Build Alternatives.

As a result, the Build Alternatives would not result in substantial adverse effects related to contaminated soil and/or groundwater.

Hydrocarbons
As discussed in Section 3.13.2.2, one REC was identified in proximity of the Build Alternatives. This site, located at 11261 Santa Monica Boulevard, Los Angeles, is an existing Exxon gas station with past records of hydrocarbon release to the subsurface. The REC does not pose a significant immediate threat to human health or the environment. If Project construction will disturb soil at or directly adjacent to the REC site, then such locations could expose construction workers to hazardous materials and could also cause construction delays. As detailed in Section 3.13.4 below, Minimization Measure HAZ-2 requires that a Phase II site investigation be conducted to evaluate for Total Petroleum Hydrocarbons (TPH) if construction were to disturb soil at or directly adjacent to the subject Exxon site. Therefore, the Build Alternatives would not result in substantial adverse effects related to hydrocarbons contamination.

No Build Alternative (Alternative 1)
The No Build Alternative would not result in the disturbance or removal of any soils, groundwater, or structures and, therefore, would not result in temporary adverse effects related to hazardous waste and materials.

3.13.3.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)
Routine maintenance activities during operation of the Build Alternatives would be required to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials. Therefore, the operation of the Build Alternatives would not result in substantial adverse effects related to hazardous waste or materials.

No Build Alternative (Alternative 1)
The No Build Alternative would not change the existing physical environment, and therefore, there would be no permanent adverse effects related to hazardous waste under this alternative. Similar to the Build Alternatives, routine maintenance activities would continue under the No Build Alternative, including compliance with applicable regulations regarding the handling and disposal of potentially hazardous materials.

3.13.4 Avoidance, Minimization, and/or Mitigation Measures
The Build Alternatives would incorporate Project Features PF-HAZ-1 through PF-HAZ-5 outlined above in Section 3.13.3.1 to help address potential adverse effects. In addition, Minimization Measures HAZ-1 and HAZ-2 would be implemented to ensure the Build Alternatives would not result in substantial adverse effects related to hazards and hazardous materials.

HAZ-1 Electrical transformers and equipment will be evaluated during the PS&E phase for polychlorinated biphenyl (PCB) content or releases if transformers and/or equipment will be removed or relocated as part of the Project. Leaking transformers observed during construction of the Project will be tested for PCBs and handled in accordance with all applicable regulations.

HAZ-2 If Project limits are modified so that construction would disturb soil at or directly adjacent to the subject Exxon site, a Phase II Site Investigation will be conducted to evaluate for Total Petroleum Hydrocarbons (TPH).

3.14 Air Quality

3.14.1 Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act (CCAA) is its companion State law. These laws, and related regulations by the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and State standards are set at levels to protect public health with a margin of safety and are subject to periodic review and revision.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel "Conformity" requirement under the FCAA also applies.

3.14.1.1 Conformity

The conformity requirement is based on FCAA Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS. "Transportation Conformity" applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The Proposed Project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and "maintenance" (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for State standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS. In California, this includes CO, NO_2, O_3, particulate matter (PM_{10} and $PM_{2.5}$). Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the FCAA and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) make the determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained.

Project-level conformity is achieved by demonstrating that:

- The project comes from a conforming RTP and Transportation Improvement Program (TIP)

- The project has a design concept and scope that has not changed significantly from those in the RTP and TIP. “Design concept” means the type of facility that is proposed, such as a freeway or arterial highway. “Design scope” refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.
- Project analyses have used the latest planning assumptions and USEPA-approved emissions models.
- In PM areas, the project complies with any control measures in the SIP.

Additional analyses (known as hot-spot analyses) may be required for projects located in CO and PM nonattainment or maintenance areas to examine localized air quality impacts.

3.14.2 Affected Environment

This section is based on the *Air Quality Assessment Report* (April 2025) prepared for the Project.

3.14.2.1 Climate, Meteorology, and Topography

The Project Corridor is located within the South Coast Air Basin (Basin), which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Air quality regulation in the Basin is administered by the South Coast Air Quality Management District (SCAQMD), a regional agency created for the Basin.

Meteorology (weather) and terrain can influence air quality. Certain weather parameters are highly correlated to air quality, including temperature, the amount of sunlight, and the type of winds at the surface and above the surface. Winds can transport ozone (O_3) and O_3 precursors from one region to another, contributing to air quality problems downwind of source regions. Furthermore, mountains can act as barriers that prevent O_3 from dispersing. Wind near the Project Corridor predominantly blows from the southeast and the north.

The climate of the Project Corridor is generally Mediterranean in character, with cool winters (average 67.9° Fahrenheit [°F] in January) and warm, dry summers (average 95.4°F in August). Temperature inversions are common, affecting localized pollutant concentrations in the winter and enhancing O_3 formation in the summer. Mountains averaging 8,000 feet in elevation tend to trap pollutants in the region by limiting air flow. Annual average rainfall is 16.86 inches, mainly falling during the winter months.

3.14.2.2 Monitored Air Quality

The SCAQMD operates a network of air monitoring stations throughout the Basin to monitor air pollutants such as O_3, CO, PM_{10}, and $PM_{2.5}$. The SCAQMD West Los Angeles-Veterans Affairs (VA) Hospital Air Quality Monitoring Station, located at 11301 Wilshire Boulevard, monitors two criteria pollutants (O_3 and NO_2); the nearest station that monitors CO and PM_{10} is the Los Angeles-North Main Street station located at 1630 North Main Street; and the nearest station that monitors $PM_{2.5}$ is the Reseda station at 18330 Gault Street. The air quality at these stations is representative of the air quality in the study area as these stations are in the same geographic area. Figure 3.14-1 shows the location of the air quality monitoring stations near the Project limits, and Table 3.14.1 lists air quality trends identified for data collected between 2019 and 2023. The California and national standards for 8-hour O_3 were exceeded in 2019 through 2021. The California standards for 1-hour O_3 were exceeded in 2020, 2021, and 2023. Both California and national standards for 1-hour and

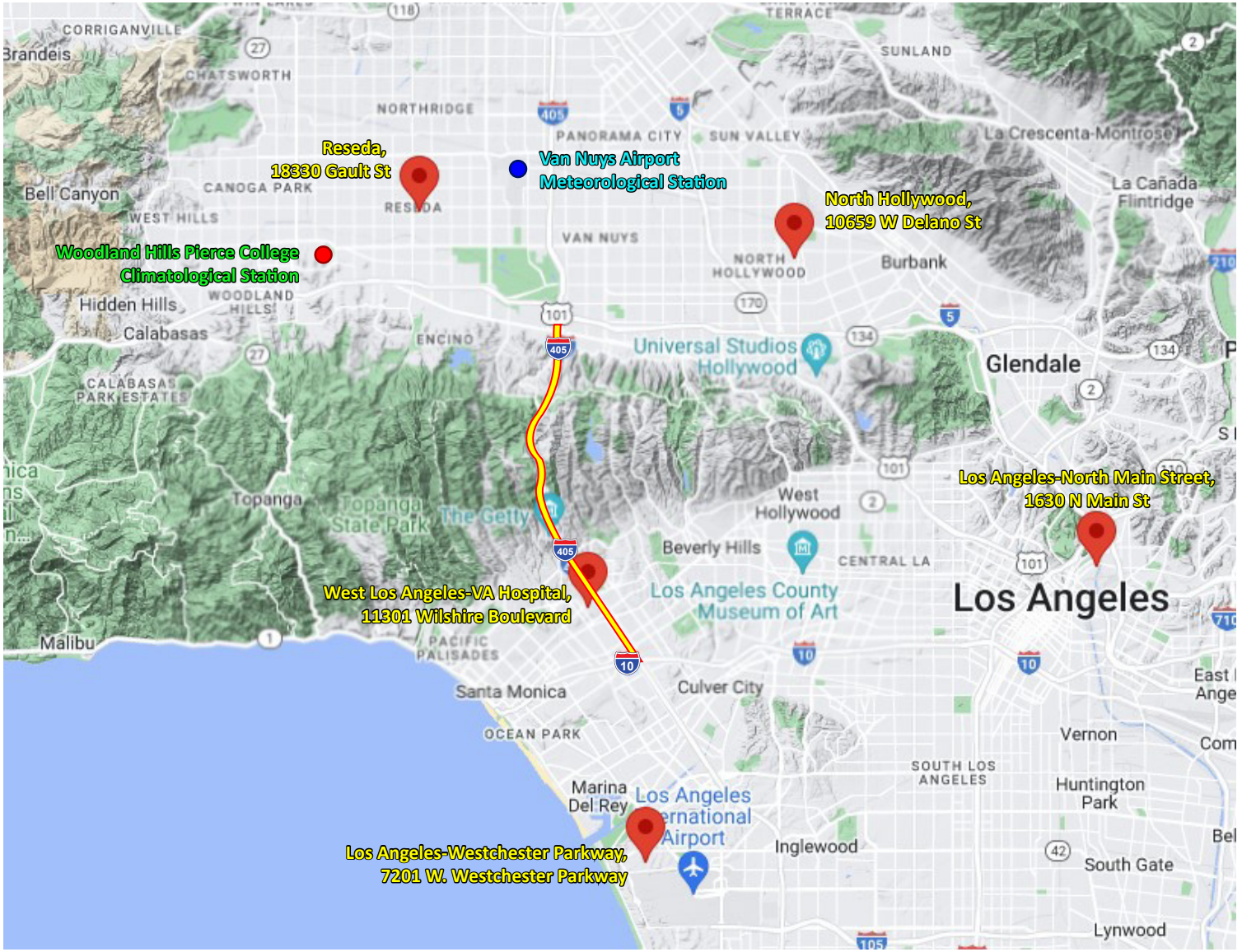

FIGURE 3.14-1

LEGEND

- Project Location
- Air Quality Monitoring Station
- Climatological Station
- Meteorological Station

NOT TO SCALE

SOURCE: Google Maps 2023

I:\WSP2003\G\Air_Monitors.ai (3/26/2025)

I-405 Sepulveda Pass ExpressLanes Project

Nearby Air Quality Monitors

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Table 3.14.1: Air Quality Concentrations for the Past Five Years Measured at the West Los Angeles-VA Hospital, Los Angeles-North Main Street, and Reseda Monitoring Stations

Pollutant	Standard	2019	2020	2021	2022	2023
Ozone (from the West Los Angeles-VA Hospital Station)						
Max 1-hour concentration		0.086	0.134	0.095	0.081	.109
No. days exceeded: State	0.09 ppm	0	6	1	0	1
Max 8-hour concentration		0.075	0.092	0.082	0.070	.066
No. days exceeded: State	0.070 ppm	1	8	1	0	0
Federal	0.070 ppm	1	8	1	0	0
Carbon Monoxide (2019-2021 from the West Los Angeles-VA Hospital Station, 2022-2023 from the Reseda Station)						
Max 1-hour concentration		2.0	2.1	2	1.7	2.3
No. days exceeded: State	20 ppm	0	0	0	0	0
Federal	35 ppm	0	0	0	0	0
Max 8-hour concentration		1.6	1.6	1.6	1.5	1.7
No. days exceeded: State	9.0 ppm	0	0	0	0	0
Federal	9 ppm	0	0	0	0	0
PM_{10} (from the Los Angeles-Main Street Station)						
Max 24-hour concentration		93.9	185.2	138.5	43.7	51.6
No. days exceeded: State	50 µg/m^3	15	34	14	0	1
Federal	150 µg/m^3	0	0	0	0	0
Annual average concentration		34.0	33.9	30.9	24.1	21.8
Exceeded for the year: State	20 µg/m^3	No	Yes	Yes	Yes	Yes
$PM_{2.5}$ (from the Reseda Station)						
Max 24-hour concentration		30.0	73.8	55.5	20.5	21.9
No. days exceeded: Federal	35 µg/m^3	0	3	3	0	0
Annual average concentration		11.9	11.0	11.6	11.4	8.8
Exceeded for the year: State	12 µg/m^3	No	No	No	No	No
Federal	12.0 µg/m^3	No	No	No	No	No
Nitrogen Dioxide (from the West Los Angeles-VA Hospital Station)						
Max 1-hour concentration		48.8	76.6	60.6	51.4	43.9
No. days exceeded: State	180 ppb	0	0	0	0	0
Federal	100 ppb	0	0	0	0	0
Annual average concentration		9	10	10	11	9.4
Exceeded for the year: State	30 ppb	No	No	No	No	No
Federal	53 ppb	No	No	No	No	No

Source: Air Data: USEPA Air Quality Data Collected at Outdoor Monitors across the U.S. (USEPA 2023); and CARB's iADAM (CARB n.d.-b)

Notes: Data were collected from the closest stations to the Project site where each criteria pollutant was available.

µg/m^3 = micrograms per cubic meter
CARB = California Air Resources Board
max = maximum
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
PM_{10} = particulate matter less than 10 microns in diameter
ppb = parts per billion
ppm = parts per million
USEPA = United States Environmental Protection Agency
VA = Veterans Affairs

8-hour CO were not exceeded in all 5 years. For PM_{10}, no exceedances of the federal standards for 24-hour PM_{10} were reported in any of the 5 years. The California 24-hour PM_{10} standards were exceeded in all years except 2022 and California annual PM_{10} standards were exceeded in all 5 years. For $PM_{2.5}$, exceedances of the national standard for 24-hour $PM_{2.5}$ were reported in 2020, and 2021. Both the California and national standards for annual $PM_{2.5}$ were not exceeded in all 5 years. The California and federal standards for 1-hour and annual NO_2 were not exceeded in all 5 years.

3.14.2.3 Criteria Pollutant Attainment/Nonattainment Status

Air quality monitoring stations are located throughout the nation and are maintained by local air districts and State air quality regulating agencies. The USEPA uses data collected at permanent monitoring stations to identify regions as "attainment," "nonattainment," or "maintenance," depending on whether the regions meet the requirements stated in the primary National Ambient Air Quality Standards (NAAQS).

Nonattainment areas are imposed with additional restrictions as required by the USEPA. In addition, different classifications of nonattainment (e.g., marginal, moderate, serious, severe, and extreme) are used to classify each air basin in the State on a pollutant-by-pollutant basis. The classifications are used as a foundation to create air quality management strategies to improve air quality and comply with the NAAQS.

Table 3.14.2 shows the status of USEPA-approved SIPs relevant to the Project.

Table 3.14.2: Status of SIPs Relevant to the Project Corridor

Name/Description	Status
2022 South Coast SIP Revisions and Updates	Submitted to EPA on February 22, 2023
2021 South Coast $PM_{2.5}$ Redesignation Request and Maintenance Plan	Under development by CARB
2021 South Coast PM_{10} Maintenance Plan	Submitted to EPA on July 22, 2021
2020 South Coast $PM_{2.5}$ SIP Revision	Under development by CARB
2019 South Coast 8-Hour Ozone SIP Update	Under development by CARB

Source: CARB Statewide Efforts (CARB n.d.-c) (accessed November 2023).
CARB = California Air Resources Board
EPA = United States Environmental Protection Agency
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
SIP = State Implementation Plan

Table 3.14.3 lists the State and federal attainment statuses of the Basin for all regulated pollutants. The $PM_{2.5}$ standard was revised on February 7, 2024, from 12 to 9 micrograms per cubic meter. The USEPA will assign a new attainment designation in 2026 and will submit a new attainment plan in 2027, with attainment accomplished by the end of 2036.

3.14.2.4 Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are near localized sources of toxics and CO are of particular concern. Land uses considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes.

On the basis of research showing that the zone of greatest concern near roadways is within 500 feet (or 150 meters), sensitive receptors within 500 feet (or 150 meters) have been identified and are documented in Table 3.14.4. Given the large size of the Proposed Project and its potential to influence receptors at greater distances, sensitive receptors within 2,000 feet are also listed. Alternatives 3 and 5 would widen the freeway footprint, resulting in the nearby sensitive receptors being closer to the roadway when compared to the No Build Alternative and Alternative 2 scenarios.

Table 3.14.3: State and Federal Criteria Air Pollutant Standards and Status of the South Coast Air Basin

Pollutant	Averaging Time	State Standard [1]	Federal Standard [2]	State Project Attainment Status	Federal Project Area Attainment Status
O_3 [3]	1 hour	0.09 ppm [4]	N/A	Nonattainment	N/A
O_3	8 hours	0.070 ppm	0.070 ppm (4th highest in 3 years)	Nonattainment	Nonattainment
CO [5]	1 hour	20 ppm	35 ppm	Attainment	Attainment/Maintenance
CO	8 hours	9.0 ppm	9 ppm	Attainment	Attainment/Maintenance
CO	8 hours (Lake Tahoe)	6 ppm	N/A	Attainment	N/A
PM_{10} [6]	24 hours	50 µg/m^3 [7]	150 µg/m^3 (expected number of days above standard < or equal to 1)	Nonattainment	Attainment/Maintenance
PM_{10}	Annual	20 µg/m^3	N/A	Nonattainment	N/A
$PM_{2.5}$[8]	24 hours	N/A	35 µg/m^3 [6]	N/A	Nonattainment
$PM_{2.5}$	Annual	12 µg/m^3	9.0 µg/m^3	Nonattainment	Nonattainment
NO_2	1 hour	0.18 ppm	0.100 ppm [9]	Attainment	Attainment
NO_2	Annual	0.030 ppm	0.053 ppm	Attainment	Attainment/Maintenance
SO_2 [10]	1 hour	0.25 ppm	0.075 ppm (99th percentile over 3 years)	Attainment	Attainment
SO_2	24 hours	0.04 ppm	0.14 ppm (for certain areas)	Attainment	Attainment
SO_2	Annual	N/A	0.030 ppm (for certain areas)	N/A	Attainment
Pb [11]	Monthly	1.5 µg/m^3	N/A	Attainment	N/A
Pb	Calendar Quarter	N/A	1.5 µg/m^3 (for certain areas)	N/A	Attainment
Pb	Rolling 3-month average	N/A	0.15 µg/m^3 [12]	N/A	Nonattainment
Sulfates	24 hours	25 µg/m^3	N/A	Attainment	N/A
H_2S	1 hour	0.03 ppm	N/A	Unclassified	N/A
Visibility Reducing Particles (VRP) [13]	8 hours	Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70 %	N/A	Unclassified	N/A
Vinyl Chloride [12]	24 hours	0.01 ppm	N/A	Unclassified	N/A

Source: Air Quality Standards and Area Designations (CARB n.d.-a) (accessed September 2025).
CARB = California Air Resources Board
N/A = not applicable

Table notes are provided on the following page.

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. Federal standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. Transportation conformity applies in newly designated nonattainment areas for the 2015 national 8-hour ozone primary and secondary standards on and after August 4th, 2019 (see Transportation Conformity Guidance for 2015 Ozone NAAQS Nonattainment Areas).
4. ppm = parts per million
5. Transportation conformity requirements for CO no longer apply after June 1, 2018, for the following California Carbon Monoxide Maintenance Areas (see U.S. EPA CO Maintenance Letter).
6. On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 $\mu g/m^3$ to 12 $\mu g/m^3$. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM_{10} standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
7. $\mu g/m^3$ = micrograms per cubic meter
8. The 65 $\mu g/m^3$ $PM_{2.5}$ (24-hr) NAAQS was not revoked when the 35 $\mu g/m^3$ NAAQS was promulgated in 2006. The 15 $\mu g/m^3$ annual $PM_{2.5}$ standard was not revoked when the 12 $\mu g/m^3$ standard was promulgated in 2012. Therefore, for areas designated nonattainment or nonattainment/maintenance for the 1997 and or 2006 $PM_{2.5}$ NAAQS, conformity requirements still apply until the NAAQS are fully revoked.
9. Final 1-hour NO_2 NAAQS published in the Federal Register on 2/9/2010, effective 3/9/2010. Initial area designation for California (2012) was attainment/unclassifiable throughout. Project-level hot spot analysis requirements do not currently exist. Near-road monitoring starting in 2013 may cause re-designation to nonattainment in some areas after 2016.
10. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Secondary standard, the levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant rather than health. Conformity and environmental analysis address both primary and secondary NAAQS.
11. The CARB has identified vinyl chloride and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM_{10} and, in larger proportion, $PM_{2.5}$. Both the CARB and U.S. EPA have identified lead and various organic compounds that are precursors to ozone and $PM_{2.5}$ as toxic air contaminants. There are no exposure criteria for adverse health effect due to toxic air contaminants, and control requirements may apply at ambient concentrations below any criteria levels specified above for these pollutants or the general categories of pollutants to which they belong.
12. Lead NAAQS are not considered in Transportation Conformity analysis.
13. In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

$\mu g/m^3$ = micrograms per cubic meter
CARB = California Air Resources Board
NAAQS = National Ambient Air Quality Standards
ppb = parts per billion
ppm = parts per million
USEPA = United States Environmental Protection Agency

Table 3.14.4: Sensitive Receptors Located within 2,000 Feet of the Project Corridor

Receptor	Name	Description	Address	Distance Between Receptor and Project (ft)
1	Veterans Administration Greater Los Angeles Healthcare System - West Los Angeles	Hospitals and Medical Centers	11301 Wilshire Blvd.	448
2	Westwood Recreation Center	Recreation Centers	1350 Sepulveda Blvd.	474
3	Mar Vista Recreation Center	Recreation Centers	11430 Woodbine Ave.	1,482
4	YMCA Culver-Palms Family	Recreation Centers	4500 S. Sepulveda Blvd.	1,429
5	YMCA Westside Family	Recreation Centers	11311 La Grange Ave.	556
6	Mar Vista Gardens Recreation Center	Recreation Centers	4901 Marionwood Dr.	1,779
7	Felicia Mahood Multipurpose Center	Recreation Centers	11338 Santa Monica Blvd.	688
8	YMCA Culver-Palms Family	Early Childhood Education and Head Start	4500 S. Sepulveda Blvd.	1,429
9	Mar Vista Gardens Recreation Center	Early Childhood Education and Head Start	4901 Marionwood Dr.	1,779
10	Help Group's North Hills Prep	Special Curriculum Schools and Programs	15339 Saticoy St.	1,701
11	El Marino Elementary School	Public Elementary Schools	11450 Port Rd.	989
12	Bassett Street Elementary School	Public Elementary Schools	15756 Bassett St.	679
13	Charnock Road Elementary School	Public Elementary Schools	11133 Charnock Rd.	620
14	Clover Avenue Elementary School	Public Elementary Schools	11020 Clover Ave.	1,114
15	Cohasset Street Elementary School	Public Elementary Schools	15810 Saticoy St.	1,255
16	Nora Sterry Elementary School	Public Elementary Schools	1730 Corinth Ave.	701
17	Richland Avenue Elementary School	Public Elementary Schools	11562 Richland Ave.	796
18	Stoner Avenue Elementary School	Public Elementary Schools	11735 Braddock Dr.	1,828
19	Hesby Oaks Leadership Charter	Private and Charter Schools	15530 Hesby St.	436
20	Ivy Bound Academy of Math, Science, and Technology Charter Middle School	Private and Charter Schools	15355 Morrison St.	47
21	Magnolia Science Academy 4	Private and Charter Schools	11330 West Graham Place, B-9	265
22	City Charter Middle School	Private and Charter Schools	11625 West Pico Blvd.	1,757
23	Citizens of the World 3	Private and Charter Schools	11561 Gateway Blvd.	1,104
24	Community Magnet Charter Elementary School	Private and Charter Schools	11301 Bellagio Rd.	1,886

Table 3.14.4: Sensitive Receptors Located within 2,000 Feet of the Project Corridor

Receptor	Name	Description	Address	Distance Between Receptor and Project (ft)
25	ABC Little School–Sherman Oaks	Private and Charter Schools	14926 Burbank Blvd.	1,976
26	Arete Preparatory Academy	Private and Charter Schools	11500 Olympic Blvd., Suite 318	1,163
27	Berkeley Hall	Private and Charter Schools	16000 Mulholland Dr.	1,911
28	Brentwood School	Private and Charter Schools	100 South Barrington Place	1,671
29	Culver City Christian School	Private and Charter Schools	11312 West Washington Blvd.	651
30	Curtis School	Private and Charter Schools	15871 Mulholland Dr.	1,057
31	Emek Hebrew Academy Teichman Family Torah Center	Private and Charter Schools	15365 Magnolia Blvd.	264
32	Fusion Academy	Private and Charter Schools	1640 South Sepulveda Blvd., Number 100	335
33	Grace Christian Academy	Private and Charter Schools	6510 Peach Ave.	1,773
34	Milken Community Schools	Private and Charter Schools	15800 Zeldins' Way	114
35	New Horizon School Westside	Private and Charter Schools	1819 Sawtelle Blvd.	430
36	St. Cyril of Jerusalem Elementary School	Private and Charter Schools	4548 Haskell Ave.	1,166
37	St. Joseph's Academy	Private and Charter Schools	6443 Firmament Ave.	373
38	The Help Group's North Hills Prep	Private and Charter Schools	15339 Saticoy St.	1,697
39	Valley Beth Shalom Day School	Private and Charter Schools	15739 Ventura Blvd.	1,999
40	Valley School–Individual Train	Private and Charter Schools	15700 Sherman Way	571
41	Windward School	Private and Charter Schools	11350 Palms Blvd.	685
42	Wise School	Private and Charter Schools	15500 Stephen S. Wise Dr.	664
43	Daniel Webster Middle School	Public Middle Schools	11330 West Graham Place	265
44	People Assisting the Homeless (PATH) - West Los Angeles	Homeless Shelters and Services	2346 Cotner Ave.	286
45	Salvation Army Haven Program - Bldg. 212	Homeless Shelters and Services	11301 Wilshire Blvd.	0
46	Salvation Army Haven Program - Bldg. 207	Homeless Shelters and Services	11301 Wilshire Blvd.	0
47	Culver Slauson Recreation Center	Recreation Centers	5072 S Slauson Ave.	275

Source: Compiled by LSA using Los Angeles County data (January 2024).
ft = foot/feet

Sensitive land uses are located adjacent to the Project Corridor along the northern and southern portions of the Project Corridor and include single-family residences, apartments, and senior housing, as well as homeless shelters, hospitals, medical centers, recreation centers, and schools as shown in Figure 3.14-2, Sensitive Receptors Near Project. As the residential land uses extensively cover the areas adjacent to the southern and northern portions of the Project Corridor, only the non-residential land uses are identified in Figure 3.14-2 and listed in Table 3.14.4.

3.14.3 Environmental Consequences

3.14.3.1 Short-Term Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Construction Air Quality Conformity

Under the transportation conformity regulations (40 CFR 93.123(c)(5)), construction-related activities that cause temporary increases in emissions are not required in a hot-spot analysis. These temporary increases in emissions are those that occur only during the construction phase and last 5 years or less at any individual site.

The anticipated Proposed Project milestone completion dates are provided in Table 3.14.5.

Table 3.14.5. Construction Activities and Schedule.

Construction Phase	Begin Date	Completion Date
Approved PID (Caltrans)	-	January 2021
Project Design	January 2027	June 2029
Project Structure	June 2027	June 2029
Alternative 2 Construction	September 2028	September 2030
Alternative 3 Construction	September 2028	September 2031
Alternative 5 Construction	September 2028	September 2031

Source: *Draft Project Report* (October 2026).
PID = Project Initiation Document

Construction activities for the Project will not last for more than 5 years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123[c][5]).

Construction Emissions

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include CO, nitrogen oxides (NO_X), volatile organic compounds (VOCs), directly emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants (TACs), such as diesel exhaust particulate matter (DPM). Construction activities are expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site.

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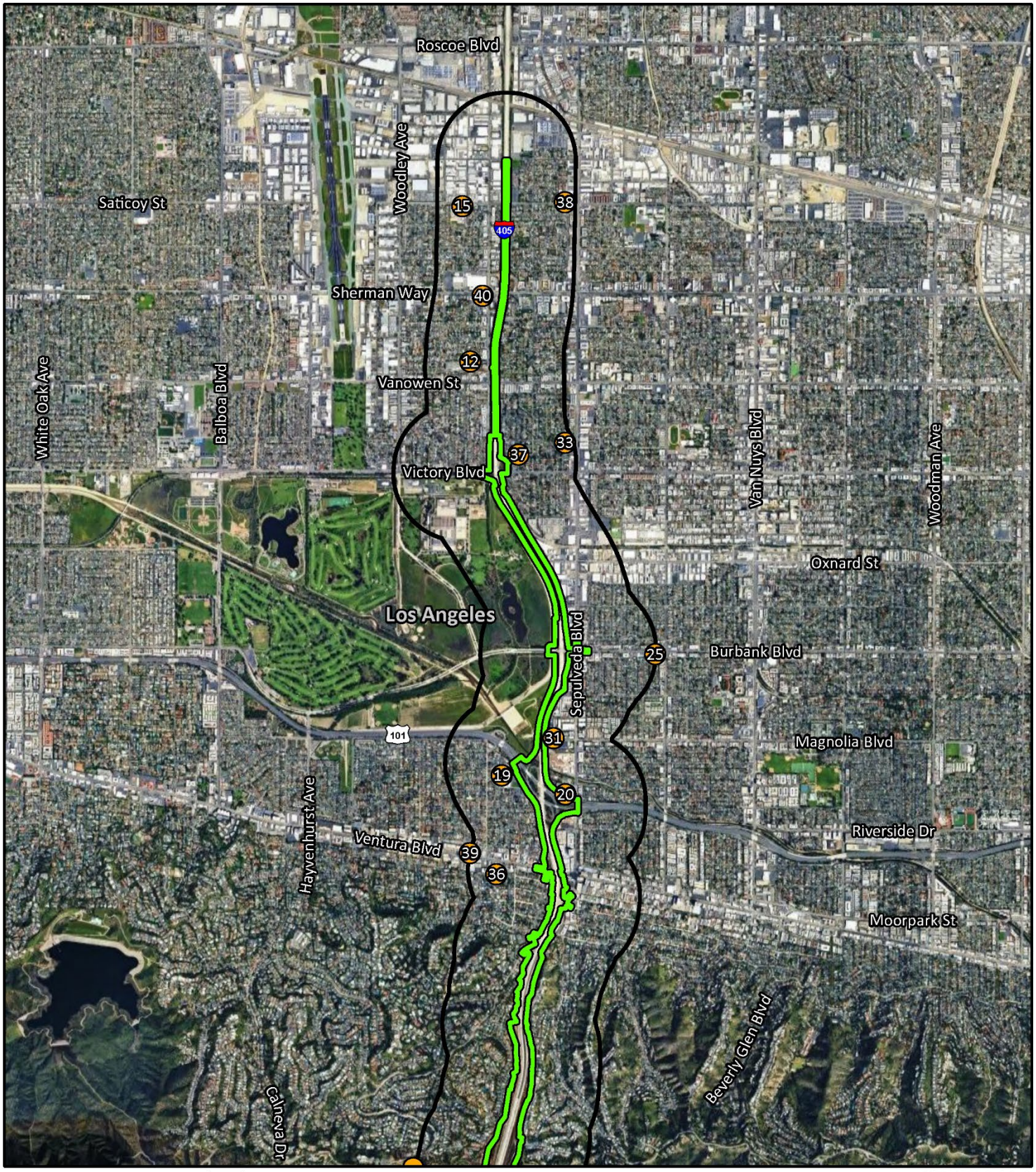

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.14-2

Page 1 of 3

I-405 Sepulveda Pass ExpressLanes Project

Sensitive Receptors Near Project

07-LA-405-PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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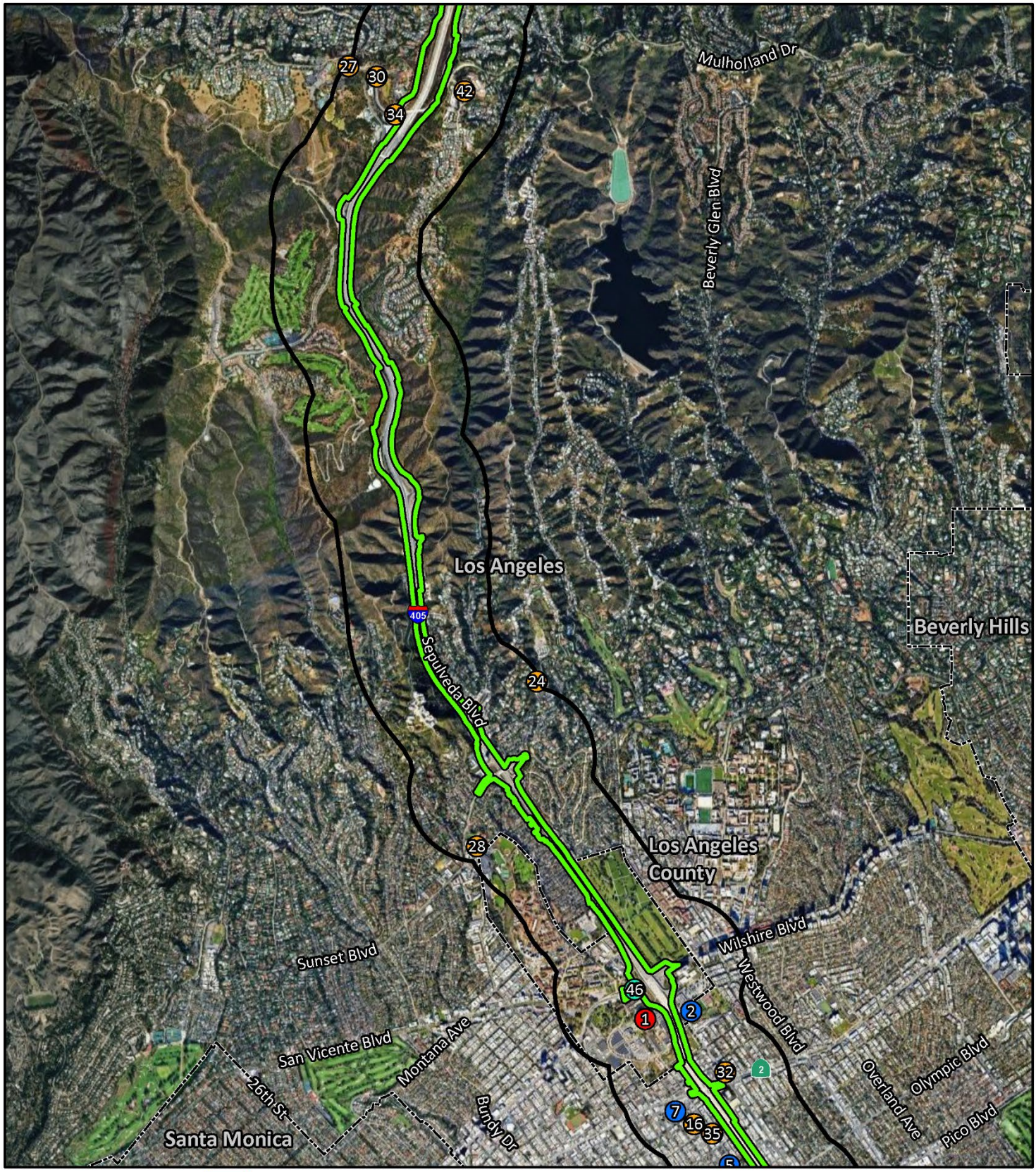

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

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FIGURE 3.14-2

Page 2 of 3

I-405 Sepulveda Pass ExpressLanes Project

Sensitive Receptors Near Project

07-LA-405-PM 28.4/41.4

EA No. 07-354330

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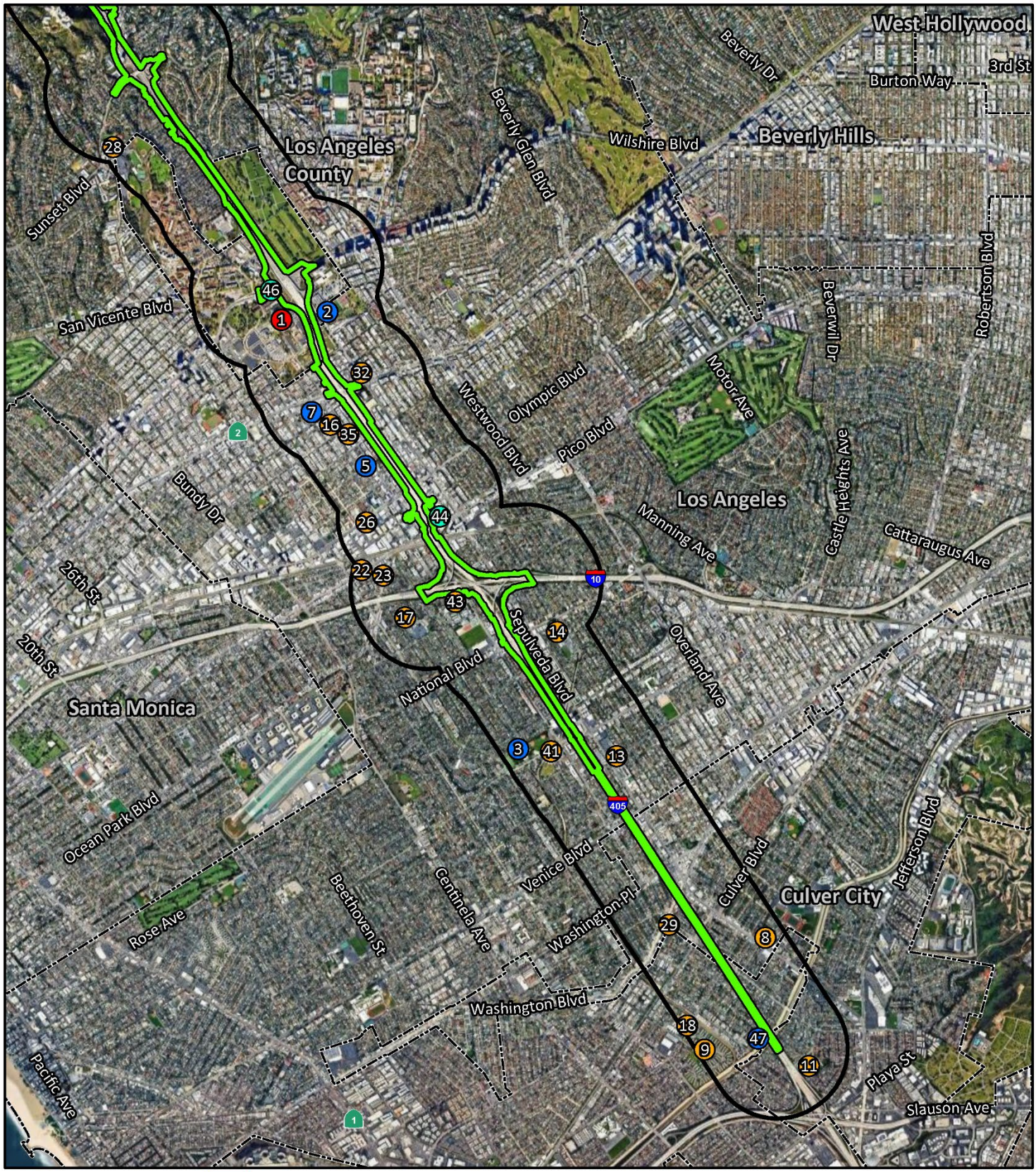

Project Area
2000-ft Buffer of Project Area
City/County Boundaries
Homeless Shelters and Services
Hospitals and Medical Centers
Recreation Centers
Schools

0 2000 4000
FEET

SOURCE: Google Imagery (2022), County of Los Angeles (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (9/8/2023)

FIGURE 3.14-2

Page 3 of 3

I-405 Sepulveda Pass ExpressLanes Project

Sensitive Receptors Near Project

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Under the transportation conformity regulations (40 CFR 93.123(c)(5)), construction-related activities that cause temporary increases in emissions are not required in a hot-spot analysis. These temporary increases in emissions are those that occur only during the construction phase and last five years or less at any individual site. They typically fall into two main categories:

- **Fugitive Dust:** A major emission from construction due to ground disturbance. All air districts and the California Health and Safety Code (Sections 41700–41701) prohibit "visible emissions" exceeding three minutes in one hour; this applies not only to dust, but also to engine exhaust. In general, this is interpreted as visible emissions crossing the right-of-way line.

  Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site may deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions may vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

- **Construction Equipment Emissions:** Diesel exhaust particulate matter is a California-identified TAC, and localized issues may exist if diesel-powered construction equipment is operated near sensitive receptors.

The construction emissions were estimated for the three Build Alternatives using the California Department of Transportation (Caltrans) California Construction Emissions Tools 2021 (CAL-CET2021), Version 1.0, which is consistent with the guidance provided by Caltrans for evaluating construction impacts from roadway projects. Project-specific data were supplied to the CAL-CET model, and default construction equipment was used.

The PM_{10} and $PM_{2.5}$ emissions assume a 50 percent control of fugitive dust as a result of watering and associated dust-control measures. The emissions are based on the best information available at the time of calculations and specify that the schedule for the Build Alternatives is each anticipated to begin in 2028, with Alternative 2 taking approximately 24 months (520 working days) and Alternatives 3 and 5 taking approximately 36 months (781 working days) to complete. Additionally, the Project would comply with SCAQMD rules for reducing fugitive dust emissions. With the implementation of standard construction measures (providing 50 percent effectiveness) such as frequent watering (e.g., a minimum of twice per day) as well as Project Features PF-AQ-1 through PF-AQ-3, fugitive dust and exhaust emissions from construction activities associated with the Build Alternatives would not result in any substantial adverse effects to air quality. Most construction impacts to air quality would be short-term in duration and would not result in long-term adverse conditions. Tables 3.14.6 through 3.14.8 present the maximum construction-related emissions during peak construction day for each Build Alternative.

Table 3.14.6: Construction Emissions for Alternative 2

Construction Phases (lbs/day)	VOCs	CO	NO_x	PM_{10}	$PM_{2.5}$
Land Clearing/Grubbing	9	52	54	53	9
Roadway Excavation and Removal	22	150	151	27	13
Structural Excavation and Removal	7	21	35	74	9
Base/Subbase/Imported Borrow	33	243	223	42	20
Structure Concrete	10	33	48	3	3
Paving	1,230	66	149	11	11
Drainage/Environment/Landscaping	10	32	64	5	5
Traffic Signalization/Signage/Striping/Painting	12	69	87	5	5
Other Operation	0	0	0	0	0
Maximum (lbs/day)	**1,230**	**243**	**223**	**74**	**20**
Total (tons/construction project)	**39**	**23**	**28**	**5**	**2**

Source: Compiled by LSA using CAL-CET2021 v1.0 (October 2024).
Note: Model results were modified to assume a 50 percent reduction in PM_{10} and $PM_{2.5}$ emissions as a result of required dust-control measures.
CAL-CET2021 = Caltrans California Construction Emissions Tools 2021
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
VOCs = volatile organic compounds

Table 3.14.7: Construction Emissions for Alternative 3

Construction Phases (lbs/day)	VOCs	CO	NO_X	PM_{10}	$PM_{2.5}$
Land Clearing/Grubbing	15	87	91	39	10
Roadway Excavation and Removal	37	250	251	30	20
Structural Excavation and Removal	11	35	58	50	8
Base/Subbase/Imported Borrow	55	406	372	46	30
Structure Concrete	16	55	80	5	5
Paving	1,126	109	247	18	18
Drainage/Environment/Landscaping	17	52	107	8	8
Traffic Signalization/Signage/Striping/Painting	20	112	144	9	9
Other Operation	0	0	0	0	0
Maximum (lbs/day)	**1,126**	**406**	**372**	**50**	**30**
Total (tons/construction project)	**58**	**58**	**70**	**8**	**5**

Source: Compiled by LSA using CAL-CET2021 v1.0 (October 2024).
Note: Model results were modified to assume a 50 percent reduction in PM_{10} and $PM_{2.5}$ emissions as a result of required dust-control measures.
CAL-CET2021 = Caltrans California Construction Emissions Tools 2021
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
VOCs = volatile organic compounds

Table 3.14.8: Construction Emissions for Alternative 5

Construction Phases (lbs/day)	VOCs	CO	NO_X	PM_{10}	$PM_{2.5}$
Land Clearing/Grubbing	13	77	80	38	9
Roadway Excavation and Removal	33	220	221	27	18
Structural Excavation and Removal	10	31	51	50	8
Base/Subbase/Imported Borrow	48	357	328	42	27
Structure Concrete	14	48	70	4	4
Paving	1,003	96	217	16	16
Drainage/Environment/Landscaping	15	46	94	7	7
Traffic Signalization/Signage/Striping/Painting	17	98	126	8	8
Other Operation	0	0	0	0	0
Maximum (lbs/day)	**1,003**	**357**	**328**	**50**	**27**
Total (tons/construction project)	**51**	**51**	**61**	**8**	**5**

Source: Compiled by LSA using CAL-CET2021 v1.0 (October 2024).
Note: Model results were modified to assume a 50 percent reduction in PM_{10} and $PM_{2.5}$ emissions as a result of required dust-control measures.
CAL-CET2021 = Caltrans California Construction Emissions Tools 2021
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
VOCs = volatile organic compounds

All construction contracts include Caltrans Standard Specifications related to air quality. Sections 7-1.02A, General, and 7-1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the Project and to certify they are aware of and will comply with all CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, help reduce criteria pollutant emissions from construction vehicles. As required by Caltrans, should a build alternative be identified as the preferred alternative, the following Project Features (PFs) would be implemented during construction activities.

PF-AQ-1 The Contractor shall comply with the Caltrans' Standard Specifications in Section 14-9 (2023) for reducing impacts from construction activities. Section 14-9.02 specifically requires compliance by the Contractor with all applicable air-pollution-control rules, regulations, and ordinances related to air quality, including air quality management district's rules and regulations.

PF-AQ-2 The Contractor shall use Tier 4 interim or Tier 4 final engines for off-road diesel-fueled vehicles subject to 13 California Code of Regulations Section 2449 instead of the use of lower tiered engines.

PF-AQ-3 The Contractor shall comply with SCAQMD Rule 403 on Dust Control (SCAQMD 2005).

Implementation of the following standardized measures, some of which may also be required for other purposes such as stormwater pollution control, would reduce air quality impacts resulting from construction activities. Please note that although these measures are anticipated to reduce construction-related emissions, these reductions cannot be quantified at this time.

- Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a “no visible dust” criterion either at the point of emissions or at the right-of-way line depending on local regulations.
- Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.
- Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations, Title 17, Section 93114.
- A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.
- Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.
- Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.
- All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Mulch will be installed or vegetation planted as soon as practical after grading to reduce windblown PM in the area. Be aware that certain methods of mulch placement, such as straw blowing, may themselves cause dust and visible emission issues and may require controls such as dampened straw.

Implementation of these Project Features and avoidance and minimization measures would further reduce air pollution emissions during construction of the Build Alternatives. See Tables 3.14.9 through 3.14.11.

As shown in Tables 3.14.9 through 3.14.11, with implementation of Project Feature PF-AQ-2, the emissions from construction of any of the Build Alternatives would be substantially reduced. VOC emissions would be reduced by approximately 2 percent, CO emissions by approximately 54 percent, NOx emissions by approximately 80 percent, PM_{10} emissions by approximately 5 percent, and $PM_{2.5}$ emissions by approximately 75 percent.

Table 3.14.9: Construction Emissions with Project Features for Alternative 2

Construction Phases (lbs/day)	VOCs	CO	NO_x	PM_{10}	$PM_{2.5}$
Land Clearing/Grubbing	4	30	15	49	5
Roadway Excavation and Removal	8	75	31	17	2
Structural Excavation and Removal	3	27	16	72	7
Base/Subbase/Imported Borrow	12	112	41	26	3
Structure Concrete	4	49	25	<1	<1
Paving	1,217	112	41	<1	<1
Drainage/Environment/Landscaping	3	52	22	<1	<1
Traffic Signalization/Signage/Striping/Painting	5	88	36	<1	<1
Other Operation	0	0	0	0	0
Maximum (lbs/day)	**1,217**	**112**	**41**	**72**	**7**
Total (tons/construction project)	**36**	**19**	**8**	**3**	**<1**

Source: Compiled by LSA using CAL-CET2021 v1.0 (October 2024).
Note: Model results were modified to assume a 50 percent reduction in PM_{10} and $PM_{2.5}$ emissions as a result of required dust-control measures.
CAL-CET2021 = Caltrans California Construction Emissions Tools 2021
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
VOCs = volatile organic compounds

Table 3.14.10: Construction Emissions with Project Features for Alternative 3

Construction Phases (lbs/day)	VOCs	CO	NO_x	PM_{10}	$PM_{2.5}$
Land Clearing/Grubbing	6	51	25	33	4
Roadway Excavation and Removal	14	126	51	12	2
Structural Excavation and Removal	5	46	26	47	5
Base/Subbase/Imported Borrow	20	187	68	18	3
Structure Concrete	7	81	41	1	<1
Paving	1,105	186	68	1	1
Drainage/Environment/Landscaping	6	86	36	<1	<1
Traffic Signalization/Signage/Striping/Painting	8	143	57	1	1
Other Operation	0	0	0	0	0
Maximum (lbs/day)	**1,105**	**187**	**68**	**47**	**5**
Total (tons/construction project)	**51**	**46**	**19**	**4**	**<1**

Source: Compiled by LSA using CAL-CET2021 v1.0 (October 2024).
Note: Model results were modified to assume a 50 percent reduction in PM_{10} and $PM_{2.5}$ emissions as a result of required dust-control measures.
CAL-CET2021 = Caltrans California Construction Emissions Tools 2021
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
VOCs = volatile organic compounds

Table 3.14.11: Construction Emissions with Project Features for Alternative 5

Construction Phases (lbs/day)	VOCs	CO	NO_X	PM_{10}	$PM_{2.5}$
Land Clearing/Grubbing	5	45	22	33	4
Roadway Excavation and Removal	12	111	45	12	2
Structural Excavation and Removal	4	40	23	47	5
Base/Subbase/Imported Borrow	17	164	60	18	3
Structure Concrete	6	71	36	<1	<1
Paving	984	164	60	1	1
Drainage/Environment/Landscaping	5	76	32	<1	<1
Traffic Signalization/Signage/Striping/Painting	7	126	51	<1	<1
Other Operation	0	0	0	0	0
Maximum (lbs/day)	**984**	**164**	**60**	**47**	**5**
Total (tons/construction project)	**45**	**41**	**17**	**4**	**<1**

Source: Compiled by LSA using CAL-CET2021 v1.0 (October 2024).
Note: Model results were modified to assume a 50 percent reduction in PM_{10} and $PM_{2.5}$ emissions as a result of required dust-control measures.
CAL-CET2021 = Caltrans California Construction Emissions Tools 2021
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
VOCs = volatile organic compounds

Construction Traffic Congestion

The Build Alternatives include a Transportation Management Plan (TMP) (PF-TR-1) with detailed goals to minimize disruption to the traveling public during construction or other planned activities on the State Highway System. The Build Alternatives would implement staged construction strategies to help minimize delays and congestion associated with construction activities. Although a two-stage configuration would allow constructing the proposed widening without full closures, there are certain locations within the Build Alternatives that would require a limited ramp closure, speed reductions, or temporary construction detours.

The Build Alternatives would implement construction strategies to help minimize delays and congestion associated with construction activities. These strategies include:

- Stage Construction and Traffic Handling Plans

  A conceptual stage construction plan has been prepared that depicts the sequence of construction activities throughout the work zones, including the areas required for the freeway widening and the areas required for median construction. Traffic handling plans (to be developed during the Plans, Specifications, and Estimates [PS&E] phase) would contain alignment details, profiles, and typical cross sections to guide traffic through the work zones in the sequence shown in the staged construction plans.

- Mainline Lane Modifications

  Lane modifications are planned to maintain the existing number of highway lanes to the extent possible, with the duration of time that a lane or shoulder would be closed or reduced in width kept to a minimum. Modifications may include the following:

  - Reduced lane widths to maintain number of lanes (10.5 feet minimum)
  - Reduced shoulder width to maintain number of lanes
  - Shoulder closures to provide worker safety
  - Lane shift to shoulder or median to maintain number of lanes

- Ramp Closures

  To allow room for ramp improvements or widening, partial or full closure of some freeway ramps are proposed. In some instances, freeway ramps would remain open while the number of lanes at the ramps may be reduced to facilitate construction. A Temporary Barrier System would be implemented to separate open traffic and construction areas along the ramps. In other instances, an overnight or short-term (i.e., 55-hour extended weekend) closure would occur. Further evaluation and studies would be needed during the final design phase to determine the feasibility of long-term closures. Table 3.14.12 details the ramps that would require closures.

- Freeway Closures

  The proposed construction includes roadway and structure work that would require temporary, overnight lane, and/or shoulder closures on Interstate 405 (I-405) for pavement rehabilitation, placement of traffic control devices, traffic shifts, temporary and permanent pavement striping/markings, removal of existing overhead guide signs, installation of new overhead guide signs, and placement of electrical and tolling equipment. Overnight, complete, one-directional freeway closures for approximately 7 hours per closure would be required for construction of overhead sign structures that span one direction of travel at several locations along I-405. No two closures would be planned at the same time. These closures require traffic to detour to local streets and/or parallel routes to bypass the closure locations and return to the mainline. Several construction strategies/TMP measures would be implemented prior to and during these closures to avoid excessive delays. It is to be noted that a full facility closure strategy may result in a net reduction of overall delay for motorists considering the overall duration of work activities. TMP measures like plans for using the media to notify the public, Construction Zone Enhanced Enforcement Program (COZEEP) services, alternate route development (detour plans), signal timing modification (to accommodate detour volume), changeable message signs, highway advisory radios, and monitoring the end of the traffic queue would help reduce the delays associated with these closures.

  Considering implementing the above-stated measures, it is anticipated that the additional delay due to detours would likely be less than 30 minutes, which would be within the delay thresholds set by the Caltrans TMP unit for significant traffic impact.

  Alternatives 3 and 5 would require temporary overnight lane and/or shoulder closures for removal and replacement of sign bridges that span across the mainline at three locations. Alternative 2 does not impact any sign bridges and would not require freeway closures.

- Local Street Improvements

  To allow construction room for local street improvements, partial or full closures of some streets are proposed. In some instances, streets would remain open while the number of lanes may be reduced to one lane in each direction due to construction. In other instances, an overnight or short-term (i.e., 55-hour extended weekend) closure would occur. The Build Alternatives would maintain business access where local street improvements are proposed.

Table 3.14.12: I-405 Ramp Closures During Construction

Ramp Location	Partial Closure	Full Closure
National Blvd. NB off-ramp	Two-night partial closure (4 hours each) for placement and removal of temporary barrier system.	
Pico Blvd./Cotner Ave./W Olympic Blvd. NB on-ramp	One night (4 hour) partial closure for temporary striping.	
Pico Blvd./Sawtelle Blvd./W Olympic Blvd. SB off-ramp	Extended 55-hour weekend closure for portion of ramp pavement construction.	Two nights (6 hours each) full closure for placement and removal of temporary barrier system.
Santa Monica Blvd. NB on and off-ramp	Two night (6 hours each) partial closure for placement and removal of temporary barrier system.	One-night full closure for pavement work and placement of temporary striping.
Santa Monica Blvd. SB on and off-ramp	Two nights partial closure (6 hours each) for placement and removal of temporary barrier system.	One-night (6 hour) full closure for placement of final paving and striping.
Sunset Blvd. SB on and off-ramp	Extended weekend 55-hour closure for portion of ramp pavement construction.	Two-night full closure (6 hours each) for placement and removal of temporary barrier system and striping and pavement work.
Sunset Blvd. SB loop on-ramp		Two-night full closure for placement of temporary barrier system and temporary striping. Weekend closure for portion of ramp pavement construction.
Sepulveda Blvd. NB on and off-ramp (Getty Center Dr.)	Extended one lane 55-hour closures for portion of ramp pavement construction.	Two-night full closure (6 hours each) for placement and removal of temporary barrier system and temporary striping.
Sepulveda Blvd. SB off-ramp (Getty Center Dr.)	Two-night partial closure (6 hours each) for placement and removal of temporary barrier system and temporary striping.	
Sepulveda Blvd. SB on and off-ramp	Weekend partial closure for portion of ramp pavement construction.	
Sepulveda Blvd. NB off-ramp (Skirball Center Dr./Mulholland Dr.)	Two-night partial closure (4 hours each) for placement and removal of temporary barrier system and temporary striping.	
Sepulveda Blvd. NB on-ramp (Skirball Center Dr./Mulholland Dr.	Two night (6 hours each) partial closure for placement and removal of temporary barrier system and temporary striping.	One night closure for portion of ramp pavement construction.
Sepulveda Blvd. SB on-ramp (Valley Vista Blvd.)	Two-night partial closure (4 hours each) for placement of temporary barrier system and temporary striping.	
Burbank Blvd. NB on-ramp	Weekend partial closure for portion of ramp pavement construction.	Two night (6 hours each) full closure for placement and removal of temporary barrier system and temporary striping.
Burbank Blvd. SB off-ramp	Two-night partial closure (4 hours each) for placement and removal of temporary barrier system and temporary striping.	
Victory Blvd. SB on-ramp	Two-night partial closure (four hours each) for placement and removal of temporary barrier system and temporary striping.	

Table 3.14.12: I-405 Ramp Closures During Construction

Ramp Location	Partial Closure	Full Closure

Source: *Transportation Management Plan* (TMP) (AECOM 2025).
Ave. = Avenue
Blvd. = Boulevard
Dr. = Drive
I-405 = Interstate 405
NB = northbound
SB = southbound
W = west

- Reduced Speed Zone

  A reduced speed limit may improve traffic and worker/traveling public safety in work zones adjacent to sections of reduced lane widths.

While these construction traffic congestion measures would have an impact on vehicle emissions by increasing congestion, the effects would be short-term (i.e., less than a 30-minute delay) and thus would not have a long-term impact on air quality during construction.

Naturally Occurring Asbestos

The Proposed Project is in a region of Los Angeles County which is not known to contain serpentine or ultramafic rock, according to the California Department of Conservation (DOC), Division of Mines and Geology (California DOC 2000). Naturally occurring asbestos (NOA) in bedrock is typically associated with serpentine and peridotite deposits. Note that during demolition activities, the likelihood of encountering structural asbestos is low due to the nature of the demolished materials. The material would consist of concrete and metal piping. Additionally, as described in *Asbestos and Lead-Based Paint Survey Report for I-405 Bridges over Montana Avenue and Church Lane* (American Environmental Specialists 2024), 45 samples were analyzed with none showing measurable Asbestos-Containing Materials (ACMs) or Asbestos-Containing Construction Materials (ACCMs). Therefore, the potential for NOA to be present within the Project Corridor is considered to be low. Furthermore, prior to the commencement of construction, qualified geologists would further examine the soils and makeup of the existing structure. Should the Project geologist encounter asbestos during the analysis, proper steps would be executed to handle the materials. Therefore, the impact from NOA during construction of the Build Alternatives would be minimal to none. In the unlikely event that NOA, serpentine, or ultramafic rock is discovered, SCAQMD would be notified per Section 93105, Title 17 of the CCR.

Lead

Lead is normally not an air quality issue for transportation projects unless the Build Alternatives involves disturbance of soils containing high levels of aerially deposited lead, painting, or modification of structures with lead-based coatings. As described in *Aerially Deposited Lead Investigation Report I-405 Sepulveda ExpressLanes Project* (July 2024), soils that would be disturbed during construction of portions of the Build Alternatives would not be classified as hazardous based on the CCR Title 22 hazardous waste regulations. Additionally, as described in *Asbestos and Lead-Based Paint Survey Report for I-405 Bridges over Montana Avenue and Church Lane* (American Environmental Specialists 2024), the Build Alternatives do not include painting or modification of structures with lead-based coatings. Thus, there is no requirement for an analysis of lead emissions.

No Build Alternative (Alternative 1)

The No Build Alternative would not result in the construction of any improvements to I-405 in the Project Corridor except for ongoing and planned projects and, therefore, would not result in temporary adverse effects to air quality.

3.14.3.2 Permanent Impacts

Build Alternatives (Alternative 2, 3, and 5)

Regional Conformity

In accordance with 40 CFR, Section 93.126, and Section 93.127, because the Project would widen an existing highway, it is not exempt from regional conformity requirements. The Project is in a nonattainment area for the federal O_3 standard; therefore, it is subject to a regional conformity determination. The Project is listed in the 2024 Connect SoCal, financially-constrained Regional Transportation Plan (RTP), which was found to conform by SCAG on April 4, 2024, and the FHWA and FTA made a regional conformity determination finding on May 10, 2024. The Project is also included in SCAG's financially-constrained 2025 Federal Transportation Improvement Program (FTIP), page 8 of 19. See Appendix K for copies of project listings. The 2025 FTIP was determined to conform by FHWA and FTA on December 16, 2024. The design concept and scope of the Proposed Project is consistent with the Project Description in the 2024 RTP, the 2025 FTIP, and the "open to traffic" assumptions of the SCAG's regional emissions analysis. Conformity status information is summarized in Table 3.14.13.

Table 3.14.13. Status of Plans Related to Regional Conformity

MPO	Plan/TIP	Date of adoption by MPO	Date of Approval by FHWA	Last Amendment	Date of Approval by FHWA of Last Amendment
SCAG	Connect SOCAL 2024 Regional Transportation Plan/Sustainable Communities Strategy	April 4, 2024	May 10, 2024	N/A	N/A
SCAG	2025 Federal Transportation Improvement Program	September 5, 2024	December 16, 2024	N/A	N/A

Sources: SCAG (2025, 2024a, 2024b, 2024c, n.d.).
FHWA = Federal Highway Administration
MPO = Metropolitan Planning Organization
N/A = Not applicable
SCAG = Southern California Association of Governments
TIP = Transportation Improvement Program

If Alternative 5 is identified as the Preferred Alternative in the final environmental document, amendments to the RTP and FTIP would need to be completed before FHWA air quality conformity determination could be obtained.

Project Level Conformity

The Project Corridor is located in an attainment/maintenance area for federal CO standards, a nonattainment area for federal $PM_{2.5}$, and an attainment/maintenance area for federal PM_{10} standards, thus a project-level hot-spot analysis is required under 40 CFR 93.109 for all three pollutants.

The Project is designated as exempt/modeled[1] in the SIP, complies with all $PM_{2.5}$ and PM_{10} measures in the plan, and implements measures relied upon in the RTP/TIP regional conformity analysis in a timely matter. The Build Alternatives would not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay timely attainment of any NAAQS or any required interim emission reductions or other milestones during the timeframe of the transportation plan (or regional emissions analysis).

Regional Emissions Analysis

The primary purpose of the Project is to maximize efficiency of the freeway mainline by increasing person and vehicle throughput on the I-405 corridor from Interstate 10 (I-10) to U.S. Highway 101 (US-101). Therefore, the potential impact of the Proposed Project on regional vehicle emissions was calculated using traffic data for the Project region and emission rates from the Caltrans Emissions Factors Model (CT-EMFAC2021) version 1.0.2.0, which uses emission factors developed by CARB in its Emission Factor Model, Version 2021 (EMFAC2021). The emission factor data for scenario years 2019, 2030, and 2050 were utilized with the corresponding traffic data for the 2019 No Build Condition (Existing Condition), 2030 Opening Year, and 2050 Horizon Year scenarios.

The proposed improvements on the Project Corridor between I-10 and US-101 associated with the Build Alternatives would improve traffic flows and operation by optimizing utilization within the Project Corridor of the State Highway System in terms of vehicle and person throughput and improved travel times and trip reliability, improve performance within the Project Corridor by incorporating advanced demand management and/or intelligent transportation systems strategies including, but not limited to, priced managed lanes/high occupancy toll lanes, increased continuity of the regionally priced managed lanes/high occupancy toll lanes network by closing the gap between existing and planned facilities in alignment with SCAG's 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Metro's Countywide ExpressLanes Strategic Plan (Metro 2017), and the California Transportation Plan 2050 (CTP 2050) (Caltrans 2021), and providing additional mobility options within the geographically constrained Project Corridor, furnishing resources to implement related projects and facilitate future improvements, including multi-modal options, within the Project Corridor.

Operational emissions take into account long-term changes in emissions due to the Build Alternatives (excluding the construction phase). The operational emissions analysis compares forecasted emissions for Existing Condition, No Build, and all Build Alternatives. As described in the January 2025 *Traffic Operations Analysis Report* (TOAR), the purpose of the Project is to provide efficient operation and improve the overall movement of people and goods on I-405. All three 2030 Build Alternatives significantly improve managed lane (ML) operating conditions over the 2030 No Build Alternative. All three Build Alternatives generate significant congestion reductions and travel time improvements exceeding 50 percent in 2030, but Alternative 3 produces more congestion reduction than the other two Build Alternatives compared to the No Build Alternative.

Similar to 2030, general purpose lane (GP) performance in 2050 has marginal improvements in all three Build Alternatives, particularly in the southbound AM and northbound PM peak periods. All three 2050 Build Alternatives significantly improve ML

[1] The Exempt/Modeled conformity category is used to identify projects that have been modeled in the RTP/SCS but only have ENG funding.

operating conditions over the 2050 No Build Alternative. All three Build Alternatives generate significant congestion reductions and travel time improvements in 2050. Table 3.14.14 shows the vehicle emissions from traffic on I-405 for the 2019 Existing Condition, the 2030 Opening Year No Build and three Build Alternative scenarios, and the 2050 Horizon Year No Build and three Build Alternative scenarios, along with scenario comparisons.

Table 3.14.14 shows that compared to the existing condition, all alternatives including the No Build Alternative would result in decreases to CO, VOCs, NO_X, and $PM_{2.5}$ and increases to PM_{10} from 7 pounds per day (lbs/day) (No Build) to 21 lbs/day (Alternative 5) in the opening year 2030. In the horizon year 2050, the same pattern is seen but with increases to PM_{10} from 82 lbs/day (No Build) to 106 lbs/day (Alternative 3). While CO, VOCs, and NO_X all are solely from vehicle exhaust, particulate matter is comprised of vehicle exhaust and fugitive emissions from entrained roadway dust, tire wear, and brake wear. While the same

Table 3.14.14. Summary of Comparative Emissions Analysis

Scenario/ Analysis Year	CO (lbs/day)	VOCs (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Baseline (Existing Conditions) 2019	10,730	622	2,146	658	150
Opening Year (2030)					
No Build Alternative	5,430	332	618	665	134
Change from Existing	*-5,301*	*-290*	*-1,529*	*7*	*-16*
Alternative 2	5,421	323	619	674	136
Change from Existing	*-5,309*	*-299*	*-1,527*	*15*	*-14*
Change from No Build	*-9*	*-9*	*2*	*8*	*2*
Alternative 3	5,354	318	622	678	135
Change from Existing	*-5,376*	*-304*	*-1,524*	*20*	*-15*
Change from No Build	*-75*	*-14*	*5*	*13*	*1*
Alternative 5	5,530	339	636	679	136
Change from Existing	*-5,200*	*-283*	*-1,510*	*21*	*-13*
Change from No Build	*101*	*8*	*19*	*14*	*3*
Horizon Year (2050)					
No Build Alternative	4,196	274	408	740	144
Change from Existing	*-6,535*	*-348*	*-1,739*	*82*	*-5*
Alternative 2	4,133	259	402	745	145
Change from Existing	*-6,597*	*-363*	*-1,744*	*86*	*-5*
Change from No Build	*-63*	*-15*	*-6*	*4*	*1*
Alternative 3	4,146	267	403	764	147
Change from Existing	*-6,584*	*-355*	*-1,744*	*106*	*-2*
Change from No Build	*-49*	*-7*	*-5*	*24*	*3*
Alternative 5	4,240	276	418	752	146
Change from Existing	*-6,490*	*-346*	*-1,729*	*93*	*-3*
Change from No Build	*45*	*2*	*10*	*11*	*2*

Source: Compiled by LSA using traffic data from the *Traffic Operations Analysis Report* (TOAR) (WSP 2025) and from CT-EMFAC2021 (see TOAR Appendix F-1 of the TOAR).
CO = carbon monoxide
CT-EMFAC2021 = Caltrans Emissions Factor Model
lbs/day = pounds per day
NO_X = nitrogen oxides
PM_{10} = particulate matter less than 10 microns in diameter
$PM_{2.5}$ = particulate matter less than 2.5 microns in diameter
VOCs = volatile organic compounds

regulatory reductions in vehicle exhaust emissions occur with the exhaust particulate matter emissions as with CO, VOCs, NO_X, the fugitive particulate matter emissions have no similar reduction strategy and are purely a function of vehicle miles traveled (VMT). As all three Build Alternatives would have greater VMT than the existing condition and the No Build Alternative, the emissions of PM_{10} show increases.

Compared to the No Build Alternative in the opening year 2030, Alternative 2 would result in decreases to CO and VOCs and increases to NO_X by 2 lbs/day, PM_{10} by 8 lbs/day, and $PM_{2.5}$ by 2 lbs/day. Alternative 3 would also result in decreases to CO and VOCs and increases to NO_X by 5 lbs/day, PM_{10} by 13 lbs/day, and $PM_{2.5}$ by 1 lbs/day. Alternative 5 would result in increases to all criteria pollutants by 101 lbs/day of CO, 8 lbs/day of VOCs, 19 lbs/day of NO_X, 14 lbs/day of PM_{10}, and 3 lbs/day of $PM_{2.5}$.

Compared to the No Build Alternative in the horizon year 2050, Alternative 2 would result in decreases to CO, VOCs, and NO_X, while PM_{10} and $PM_{2.5}$ would increase by 4 lbs/day and 1 lbs/day, respectively. Alternative 3 would also result in decreases to CO, VOCs, and NO_X, while PM_{10} and $PM_{2.5}$ would increase by 24 lbs/day and 3 lbs/day, respectively. Alternative 5 would result in increases to all emissions by 45 lbs/day of CO, 2 lbs/day of VOCs, 10 lbs/day of NO_X, 11 lbs/day of PM_{10}, and 2 lbs/day of $PM_{2.5}$.

For reference purposes, the SCAQMD uses 550 lbs/day as their incremental mass daily emission threshold of significance for CO, 55 lbs/day as their incremental mass daily emissions threshold of significance for VOCs, NO_X, and $PM_{2.5}$, and 150 lbs/day as their incremental mass daily emission threshold of significance for PM_{10}. These thresholds were established by the SCAQMD through its rulemaking authority and are designed to protect public health with an adequate margin of safety, and as thresholds to identify which projects may result in a regionally significant air quality emissions impact (SCAQMD 1993). The CO, VOCs, NO_X, PM_{10} and $PM_{2.5}$ emission increases shown in Table 3.14.14 are all lower than these SCAQMD thresholds.

Carbon Monoxide

Areas of vehicle congestion have the potential to create pockets of carbon monoxide (CO) called hot spots. These pockets have the potential to exceed the State 1-hour standard of 20 ppm or the 8-hour standard of 9 ppm. At the time the SCAQMD 1993 *CEQA Air Quality Handbook* was published (SCAQMD 1993), the Basin was designated nonattainment under the California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS) for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Basin and in the State have steadily declined. In 2007, the SCAQMD was designated in attainment-maintenance for CO under both the CAAQS and NAAQS.

The methodology required for a CO local analysis is summarized in the Caltrans *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol), Sections 3 (Determination of Project Requirements) and 4 (Local Analysis).

In Section 3, the CO Protocol provides two conformity requirement decision flowcharts designed to assist project sponsors in evaluating the requirements that apply to specific projects. The flowchart in Figure 1 of the CO protocol provided in Appendix G of the *Air Quality Assessment Report* (April 2025) for the CO Protocol applies to new projects and was used in this local analysis conformity decision. The following provides a step-by-step

explanation of the flowchart. Each level cited is followed by a response, which in turn determines the next applicable level of the flowchart for the Project (Garza et al. 1997).

The flowchart begins with Section 3.1.1:

- **3.1.1. Is this project exempt from all emissions analyses?**

  No.

  Table 1 of the CO Protocol is Table 2 of 40 CFR, Section 93.126. Section 3.1.1 inquires whether the Project is exempt. Such projects appear in Table 1 of the CO Protocol. None of the Build Alternatives match any of the exempt projects listed in Table 1 of the CO Protocol; therefore, the Project is not exempt from all emission analyses.

- **3.1.2. Is the project exempt from regional emissions analyses?**

  No.

  Table 2 of the CO Protocol is Table 3 of 40 CFR, Section 93.127. The question attempts to determine whether the Project is listed in Table 2. Projects that are included in Table 2 of the CO Protocol are exempt from regional conformity. Because the Project would expand or add traffic lanes to an existing highway, it is not exempt from regional emissions analysis.

- **3.1.3. Is the project locally defined as regionally significant?**

  Yes.

  As noted above, the Project would expand or add traffic lanes to an existing highway. Therefore, the Project is regionally significant.

- **3.1.4. Is the project in a federal attainment area?**

  No.

  The Project is within an area designated as nonattainment or maintenance for ozone, PM_{10}, $PM_{2.5}$, and CO.

- **3.1.5. Is there currently conforming RTP and TIP??**

  Yes.

  The Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was determined by the FHWA to conform to the State Implementation Plan (SIP) in accordance with 40 CFR, Part 93 on May 10, 2024. The 2025 Federal Transportation Improvement Program (FTIP) was determined to conform by the FHWA and the FTA on December 16, 2024.

- **3.1.6. Is the project included in the regionals emissions analysis supporting the currently conforming RTP and TIP?**

  Yes.

The Proposed Project is listed in the Connect SoCal 2024 RTP and 2025 FTIP under ID No. 1162S012. Thus, the Proposed Project was included in the regional emissions analysis.

- **3.1.7. Has the project design concept and/or scope changed significantly from that in regional analysis?**

  No.

  The design concept and scope of the Proposed Project is consistent with the project description in the 2024 RTP, the 2025 FTIP, and the "open to traffic" assumptions of the SCAG's regional emissions analysis.

- **3.1.9. Examine local impacts.**

  Section 3.1.9 of the flowchart directs the Project evaluation to Section 4 (Local Analysis) of the CO Protocol. This concludes the evaluation procedure in Figure 1.

  Section 4 contains Figure 3 (Local CO Analysis). This flowchart is used to determine the type of CO analysis required for the Project. Below is a step-by-step explanation of the flowchart. Each level cited is followed by a response, which in turn, determines the next applicable level of the flowchart for the Project. The flowchart begins at Level 1.

- **Level 1. Is the project in a CO nonattainment area?**

  No.

  The study area is in an area that has demonstrated attainment with the federal and State CO standards.

- **Level 1 (cont.). Was the area redesignated as "attainment" after the 1990 Clean Air Act?**

  Yes.

- **Level 1 (cont.). Has "continued attainment" been verified with the local Air District, if appropriate?**

  Yes.

  The USEPA designated the Basin as attainment/maintenance on June 11, 2007. (Proceed to Level 7.)

- **Level 7. Screening Projects in Attainment or Unclassified Areas (Level 7 in Figure 3)**
- **4.7.1 Does the project worsen air quality?**

  Yes.

  Because the Proposed Project would meet criteria b and c discussed below, it would potentially worsen air quality.

a. *The project significantly increases the percentage of vehicles operating in cold start mode. Increasing the number of vehicles operating in cold start mode by as little as 2% should be considered potentially significant.*

   The percentage of vehicles operating in cold-start mode for the Proposed Project is the same or lower for the area under study compared to those used for the area in the attainment plan. It is assumed that all vehicles on I-405 are in a fully warmed-up mode. Therefore, this criterion is not met.

b. *The project significantly increases traffic volumes. Increases in traffic volumes in excess of 5% should be considered potentially significant. Increasing the traffic volume by less than 5% may still be potentially significant if there is also a reduction in average speeds.*

   The intersections of arterial streets affected by the Project would experience traffic volume increases in 2030 and 2050 compared to the Existing condition exceeding 5 percent as shown in Table 3.14.15. Similarly, these intersections would experience traffic volume increases in 2030 and 2050 compared to the corresponding No Build condition exceeding 5 percent as shown in Table 3.14.15. These increases would be potentially significant; thus, this criterion is met.

Table 3.14.15. Arterial Street Intersection 5+ Percent Volume Increase Results Summary

Scenario	Number of Intersections exceeding the Existing Condition by 5% or More	Number of Intersections exceeding the No Build Scenario by 5% or More
2030		
No Build	8	N/A
Alternative 2	13	5
Alternative 3	14	5
Alternative 5	15	3
2050		
No Build	9	N/A
Alternative 2	15	7
Alternative 3	21	8
Alternative 5	18	7

Source: *Traffic Operations Analysis Report* (TOAR) (WSP 2025).
N/A = not applicable

c. *The project worsens traffic flow. For uninterrupted roadway segments, a reduction in average speeds (within a range of 3 to 50 mph) should be regarded as worsening traffic flow. For intersection segments, a reduction in average speed or an increase in average delay should be considered as worsening traffic flow.*

   As summarized in Table 1.5 of the *Air Quality Assessment Report* (April 2025), on I-405, the projected improved traffic operations would increase in traffic volumes along the I-405 corridor while also increasing the average speeds of vehicles during peak hours and off-peak hours. The intersections of arterial streets affected by the Project would experience average delay increases in 2030 and 2050 compared to the existing condition as shown in Table 3.14.16.

Similarly, these intersections would experience average delay increases in 2030 and 2050 compared to the corresponding No Build condition as shown in Table 3.14.16. These increases would be considered as worsening traffic flow, and thus this criterion is met. (Proceed to Level 4.7.2.)

Table 3.14.16. Arterial Street Intersection Delay Increase Results Summary

Scenario	Number of Intersections exceeding the Delay of the Existing Condition		Number of Intersections exceeding the Delay of the No Build Scenario	
	AM	PM	AM	PM
2030				
No Build	26	28	N/A	
Alternative 2	26	35	29	44
Alternative 3	28	37	37	40
Alternative 5	26	34	31	36
2050				
No Build	26	31	N/A	
Alternative 2	27	36	36	48
Alternative 3	31	38	43	39
Alternative 5	29	37	44	41

Source: *Traffic Operations Analysis Report (TOAR)* (WSP 2025).
N/A = not applicable

- **4.7.2 Does the project result in higher CO concentrations than those existing within the region at the time of attainment demonstration?**

  No.

  Because none of the Build Alternatives would meet any of the criteria discussed below, they would not potentially result in higher CO concentrations than those existing within the region at the time of attainment demonstration. For the following discussion, the Wilshire Boulevard/Veteran Avenue intersection analyzed in the attainment demonstration has been selected for comparison to the project-affected intersections. The Wilshire Boulevard/Veteran Avenue intersection had the greatest traffic volumes in the attainment demonstration and is one of the project-affected intersections analyzed in the TOAR (January 2025). The Wilshire Boulevard/Veteran Avenue intersection had (and continues to have) four lanes in every direction, each 3 meters wide. For the following discussion, four intersections were selected from the 61 intersections analyzed in the TOAR, the Sepulveda Boulevard/Burbank Boulevard and North Sepulveda Boulevard/Skirball Center Drive intersections toward the northern portion of the Project Corridor, and the Wilshire Boulevard/Veteran Avenue and Sawtelle Boulevard/Washington Place intersections from the southern portion. The four intersections were selected based on their volume of traffic, the magnitude of traffic volume and/or delay change from the Proposed Project (both described in Section 4.6.1), and the similarity in configuration to the Wilshire Boulevard/Veteran Avenue intersection.

  a. *The receptors at the location under study are at the same distance or farther from the traveled roadway than the receptors at the location where attainment has been demonstrated.*

The receptor location is determined by the intersection geometry, primarily the number of lanes. All four selected intersections are four-leg intersections, with the same or fewer lanes than the Wilshire Boulevard/Veteran Avenue intersection (see Appendix J of the TOAR). Thus, the receptors for these four intersections would be the same or further than the receptors for the Wilshire Boulevard/Veteran Avenue intersection. Thus, this criterion is met.

b. *The roadway geometry of the two locations is not significantly different. An example of a significant difference would be a larger number of lanes at the location under study compared to the location where attainment has been demonstrated.*

   The Sepulveda Boulevard/Burbank Boulevard intersection is a four-way intersection with three lanes for all four legs. The North Sepulveda Boulevard/Skirball Center Drive intersection is a four-way intersection with one lane east, and two lanes west, north, and south. The Sawtelle Boulevard/ Washington Place intersection is a four-way intersection with two lanes east/west and two lanes north/south (see Appendix J of the TOAR). The Wilshire Boulevard/Veteran Avenue intersection is a four-way intersection with four lanes in every direction, the same as it was during the 2003 attainment demonstration. Thus, this criterion is met.

c. *Expected worst-case meteorology at the location under study is the same or better than the worst-case meteorology at the location where attainment has been demonstrated. Relevant meteorological variables include: wind speed, wind direction, temperature, and stability class.*

   As the North Sepulveda Boulevard/Skirball Center Drive intersection, the Sawtelle Boulevard/Washington Place intersection, and the Sepulveda Boulevard/Burbank Boulevard are in the same general location as the Wilshire Boulevard/Veteran Avenue intersection, the meteorology is the same at all four the locations. Thus, this criterion is met.

d. *Traffic lane volumes at the location under study are the same or lower than those at the location where attainment has been demonstrated.*

   The traffic lane volume at the Wilshire Boulevard/Veteran Avenue intersection was 2,016 vehicles per hour in the AM period and 1,930 vehicles per hour in the PM period (SCAQMD 2003). As shown in Table 3.14.17, the four selected intersections have lower peak hourly lane volumes (the higher of the AM and PM values shown) than the 2003 AQMP CO Modeling and Attainment Demonstration intersection (see *Air Quality Assessment Report* [April 2025] Appendix E-2 for the traffic volume data for all 61 intersections). Thus, this criterion is met.

e. *Percentages of vehicles operating in cold start mode at the location under study are the same or lower than those at the location where attainment has been demonstrated.*

   The percentage of vehicles operating in cold-start mode at the four selected intersections would be assumed to be the same as the Wilshire Boulevard/Veteran Avenue intersection for the Attainment Demonstration, as they are all in the same general region. Therefore, this criterion is met.

Table 3.14.17. Intersection Peak Hour Volumes by Lane

N/S Street	E/W Street	2019	2030				2050			
			No Build	Alt 2	Alt 3	Alt 5	No Build	Alt 2	Alt 3	Alt 5
Sepulveda Boulevard	Burbank Boulevard	1,797	1,834	1,850	1,854	1,858	1,834	1,850	1,860	1,858
North Sepulveda Boulevard	Skirball Center Drive	1,480	1,583	1,617	1,602	1,597	1,583	1,618	1,604	1,601
Veteran Avenue	Wilshire Boulevard	1,387	1,387	1,388	1,392	1,387	1,387	1,389	1,394	1,387
Sawtelle Boulevard	Washington Place	1,319	1,328	1,328	1,328	1,328	1,328	1,328	1,328	1,328
Veteran Avenue	Wilshire Boulevard	AM: 2,016 and PM: 1,930 (from the 2003 CO Attainment Plan)								

Source: *Traffic Operations Analysis Report* (TOAR) (WSP 2025).
Note: The TOAR lists AM and PM peak hour traffic volumes. This table shows only the higher of the AM and PM peak hour traffic volumes.

f. Percentage of Heavy-Duty Gas Trucks at the location under study is the same or lower than the percentage at the location where attainment has been demonstrated.

The percentage of heavy-duty gas trucks at the North Sepulveda Boulevard/Skirball Center Drive and Sawtelle Boulevard/Washington Place intersections would be assumed to be less than at the Wilshire Boulevard/Veteran Avenue intersection for the Attainment Demonstration, as they are not directly connected to I-405. The percentage of heavy-duty gas trucks at the Sepulveda Boulevard/Burbank Boulevard and Wilshire Boulevard/Veteran Avenue intersections would be assumed to be the same as at the Wilshire Boulevard/Veteran Avenue intersection for the Attainment Demonstration, as they are both directly connected to I-405.Therefore, this criterion is met.

g. For projects involving intersections, average delay and queue length for each approach is the same or smaller for the intersection under study compared to those found in the intersection where attainment has been demonstrated.

The average delay for the four selected intersections is shown in Table 3.14.18.

As shown in Table 3.14.18, all average delay times would be less than the 506-second delay at the Wilshire Boulevard/Veteran Avenue intersection for the Attainment Demonstration. Therefore, this criterion is met.

h. Background concentration at the location under study is the same or lower than the background concentration at the location where attainment has been demonstrated.

The peak 1-hour CO concentration at the Reseda Monitoring Station in 2023 was 2.3 ppm, and the 8-hour concentration was 1.7 ppm. These concentrations are substantially lower than the 1-hour 5 ppm and 8-hour 2.7 ppm concentrations reported in 2003 when attainment was demonstrated. Therefore, this criterion is met.

Table 3.14.18. Intersection Average Delay

Int. #	Intersection	2019	2030				2050			
			No Build	Alt 2	Alt 3	Alt 5	No Build	Alt 2	Alt 3	Alt 5
8	Sepulveda Boulevard/ Burbank Boulevard	82.0	85.7	92.5	98.5	94.1	85.7	92.8	96.7	95.7
22	N Sepulveda Boulevard/Skirball Center Drive	119.9	85.6	121.5	104.9	101.3	85.7	122.1	106.7	101.3
38	Wilshire Boulevard/ Veteran Avenue	68.5	47.7	48.8	48.6	47.7	47.7	48.9	49.0	47.7
60	Sawtelle Boulevard/ Washington Place	15.8	16.0	16.0	16.1	16.0	16.0	16.0	16.1	16.1

Source: *Traffic Operations Analysis Report* (TOAR) (WSP 2025).
Note: the 2003 Attainment Plan demonstrated that the Wilshire Boulevard/Veteran Avenue intersection delay was 512 seconds in the AM period and 499 seconds in the PM period, which averages out to a 506-second delay.

This concludes the Caltrans CO flowchart evaluation procedure listed in Figure 3 (Local CO Analysis) (see Appendix G of the *Air Quality Assessment Report* [April 2025]). Using the levels and criteria in Figure 3 of the CO Protocol, the Proposed Project would be considered satisfactory, and no further analysis is needed.

Particulate Matter (PM_{10} and $PM_{2.5}$)

Emissions Analysis

PM emissions were estimated for Existing Baseline, No Build, and all Build Alternatives for the opening year 2030 and Horizon Year 2050. PM_{10} emissions would increase compared to the Existing Baseline and No Build scenarios for all Build Alternatives. $PM_{2.5}$ emissions would decrease compared to the Existing Baseline scenarios for all Build Alternatives but would increase compared to the No Build scenarios for all Build Alternatives.

The SCAQMD has established PM_{10} emissions thresholds for evaluating if a proposed project would result in health impacts to residents or workers near a project site (a.k.a., a localized significance threshold)[2], which are discussed herein for comparative purposes (SCAQMD 2008). Using 1 acre to represent the size of the improvements near an individual residence and utilizing the most conservative distance recommended by SCAQMD from the Build Alternatives to a potential residence or worker of 25 meters (about 80 feet), the localized significance thresholds (LSTs) for PM_{10} and $PM_{2.5}$ developed by SCAQMD would be 1.0 lbs/day.

[2] SCAQMD published its Final Localized Significance Threshold (LST) Methodology in June 2003 and updated it in July 2008 (SCAQMD 2008). LSTs represent the maximum emissions from a project site that are not expected to result in an exceedance of the NAAQS or the CAAQS for CO, NO_2, PM_{10}, and $PM_{2.5}$. LSTs are based on the ambient concentrations of that pollutant within the project's Source Receptor Area (SRA), the size of the area containing the emissions source, and the distance to the nearest sensitive receptor.

The maximum PM_{10} and $PM_{2.5}$ emissions increases in any one 100-meter roadway segment[3] (see Appendix F-4 of the *Air Quality Assessment Report* [April 2025]) that is estimated to occur under any Build Alternative from the No Build Alternative are 0.3 lbs/day and 0.06 lbs/day, respectively, and from the Existing Scenario are 0.47 lbs/day and 0.05 lbs/day, respectively. These emissions are all below the applicable LST thresholds that are designed guideline values established by SCAQMD to evaluate and protect human health.

The emissions estimates included in this EIR/EIS are considered conservative as they do not include the expected technological advancements and rule compliance for the most recently promulgated rulemakings, as further discussed below and therefore represent a conservative analysis, with future emissions expected to be lower than those shown previously in Table 3.14.14, and associated reductions in potential public exposure and pollution-related health impacts. Based on other SCAQMD analyses of projected emissions in future years (SCAQMD 2019, 2022), significant decreases in air pollution-related health impacts are expected within the next 5 to 10 years. These reductions reflect recent and continued efforts by SCAQMD (e.g., Rule 2202 - On-Road Motor Vehicle Mitigation, On-Road Heavy-Duty Voucher Incentive Program [VIP], Air Quality Management Plan), CARB (e.g., Executive Order N-79-20, Heavy-Duty Vehicle Inspection Program [HDVIP]/Periodic Smoke Inspection Program, Innovative Clean Transit [ICT], Advanced Clean Truck [ACT], Zero Emission Airport Shuttle Bus, Zero Emission Drayage Truck, HD Omnibus), and USEPA (e.g., SmartWay Program, Cleaner Trucks Initiative [CTI], and Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles) that reduce emissions from mobile sources.

Hot-Spot Analysis

In October 2021, the USEPA released an updated version of *Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas (Guidance)* (USEPA 2021b) for quantifying the local air quality impacts of transportation projects and comparing them to the PM NAAQS (75 *Federal Register* 79370). The Guidance requires a hot-spot analysis to be completed for a project of air quality concern (POAQC).

The USEPA defines a project of air quality concern (POAQC) as the following:

i. New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;

ii. Projects affecting intersections that are level of service (LOS) D, E, or F with a significant number of diesel vehicles, or those that would change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

iii. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

[3] 100 meters was selected as a segment length that, combined with an average freeway emissions area width of 40 meters, results in an emissions area approximately equivalent to one acre (4046.86 square meters).

iv. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; or

v. Projects in or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ and PM_{10} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The USEPA guidance for PM hot-spot analysis and interagency consultation was used to determine whether the Build Alternatives are a POAQC. On December 21, 2023, the TCWG concurred that none of the Build Alternatives are a POAQC. Pursuant to the transportation conformity rules and regulations, all nonexempt projects must go through review by the TCWG. A copy of the TCWG finding is included in Appendix C of the *Air Quality Assessment Report.*

Therefore, the Project meets the FCAA requirements and 40 CFR, Section 93.116 without any explicit hot-spot analysis. The Proposed Project is listed in the Connect SoCal 2024 RTP and 2025 FTIP under ID No. 1162S012. Thus, the Proposed Project was included in the regional emissions analysis that was used to meet regional conformity and would not delay timely attainment of the PM_{10} or $PM_{2.5}$ NAAQS for the Basin. On May 10, 2024, the FHWA published its determination that Connect SoCal 2024 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) conforms to the State Implementation Plan in accordance with 40 CFR, Part 93. Construction and long-term operation of the Proposed Project would, therefore, be considered consistent with the purpose of the State Implementation Plan, and the Proposed Project would conform to the requirements of the FCAA.

Near Road NO_2 Analysis

Near-road NO_2 analysis requirements are still evolving, and quantitative analysis needs are not yet well-defined by government agencies. A qualitative analysis was included by comparing the Project's traffic volumes and fleet mix to those of Interstate 710 (I-710), for which near-road NO_2 monitoring data was collected. None of the Light-Duty-Vehicle-Equivalent traffic volumes for any scenario of the Project would exceed the I-710 Light-Duty-Vehicle-Equivalent traffic volume of 960,000. As all of the base-year and future-year traffic volumes are less than those on I-710, the Project can be qualitatively assumed not to cause a near-road NO_2 problem. Additionally, other factors may affect near-road NO_2 values, such as meteorology, ozone concentrations, background NO_2 concentrations, and distance to receptors (15 meters).

Mobile-Source Air Toxics

FHWA released updated guidance in January 2023 (FHWA 2023) for determining when and how to address Mobile-Source Air Toxics (MSAT) effects in the NEPA process for transportation projects. FHWA identified three levels of analysis:

- No analysis for exempt projects or projects with no potential for meaningful MSAT effects;
- Qualitative analysis for projects with low potential MSAT effects; and
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

Projects with no impacts generally include those that (a) qualify as a categorical exclusion under 23 CFR 771.117, (b) qualify as exempt under the FCAA conformity rule under 40 CFR 93.126, and (c) are not exempt, but have no meaningful impacts on traffic volumes or vehicle mix.

Projects that have low potential MSAT effects are those that serve to improve highway, transit, or freight operations or movement without adding substantial new capacity or creating a facility that is likely to substantially increase emissions. The large majority of projects fall into this category.

Projects with high potential MSAT effects include those that:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of Diesel Particulate Matter in a single location; or
- Create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000, or greater, by the design year; and
- Are proposed to be located in proximity to populated areas or, in rural areas, in proximity to concentrations of vulnerable populations (i.e., schools, nursing homes, hospitals).

Based on these criteria, the Proposed Project would have the potential to increase MSAT effects as Alternatives 3 and 5 propose an additional high-occupancy toll (HOT) or HOV lane in each direction for more than 13 miles through numerous residential areas, adding substantial new capacity. The latest version of CT-EMFAC, CT-EMFAC2021, was used to estimate emissions of benzene, 1,3-butadiene, formaldehyde, acrolein, naphthalene, DPM, and polycyclic organic matter (POM). MSAT emissions were estimated using traffic data for the Existing Baseline Alternative and for the No Build and all Build Alternatives for the opening year 2030 and horizon year 2050.

Emissions were estimated for all MSATs using CT-EMFAC, based on EMFAC and speciation factors provided by CARB and the USEPA. The MSAT modeling results for the Existing Baseline, No Build, and Build Alternatives are presented in Table 3.14.19 and Appendix F-2 of the *Air Quality Assessment Report*. All 2030 and 2050 MSAT emissions would be less than the 2019 existing MSAT emissions and most would either stay the same or decrease compared to the same year No Build Alternative. The only exceptions are that DPM emissions for Alternative 3 in 2050 would increase from 3.2 to 3.4 lbs/day overall for the entire Project when compared to the No Build Alternative. Additionally, benzene, acetaldehyde, ethylbenzene, formaldehyde, and POM emissions for Alternative 5 in 2030 would show increases of 0.1 or 0.2 lbs/day when compared to the No Build Alternative for the entire Project.

By looking at individual roadway segments of the Proposed Project to determine where local increases would occur (see Appendix F-4 of the *Air Quality Assessment Report*), for Alternative 3, all of the 33 northbound segments and 40 of the 41 southbound segments would either be less than or have no emissions change from the No Build scenario, with DPM emissions increasing by no more than 0.01 lbs/day for the Constitution Avenue Overpass to the Wilshire Boulevard Off-Ramp southbound segment. The increase in emissions is expected to occur due to an increase in traffic volumes and VMT under the Build Alternatives as compared to the No Build Alternative, resulting from expected

Table 3.14.19. Opening Year (2030) and Horizon Year (2050) MSAT Emissions

Alternative	MSAT Exhaust (lbs/day)								
	Acrolein	Benzene	1,3-butadiene	Acetaldehyde	Diesel PM	Ethylbenzene	Formaldehyde	Naphthalene	Polycyclic Organic Matter
Existing (2019)	<0.1	19.5	1.3	4.8	19.1	7.4	11.2	1.3	0.2
Opening Year (2030)									
No Build Alternative	<0.1	8.5	0.4	1.9	4.1	3.8	4.6	0.4	0.1
Change from Existing	<0.1	-11.0	-0.9	-2.9	-15.0	-3.6	-6.6	-0.9	-0.1
Alternative 2	<0.1	8.4	0.4	1.9	4.0	3.6	4.4	0.4	0.1
Change from Existing	*<0.1*	*-11.1*	*-0.9*	*-2.9*	*-15.1*	*-3.8*	*-6.8*	*-0.9*	*-0.1*
Change from No Build	*<0.1*	*-0.1*	*0*	*0*	*-0.1*	*-0.2*	*-0.2*	*0*	*0*
Alternative 3	<0.1	8.4	0.4	1.9	4.0	3.6	4.4	0.4	0.1
Change from Existing	*<0.1*	*-11.1*	*-0.9*	*-2.9*	*-15.1*	*-3.8*	*-6.8*	*-0.9*	*-0.1*
Change from No Build	*<0.1*	*-0.1*	*0*	*0*	*-0.1*	*-0.2*	*-0.2*	*0*	*0*
Alternative 5	<0.1	8.7	0.4	2.0	4.1	3.9	4.7	0.4	0.2
Change from Existing	*<0.1*	*-10.8*	*-0.9*	*-2.8*	*-15.0*	*-3.5*	*-6.5*	*-0.9*	*0*
Change from No Build	*<0.1*	*0.2*	*0*	*0.1*	*0*	*0.1*	*0.1*	*0*	*0.1*
Horizon Year (2050)									
No Build Alternative	<0.1	6.4	0.3	1.3	3.2	3.0	2.9	0.2	<0.1
Change from Existing	*<0.1*	*-13.1*	*-1.0*	*-3.5*	*-15.9*	*-4.4*	*-8.3*	*-1.1*	*-0.2*
Alternative 2	<0.1	6.0	0.2	1.2	3.2	2.8	2.7	0.2	<0.1
Change from Existing	*<0.1*	*-13.5*	*-1.1*	*-3.6*	*-15.9*	*-4.6*	*-8.5*	*-1.1*	*-0.2*
Change from No Build	*<0.1*	*-0.4*	*-0.1*	*<0.1*	*0*	*-0.2*	*-0.2*	*0*	*0*
Alternative 3	<0.1	6.1	0.2	1.2	3.4	2.9	2.7	0.2	<0.1
Change from Existing	*<0.1*	*-13.4*	*-1.1*	*-3.6*	*-15.7*	*-4.5*	*-8.5*	*-1.1*	*-0.2*
Change from No Build	*<0.1*	*-0.3*	*-0.1*	*-0.1*	*0.2*	*-0.1*	*-0.2*	*0*	*0*
Alternative 5	<0.1	6.4	0.2	1.2	3.2	3.0	2.9	0.2	<0.1
Change from Existing	*<0.1*	*-13.1*	*-1.1*	*-3.6*	*-15.9*	*-4.4*	*-8.3*	*-1.1*	*-0.2*
Change from No Build	*<0.1*	*0*	*-0.1*	*-0.1*	*0*	*0*	*0*	*0*	*0*

Source: Compiled by LSA using traffic data from the *WSP Traffic Operations Analysis Report* (TOAR) (WSP 2025) and from CT-EMFAC2021.
EMFAC = Emission Factor Model
lbs/day = pounds per day
MSAT = mobile source air toxic
PM = particulate matter

increases in efficiency of the Project Corridor related to the implementation of the Build Alternatives.

DPM is a fraction of $PM_{2.5}$ and PM_{10}, and the implementation of the Build Alternatives would result in PM_{10} and $PM_{2.5}$ emissions that either decrease, or result in emissions increases compared to the No Build Alternative that are well below the 150 lbs/day PM_{10} and 55 lbs/day $PM_{2.5}$ incremental mass emissions threshold established by SCAQMD as health protective thresholds. The SCAQMD's localized significance thresholds support evaluating whether a proposed project would result in health impacts to residents or workers near a project site[4] (SCAQMD 2008). As detailed in Appendix F-4 of the *Air Quality Assessment*

[4] SCAQMD published its Final Localized Significance Threshold (LST) Methodology in June 2003 and updated it in July 2008 (SCAQMD 2008). LSTs represent the maximum emissions from a project site that are not expected to result in an exceedance of the NAAQS or the CAAQS for CO, NO_2, PM_{10}, and $PM_{2.5}$. LSTs are based on the ambient concentrations of that pollutant within the project's Source Receptor Area (SRA), the size of the area containing the emissions source, and the distance to the nearest sensitive receptor.

Report, estimated emissions per a 100-meter roadway segment length were compared to the SCAQMD LSTs for a 1-acre project site.[5] Based on the size of the improvements proposed, and utilizing the most conservative distance from the center of vehicle emissions (the freeway centerline) to a potential residence or worker of 25 meters (about 80 feet), the localized significance thresholds for PM_{10} and $PM_{2.5}$ would be 1.0 lbs/day.

The maximum DPM emissions increase in any one 100-meter roadway segment that is estimated to occur under any Build Alternative is 0.01 lbs/day for the Constitution Avenue Overpass to the Wilshire Boulevard Off-Ramp southbound segment. This level of MSAT emissions would be well below the SCAQMD LST thresholds for PM_{10} and $PM_{2.5}$ that are designed guideline values to evaluate and protect human health. Additionally, the maximum DPM emissions rate in any one 100-meter roadway segment for any 2030 or 2050 alternative would be 0.01 lbs/day, less than the existing maximum of 0.06 lbs/day. Thus, the reductions from the existing condition at any location would be much greater than the minor differences between Project alternatives in both the opening year and design year.

Note that in FHWA's view, the information in Table 3.14.19 is incomplete and cannot credibly predict the project-specific health impacts due to changes in MSAT emissions associated with the proposed set of highway alternatives. The outcome of this assessment would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by the Health Effects Institute (HEI) (Special Report 16, 2007; available at: www.healtheffects.org/ publication /mobile-source-air-toxics-critical-review-literature-exposure-and-health-effects). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for DPM. The USEPA states that with respect to diesel engine exhaust, "[t]he absence of adequate data to develop a sufficiently confident dose-response relationship from the epidemiologic studies has prevented the estimation of inhalation carcinogenic risk." (USEPA 2003).

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the USEPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires the USEPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a

[5] 100 meters was selected as a conservative segment length, assuming an average freeway width of 45 meters, and therefore resulting in a segment size equivalent to or greater than one acre (4046.86 square meters).

June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld USEPA's approach to addressing risk in its two-step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable (available at: media.cadc.uscourts.gov/opinions/docs/2008/06/07-1053-1120274.pdf).

Because of limitations in the methodologies for forecasting health impacts, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, decision-makers would need to weigh this information against project benefits (e.g., reducing traffic congestion, accident rates, fatality rates, and improved access for emergency response).

The SCAQMD has conducted five Multiple Air Toxics Exposure Studies (MATES) to measure air toxics levels in the Basin. The first MATES I analysis began in 1986 but was limited due to the technology available at the time. Conducted in 1998, MATES II was the first MATES iteration to include a comprehensive monitoring program, an air toxics emissions inventory, and a modeling component. MATES III was conducted in 2004–2006 with MATES IV following in 2012–2013. MATES V was conducted in 2018–2019.

The 2021 MATES V Final Report (SCAQMD 2021) concluded that the average of the modeled air toxics concentrations measured at each of the monitoring stations in the Basin equates to a background cancer risk from long-term inhalation exposure to TAC emissions of approximately 455 in one million based on a population-weighted average risk. The overall cancer risk was about 54 percent lower for the population-weighted average risk than the previous MATES IV cancer risks. The average carcinogenic risk refers to the expected number of additional cancers over a 70-year lifetime in a population of one million individuals if they were continuously exposed to these levels for 30 years.

The SCAQMD has prepared a MATES V Data Visualization Tool (SCAQMD n.d.) that show regional trends in estimated outdoor health risk levels from toxic emissions, Figure 3.14-3 shows the cancer risk at the 10 monitoring sites and for the Basin average based on measurements conducted during MATES II through V using the same statistical techniques. The carcinogenic risk from air toxics in the Basin, based on the average concentrations at the 10 monitoring sites, is approximately 40 percent lower than the monitored average in MATES IV and 84 percent lower than the average in MATES II.

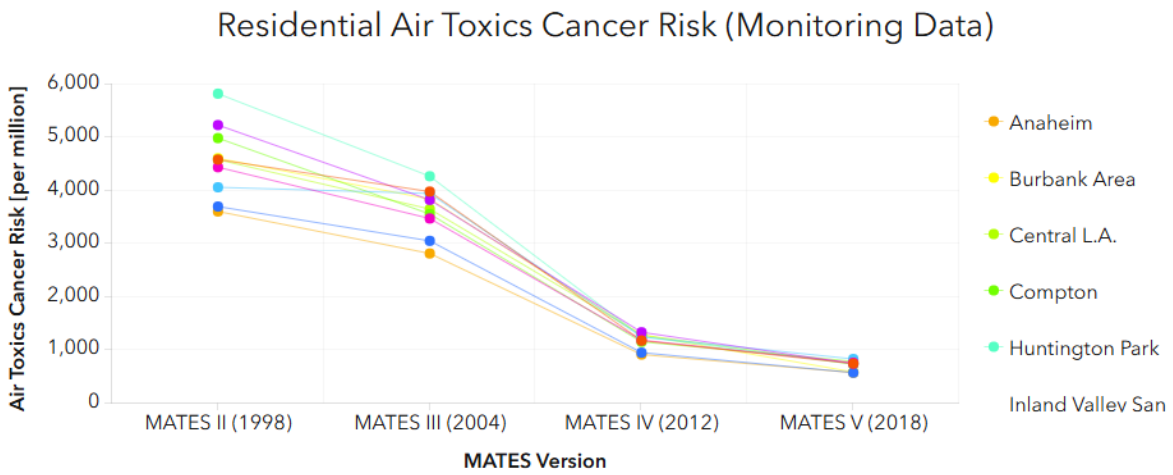

Figure 3.14-3. Trend in Residential Cancer Risk at MATES Monitoring Sites.

As in previous MATES iterations, DPM is the largest contributor to overall air toxics cancer risk. However, the average levels of DPM in MATES V are 53 percent lower at the 10 monitoring sites compared to MATES IV and 86 percent lower since MATES II based on monitored data. Based on other SCAQMD analyses of projected DPM emissions in future years (SCAQMD 2019, 2022), significant decreases in DPM health impacts are expected within the next 5–10 years.

The emissions estimates included in this report are considered conservative as they do not include the expected technological advancements and rule compliance for the most recently promulgated rulemakings, as further discussed below and therefore represent a conservative analysis, with future emissions expected to be lower than those shown in Table 3.14.14, and associated reductions in potential public exposure and pollution-related health impacts. These reductions reflect recent and continued efforts by SCAQMD (e.g., Rule 2202 - On-Road Motor Vehicle Mitigation, On-Road Heavy-Duty Voucher Incentive Program [VIP], Air Quality Management Plan), CARB (e.g., Executive Order N-79-20, Heavy-Duty Vehicle Inspection Program [HDVIP]/Periodic Smoke Inspection Program, Innovative Clean Transit [ICT], Advanced Clean Truck [ACT], Zero Emission Airport Shuttle Bus, Zero Emission Drayage Truck, HD Omnibus), and USEPA (e.g., SmartWay Program, Cleaner Trucks Initiative [CTI], Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles) that reduce DPM emissions, especially from mobile sources.

No Build Alternative (Alternative 1)

As shown in Tables 3.14.14 and 3.14.19 above, the air pollutant and MSAT emissions for the No Build Alternative are forecast to be lower than the existing conditions except for PM_{10} emissions. Compared to the No Build Alternative, Alternatives 2 and 3 would result in decreases to CO and VOCs but increases to NO_X, PM_{10}, and $PM_{2.5}$ in the opening year 2030. In the horizon year 2050, Alternatives 2 and 3 would result in decreases to CO, VOCs, and NO_X but increases to PM_{10} and $PM_{2.5}$. Alternative 5 would result in increases across all pollutants in both 2030 and 2050. However, overall, the No Build Alternative would result in slightly higher air pollutant emissions compared to the Build Alternatives.

Other current or planned projects are subject to discretionary review to ensure that no long-term adverse air quality effects would occur. Therefore, the No Build Alternative would not result in permanent adverse effects to air quality.

3.14.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Features PF-AQ-1 through PF-AQ-3 outlined above to help address potential adverse effects to air quality. Additionally, Transportation System Management (TSM) and Transportation Demand Management (TDM) measures, as outlined in Chapter 2 of this EIR/EIS, would be incorporated into the Build Alternatives. No avoidance, minimization, and/or mitigation measures would be required.

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3.15 Noise

3.15.1 Regulatory Setting

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) provide a broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

3.15.1.1 California Environmental Quality Act

CEQA requires a strict baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the NEPA/ 23 CFR 772 noise analysis; please see the CEQA Evaluation chapter of this document for further information on noise analysis under CEQA.

3.15.1.2 National Environmental Policy Act and 23 CFR 772

For highway transportation projects with Federal Highway Administration (FHWA) involvement (and California Department of Transportation [Caltrans], as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 A-weighted decibels [dBA]) is lower than the NAC for commercial areas (72 dBA). Table 3.15.1 lists the noise abatement criteria for use in the NEPA/23 CFR 772 analysis.

Table 3.15.2 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

According to Caltrans' *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects* (April 2020), a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more) or when the future noise level with the project approaches or exceeds the NAC. A noise level is considered to approach the NAC if it is within 1 dBA of the NAC.

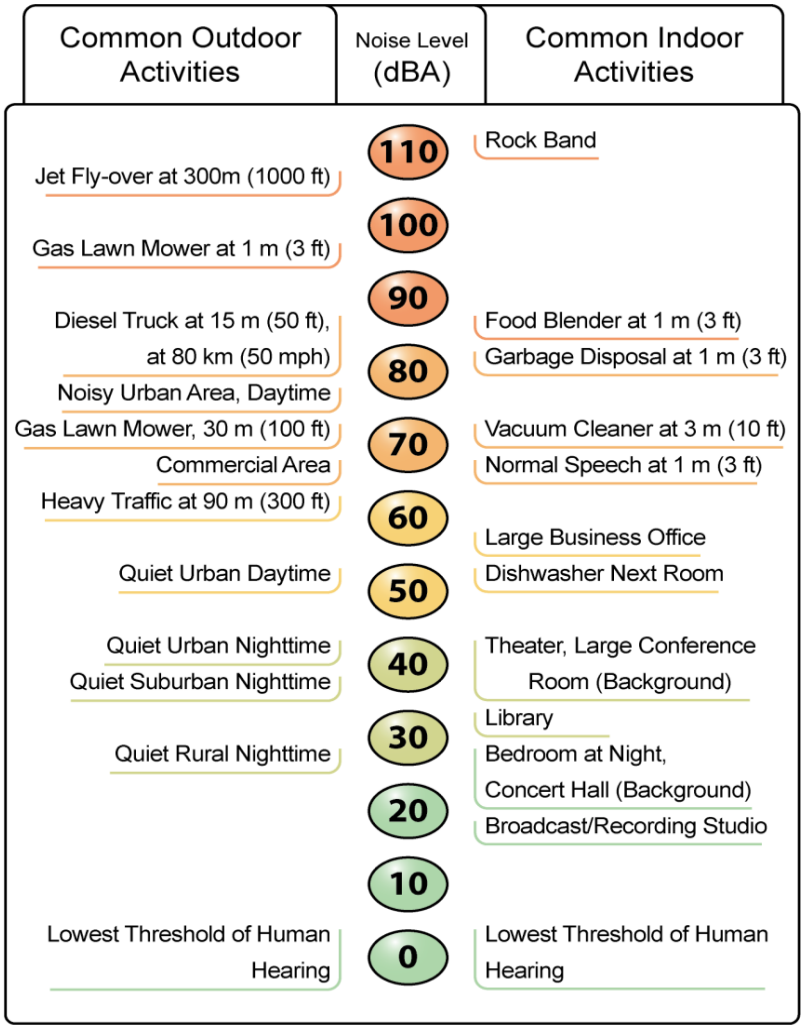
If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the Project.

Table 3.15.1: Noise Abatement Criteria

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential (includes undeveloped lands permitted for this activity category).
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, daycare centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings (includes undeveloped lands permitted for this activity category).
D	52 (Interior)	Auditoriums, daycare centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in Categories A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.

Source: Federal Highway Administration. Title 23, Part 772 of the Code of Federal Regulations.
dBA = A-weighted decibels
$L_{eq}(h)$ = 1-hour A-weighted equivalent continuous noise level
NAC = Noise Abatement Criteria

Table 3.15.2: Noise Levels of Common Activities



Source: Caltrans Standard Environmental Reference, EIR/EIS Annotated Outline.
dBA = A-weighted decibel(s)
ft = foot/feet
m = meter(s)
mph = miles per hour

Caltrans' *Traffic Noise Analysis Protocol* sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering consideration. Noise abatement must be predicted to reduce noise by at least 5 decibels (dB) at an impacted receptor to be considered feasible from an acoustical perspective. It must also be possible to design and construct the noise abatement measure for it to be considered feasible. Factors that affect the design and constructability of noise abatement include, but are not limited to, safety, barrier height, topography, drainage, access requirements for driveways, presence of local cross streets, underground utilities, other noise sources in the area, and maintenance of the abatement measure. The overall reasonableness of noise abatement is determined by the following three factors: (1) the noise reduction design goal of 7 dB at one or more impacted receptors; (2) the cost of noise abatement; and (3) the viewpoints of benefited receptors (including property owners and residents of the benefited receptors).

3.15.2 Affected Environment

This section is based on the *Noise Study Report* (NSR) (July 2024) and the *Noise Abatement Decision Report* (NADR) (February 2025) prepared for the Proposed Project.

3.15.2.1 Surrounding Land Use and Receptors

Developed and undeveloped land uses in the study area were identified through land use maps, aerial photography, and site inspection. Receptors were identified within each land use category. For the purposes of the proposed Project's noise impact analysis, the study area is referred to as the Noise Study Area (NSA). Existing land uses in the NSA include single- and multifamily residences, schools, hospitals, daycare facilities, recording studios, a community center, parks, recreational areas, hotels, restaurants, a fire department, a cemetery, vacant land, retail, office, utility, commercial, and light industrial uses. Existing land uses that were identified are described below in further detail and shown in Table 3.15.22 in Appendix H of this EIR/EIS and Figure 3.15-1:

- **East side of Interstate 405 (I-405) Between Charnock Road and National Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-1.1 through R-1.13, R-1.15 through R-1.23, R-1.27-1 through R-1.34, R-1.36, R-1.37, and R-1.42 through R-1.64-2), restaurant (Receptor R-1.24), office (Receptor R-1.26), preschool (Receptors R-1.38 through R-1.41), commercial/retail (Receptors R-1.25, R-1.35, R-1.65, and R-1.66), and vacant land (Receptor R-1.14). Land uses in this area are approximately 16 feet (ft) lower in elevation than I-405 to 18 ft higher in elevation than I-405. Currently, an existing 5.3 ft to 19 ft high wall (Existing Wall No. 1-2 [EW No. 1-2]) and an existing 10 ft high wall (EW No. 1-3) along the State right-of-way shield the single- and multifamily residences, restaurant, preschool and retail areas from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior Noise Abatement Criteria (NAC) of 67 dBA A-weighted equivalent continuous noise level (L_{eq}). The outdoor areas of frequent human use associated with the preschool were evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. Outdoor areas of frequent human use associated with office uses were evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. Restaurant uses with no outdoor seating were evaluated under Activity Category E for reporting purposes. Commercial/retail uses were classified under Activity Category F for reporting purposes. Vacant land was classified under Activity Category G for reporting purposes.
- **East side of I-405 Between National Boulevard and Interstate 10 (I-10):** Land uses in this area include a single- and multifamily residences (Receptors (R-2.3-2 through R-2.37), commercial/retail (Receptors R-2.1 and R-2.2), and a garbage transfer station (Receptor R-2.38). Land uses in this area are approximately 8 ft to 16 ft lower than I-405. Currently, an existing 10 ft high wall (EW No. 2-1) along the edge of shoulder shields the multifamily residences, restaurant, and retail from traffic noise. Outdoor areas of frequent human use associated with multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The single- and multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. The commercial/retail, and garbage transfer station were classified as Activity Category F for reporting purposes.
- **East side of I-405 Between I-10 and Olympic Boulevard:** Land uses in this area include single- and multifamily residences (Receptors 3.1 through R-3.46 and R-3.49 through R-3.50-7), a storage facility (Receptor R-3.48), and commercial/retail (Receptors

R-3.47 and R-3.51 through R-3.56). Land uses in this area are approximately 14 ft to 30 ft lower than I-405. Currently, an existing 11 ft high wall (EW Nos. 3-1a and 3-1b) along the edge of shoulder shields the single- and multifamily residences from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. Storage facility and commercial/retail uses were classified as Activity Category F for reporting purposes.

- **East side of I-405 Between Olympic Boulevard and Santa Monica Boulevard:** Land uses in this area include single-family residences (Receptor R-4.1), an outdoor recreational fitness area (Receptor R-4.26), a daycare (Receptors R-4.8 and R-4.9), commercial (Receptors R-4.2 through R-4.6, R-4.24, and R-4.25), offices (Receptor R-4.7 and R-4.27 through R-4.29), an animal hospital (Receptor R-4.18), industrial (Receptors R-4.10 through R-4.16, R-4.19, and R-4.20), and utilities (Receptor R-4.17 and R-4.21 through R-4.23). Land uses in this area are similar in elevation to approximately 16 ft lower in elevation than I-405. Currently, no existing walls shield these uses from traffic noise. Outdoor areas of frequent human use associated with single-family residences, daycare, and outdoor recreational fitness area were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. Outdoor areas of frequent human use associated with office uses were evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. The animal hospital and office that have no outdoor areas of frequent human use were classified as Activity Category E for reporting purposes. The office uses with no areas of frequent human uses were classified as Activity Category E for reporting purposes. Commercial, industrial, and utility uses were classified as Activity Category F for reporting purposes.
- **East side of I-405 Between Santa Monica Boulevard and Wilshire Boulevard:** Land uses in this area include multifamily residences (Receptors R-5.5, R-5.7, and R-5.12), baseball fields (Receptors R-5.9 through R-5.11), a playground (Receptor R-5.16), a preschool (Receptor R-5.13), recording studios (Receptor R-5.14), a meeting room (Receptor R-5.8), commercial (Receptors R-5.3, R-5.4, and R-5.6), federal (Receptor R-5.17), industrial (Receptor R-5.1), and utilities (Receptors R-5.2 and R-5.15). Land uses in this area are approximately 12 to 22 ft lower in elevation than I-405. Currently, an existing 14 ft high wall (EW No. 5-1) located along the edge of shoulder shield the baseball fields, federal, and utility uses from traffic noise. Outdoor areas of frequent human use associated with multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The baseball fields were evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. The preschool playground was evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. The preschool classrooms, meeting room, and recording studio were evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. The federal uses were classified as Activity Category E for reporting purposes. The commercial, industrial, and utility uses were classified as Activity Category F for reporting purposes.
- **East side of I-405 Between Wilshire Boulevard and West Sunset Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-6.5 through R-6.66), a chapel (Receptor R-6.2), cemetery (Receptors R-6.1 and R-6.3), and office (Receptor R-6.4). Land uses in this area are approximately 6 ft to 18 ft lower in elevation than I-405. Currently, an existing 14 ft high wall (EW Nos. 6-1 and 6-2) along the edge of shoulder shields the single- and multifamily residences and offices from traffic noise.

Outdoor areas of frequent human use associated with the single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The chapel was evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. Cemetery uses were classified under Activity Category C for reporting purposes. Office uses were classified under Activity Category E for reporting purposes.

- **East side of I-405 Between West Sunset Boulevard and Getty Center Drive/ Sepulveda Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-7.1 through R-7.4, R-7.6 through R-7.20, R-7.22 through R-7.29, R-7.33 through R-7.36, R-7.38 through R-7.50, and R-7.53 through R-7.69), assisted living (Receptors R-7.51 and R-7.52), daycares (Receptors R-70 and R-7.71), places of worship (Receptors R-7.72 through R-7.75), restaurant (Receptor R-7.30), gas stations (Receptors R-7.31 and R-7.32), office (Receptors R-7.21 and R-7.37), and utility (Receptor R-7.5). Land uses in this area are approximately 22 ft lower in elevation than I-405 to 18 ft higher in elevation than I-405. Currently, three existing 14 ft high walls (EW Nos. 7-1, 7-2, and 7-3) along the edge of shoulder shield the single- and multifamily residences, assisted living, daycares, restaurants, gas stations, places of worship, offices, and utility. Outdoor areas of frequent human use associated with the single- and multifamily residences and assisted living were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The outdoor uses associated with the daycare and place of worship were evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. The interior of the daycare and place of worship were evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The outdoor uses associated with the office and restaurant were evaluated under Activity Category E, with an exterior NAC of 67 dBA L_{eq}. Office uses with no outdoor uses were classified under Activity Category E for reporting purposes. The restaurant, utility, and gas stations with no outdoor areas of frequent human use were classified under Activity Category F for reporting purposes.
- **East side of I-405 Between Getty Center Drive/Sepulveda Boulevard and Mulholland Drive:** Land uses in this area include single-family residences (Receptors R-8.1 through R-8.8). Land uses in this area are approximately 130 ft to 250 ft higher in elevation than I-405. Currently, no existing walls shield these uses from traffic noise. Outdoor areas of frequent human use associated with the single-family residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}.
- **East side of I-405 Between Mulholland Drive and Ventura Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-9.2 through R-9.68, R-9.72-1, and R-9.72-2), a recording studio (Receptor R-9.76), a school (Receptor R-9.1), restaurants (Receptors R-9.70, R-9.71, R-9.73, and R-9.74), and commercial (Receptors R-9.69 and R-9.75). Land uses in this area are approximately 28 ft lower in elevation than I-405 to 190 ft higher in elevation than I-405. Currently, an existing 12 ft to 14 ft high wall (EW No. 9-1) along the edge of shoulder shields the single- and multifamily residences from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The interior of the recording studio and school were evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The restaurant with outdoor seating was evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting

purposes. Restaurants that have no outdoor seating were classified under Activity Category E for reporting purposes. Commercial areas that have no outdoor frequent human use areas were classified under Activity Category F for reporting purposes.

- **East side of I-405 Between Ventura Boulevard and U.S. Highway 101 (US-101):** Land uses in this area include planned multifamily residences (Receptors R-10.2 through R-10.10-4) and office (Receptors R-10.1). Land uses in this area are approximately 8 ft to 22 ft lower in elevation than I-405. Currently, an existing 12 ft high wall (EW No. 10-1) along the edge of shoulder shields the planned multifamily residences from traffic noise. Outdoor areas of frequent human use associated with multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. The office was evaluated under Activity Category E for reporting purposes.
- **East side of I-405 Between US-101 and Burbank Boulevard:** Land uses in this area include multifamily residences (Receptors R-11.9-2 through R-11.18, R-11.20 through R-11.27, R-11.30 through R-11.45, and R-11.47-1 through R-11.47-3), a hotel (Receptor R-11.46), schools (Receptors R-11.1, R-11.8, and R-11.19), church (Receptors R-11.28 and R-11.29), office (Receptor R-11.2), army reserve (Receptors R-11.7), commercial/ retail (Receptors R-11.3 and R-11.4), and fire department (Receptors R-11.5 and R-11.6). Land uses in this area are similar in elevation to approximately 10 ft lower in elevation than I-405. Currently, an existing 12 ft high wall (EW No. 11-1) along the State right-of-way and an existing 9 ft to 11 ft high wall (EW No. 11-2) along private property shield the multifamily residences, active sports areas, and school. An existing 10.5 ft to 12 ft high wall (EW No. 11-3) along the edge of shoulder shields the multifamily residences and church. Outdoor areas of frequent human use associated with the multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The active sports areas associated with the school were evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. The interior area of the classrooms and church were evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The hotel pool area was evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. The offices and the army reserve were classified under Activity Category E for reporting purposes. Commercial/retail and the fire department were classified under Activity Category F for reporting purposes.
- **East side of I-405 Between Burbank Boulevard and North of Victory Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-12.7-2 through R-12.11, and R-12.20 through R-12.43), a medical facility (Receptor R-12.2), a hotel (Receptor R-12.5), offices (Receptors R-12.12 and R-12.19), commercial/retail (Receptors R-12.1, R-12.3, R-12.4, and R-12.13 through R-12.16), restaurant/retail (Receptor R-12.6), and industrial uses (Receptors R-12.17 and R-12.18). Land uses in this area are approximately 8 ft to 34 ft lower in elevation than I-405. Currently, an existing 12 ft high wall (EW No. 12-1) along the edge of shoulder shields the single- and multifamily residences. Outdoor areas of frequent human use associated with the single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The interior of the medical facility was evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. Hotel and offices were classified under Activity Category E for reporting purposes. Commercial/retail, restaurant, and industrial uses were classified under Activity Category F for reporting purposes.

- **West side of I-405 Between Charnock Road and National Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-13.1 through R-13.60, R-13.62, and R-13.65 through R-13.84-3), church (Receptors R-13.63, R-13.64, and R-13.86), park (Receptor R-13.61), medical center (Receptor R-13.85), gas station (Receptor R-13.87), and restaurant (Receptor R-13.88). Land uses in this area are approximately 22 ft lower in elevation than I-405 to 8 ft higher in elevation than I-405. Currently, an existing 12.5 ft to 17 ft high wall (EW No. 13-2), an existing 16 ft high wall (EW No. 13-3), and an existing 13 ft to 15 ft high wall (EW No. 13-4) along the edge of shoulder as well as an existing 10 ft high wall (EW No. 13-5) along private property shield the single- and multifamily family residences, church, park, and medical center from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The tennis court associated with the park and outdoor areas of the church were evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. The interiors of the church and medical center were evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The gas station, with an outdoor eating area, was evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. The restaurant without outdoor seating was evaluated under Activity Category E for reporting purposes.
- **West side of I-405 Between National Boulevard and I-10:** Land uses in this area include single- and multifamily residences (Receptors R-14.5-2 through R-14.47, R-14.51-1, and R-14.51-2), school (Receptors R-14.48 through R-14.50), dental office (Receptor R-14.3), adult daycare (Receptor R-14.1), restaurant (Receptor R-14.2), and commercial (Receptor R-14.4). Land uses in this area are approximately 4 ft to 20 ft lower in elevation than I-405. Currently, two existing 13 ft high walls (EW Nos. 14-1a and 14-1b) along the edge of shoulder shield the single- and multifamily residences, school, dental office, medical facility, restaurant, and retail from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The classroom and auditorium associated with the school, and the interiors of the adult daycare and dental office were evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. Restaurants that have no outdoor eating areas were classified under Activity Category E for reporting purposes. Commercial uses were classified under Activity Category F for reporting purposes.
- **West side of I-405 Between I-10 and Olympic Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-15.2-1 through R-15.12-2, R-15.14-2 through R-15.32-4, and R-15.39), a preschool (Receptor R-15.13), restaurant (Receptors R-15.33 and R-15.34), and commercial/retail (Receptors R-15.1 and R-15.35 through R-15.38). Land uses in this area are approximately 15 ft to 32 ft lower than I-405. Currently, no existing walls shield these uses from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The outdoor play area associated with the preschool was evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. The restaurant with an outdoor eating area was evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. The restaurant with no outdoor eating area and retail

were evaluated under Activity Category E for reporting purposes. The commercial use was classified under Activity Category F for reporting purposes.

- **West side of I-405 Between Olympic Boulevard and Santa Monica Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-16.2-2 through R-16.7, R-16.9 through R-16.21, R-16.26-2 through R-16.34-2, R-16.36-2 through R-16.53-2, R-16.55, R-16.56, R-16.58 through R-16.72, and R-16.75 through R-16.76-4), office (Receptors R-16.35 and R-16.57), restaurant (Receptors R-16.8, R-16.22, R-16.23, R-16.25, and R-16.54) a hotel (Receptor R-16.73), a theater (Receptor R-16.78), a wellness center (Receptor R-16.24), and commercial/retail (Receptors R-16.1, R-16.74, and R-16.77). Land uses in this area are approximately 25 ft to 5 ft lower in elevation than I-405. Currently, two existing 14 ft high walls (EW Nos. 16-1 and 16-2) along the edge of shoulder shield single- and multifamily residences, offices, restaurants, a hotel, a theater, a wellness center, and commercial/retail from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. Areas of frequent human use associated with restaurants, the wellness center, offices, and the hotel were evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. The theater was evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. Office uses that have no outdoor frequent human use areas were classified under Activity Category E for reporting purposes. Commercial/retail uses were classified under Activity Category F for reporting purposes.
- **West side of I-405 Between Santa Monica Boulevard and Wilshire Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-17.1, R-17.3-1 through R-17.9, and R-17.13), a hospital (Receptor R-17.15), a rehabilitation facility (Receptor R-17.12), a hotel (Receptors R-17.11 and R-17.14), a subway facility currently under construction (Receptor R-17.16), and commercial/retail (Receptors R-17.2 and R-17.10). Land uses in this area are approximately 28 ft lower in elevation than I-405 to 14 ft higher in elevation than I-405. Currently, two existing 14 ft high walls (EW Nos. 16-2 and 17-1) along the edge of shoulder shield single- and multifamily residences, medical facility, hotel, and retail from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The interior of the hospital was evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The hotel with an outdoor area of frequent human use was evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. The hotel and rehabilitation center with no outdoor areas of frequent human use were classified under Activity Category E for reporting purposes. Commercial/retail uses and the subway facility were classified under Activity Category F for reporting purposes.
- **West side of I-405 Between Wilshire Boulevard and West Sunset Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-18.7 through R-18.57, and R-18.59 through R-18.97), a cemetery (Receptors R-18.2 through R-18.6), a church (Receptor R-18.58), and industrial (Receptor R-18.1). Land uses in this area are similar in elevation to approximately 19 ft lower in elevation than I-405. Currently, an existing 14 ft high wall (EW No. 18-1) and an existing 6 ft to 14 ft high wall (EW No. 18-2) along the edge of shoulder shield the single- and multifamily residences, cemetery, and church from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has

an exterior NAC of 67 dBA L_{eq}. The church was evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. The cemetery was evaluated under Activity Category C for reporting purposes. Industrial uses were classified under Activity Category F for reporting purposes.

- **West side of I-405 Between West Sunset Boulevard and Getty Center Drive/Sepulveda Boulevard:** Land uses in this area include single- and multifamily residences (Receptors R-19.2 and R-19.4 through R-19.13), a tram station (Receptors R-19.16 and R-19.17), a museum (R-19.14 and R-19.15), and a hotel (Receptors R-19.1 and R-19.3). Land uses in this area are approximately 4 ft lower in elevation than I-405 to 250 ft higher in elevation than I-405. Currently, an existing 4 ft high wall (EW No. 19-1), 14 ft high wall (EW No. 19-2a), and 8 ft high wall (EW No. 19-2b) along the edge of shoulder shield the tram station and museum from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The outdoor frequent human use areas associated with the Getty Museum were evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. Interior areas of the museum were evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. The hotel pools were evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. The tram station was evaluated under Activity Category C for reporting purposes. Museum uses with no outdoor frequent human use areas were classified under Activity Category E for reporting purposes.
- **West side of I-405 Between Getty Center Drive/Sepulveda Boulevard and Mulholland Drive:** Land uses in this area include multifamily residences (Receptors R-20.1 though R-20.6), a school (Receptors R-20.9 and R-20.10), and a museum (Receptors R-20.7 and R-20.8). Land uses in this area are approximately 6 ft to 60 ft higher in elevation than I-405. Currently, no existing walls shield these uses from traffic noise. Outdoor areas of frequent human use associated with multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The outdoor frequent human use areas associated with the museum and school were evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. The interior of the museum and school classrooms were evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}.
- **West side of I-405 Between Mulholland Drive and Ventura Boulevard**: Land uses in this area include single-family residences (Receptors R-21.5 through R-21.100, R-21.104 through R-21.106, R-21.108, and R-21.110), a school (Receptors R-21.1 through R-21.4), an office (Receptor R-21.102), restaurants (Receptor R-21.109), commercial/retail (Receptors R-21.101, R-21.103, and R-21.107), and a gas station (Receptor R-21.111). Land uses in this area are approximately 72 ft lower in elevation than I-405 to 134 ft higher in elevation than I-405. Currently, four existing 14 ft high walls (EW Nos. 21-1, 21-2, 21-3, and 21-4) along the edge of shoulder shield the single-family residences and retail use from traffic noise. Outdoor areas of frequent human use associated with single-family residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The playground associated with the school was evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. The school classrooms were evaluated under Activity Category D, which has an interior NAC of 52 dBA L_{eq}. Offices and restaurants that have no outdoor frequent human use areas were classified under Activity Category E for reporting purposes. Commercial/retail and

gas stations that have no outdoor frequent human use areas were classified under Activity Category E for reporting purposes.

- **West side of I-405 Between Ventura Boulevard and US-101:** Land uses in this area include single- and multifamily residences (Receptors R-22.2 and R-22.4 through R-22.36), a hotel (Receptor R-22.1), and commercial/retail (Receptor R-22.3). Land uses in this area are approximately 15 ft lower in elevation than I-405 to 2 ft higher in elevation than I-405. Currently, an existing 12 ft high wall (EW No. 22-1) and an existing 11 ft high wall (EW No. 22-2) along the edge of shoulder shield the single- and multifamily residences from traffic noise. Outdoor areas of frequent human use associated with single- and multifamily residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA L_{eq}. The hotel pool was evaluated under Activity Category E, which has an exterior NAC of 72 dBA L_{eq}. The multifamily residences with no outdoor active use areas were evaluated under Activity Category B for reporting purposes. Commercial/retail uses that have no outdoor frequent human use areas were classified under Activity Category F for reporting purposes.
- **West side of I-405 Between US-101 and Burbank Boulevard:** Land uses in this area include vacant land (Receptor R-23.1). Land uses in this area are approximately 5 ft lower in elevation than I-405. Currently, no existing walls shield these uses from traffic noise. Vacant land was classified under Activity Category G for reporting purposes.
- **West side of I-405 Between Burbank Boulevard and North of Victory Boulevard:** Land uses in this area include parks (Receptor R-24.2), trails associated with parks (Receptor R-24.1), an air national guard recruiting center (Receptor R-24.3), and a gas station (Receptor R-24.4). Land uses in this area are approximately 2 ft to 25 ft lower in elevation than I-405. Currently, an existing 14 ft high wall (EW No. 24-1) along the edge of shoulder partially shields the gas station from traffic noise. The park was evaluated under Activity Category C, which has an exterior NAC of 67 dBA L_{eq}. The trails with no outdoor frequent human use areas were classified under Activity Category C for reporting purposes. The air national guard recruiting center was classified under Activity Category E for reporting purposes. The gas station use was classified under Activity Category F for reporting purposes.

3.15.2.2 Existing Noise Level Measurements

The existing noise environment in the NSA is described below based on short- and long-term noise monitoring that was conducted at representative receptor locations.

Short-Term Monitoring

Three types of short-term noise monitoring were conducted at various locations within the NSA. The short-term, simultaneous exterior and interior, and background noise measurements are further detailed below.

Short-Term Measurements

The primary source of noise in the NSA is traffic on I-405. Short-term (10-minute) exterior noise measurements were conducted to document existing noise levels at 125 representative receptor locations in the NSA. These short-term noise measurements were used to calibrate the noise model and to predict the noise levels at all modeled receptors within the NSA. Table 3.15.3 in Appendix H of this EIR/EIS contains the results of the short-term noise level measurements and a description of the noise-monitoring locations. The short-term monitoring locations are shown on Figure 3.15-1 in Appendix H of this EIR/EIS.

Exterior and Interior Measurements

Short-term (10-minute) interior and exterior noise measurements were conducted at the 20 locations classified at Activity Category D land uses within the NSA. The purpose of the simultaneous interior and exterior noise measurements is to calculate the interior noise level at Activity Category D land uses based on the measured exterior-to-interior noise reduction. Table 3.15.4 in Appendix H of this EIR/EIS, summarizes the results of the simultaneous interior and exterior noise level measurements along with the measured exterior-to-interior reduction, and a description of the noise monitoring locations. Figure 3.15-1 in Appendix H of this EIR/EIS shows the simultaneous interior and exterior noise monitoring locations.

Background Measurements

Short-term (10-minute) background noise measurements were conducted at 31 locations, which were located away from I-405 where highway traffic noise does not contribute to the total noise level. The purpose of the background noise measurements is to determine the feasibility of noise abatement and to ensure that noise abatement can achieve feasibility and the noise reduction goal when background noise levels are factored in. Table 3.15.5 in Appendix H of this EIR/EIS shows the results of the short-term background noise level measurements and a description of the noise monitoring locations. Figure 3.15-2 in Appendix H of this EIR/EIS shows the background noise monitoring locations.

Long-Term Monitoring

Long-term traffic noise level measurements (LT, 24-hour periods) were conducted to identify variations in sound levels throughout the day and document the peak traffic noise hour within that 24-hour period. Long-term ambient noise monitoring was conducted at 15 representative locations in the NSA. The long-term noise monitoring locations are shown on Figure 3.15-1 in Appendix H of this EIR/EIS. The following summarizes the long-term measurements:

- The long-term noise level measurement at LT-1 was performed at 3510 Tuller Avenue from 12:00 a.m. on Tuesday, April 4, 2023, to 12:00 a.m. on Wednesday, April 5, 2023. Table 3.15.6 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 6:00 a.m. hour at LT-1.
- The long-term noise level measurement at LT-2 was performed at 11252 Pearl Street from 12:00 a.m. on Wednesday, April 5, 2023, to 12:00 a.m. on Thursday, April 6, 2023. Table 3.15.7 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 5:00 a.m. and 6:00 a.m. hours at LT-2.
- The long-term noise level measurement at LT-3 was performed at 1411 Sepulveda Boulevard from 12:00 a.m. on Wednesday, April 5, 2023, to 12:00 a.m. on Thursday, April 6, 2023. Table 3.15.8 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 5:00 a.m., 6:00 a.m., 1:00 p.m., and 6:00 p.m. hours at LT-3.
- The long-term noise level measurement at LT-4 was performed at 242 South Thurston Avenue from 12:00 a.m. on Wednesday, April 5, 2023, to 12:00 a.m. on Thursday, April 6, 2023. Table 3.15.9 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 5:00 a.m. hour at LT-4.
- The long-term noise level measurement at LT-5 was performed at 951 Casiano Road from 1:00 p.m. on Monday, May 15, 2023, to 1:00 p.m. on Tuesday May 16, 2023. Table 3.15.10 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 7:00 a.m., 8:00 a.m., and 9:00 a.m. hours at LT-5.

- The long-term noise level measurement at LT-6 was performed at 2239 Queensborough Lane from 1:00 p.m. on Tuesday, June 20, 2023, to 1:00 p.m. on Wednesday, June 21, 2023. Table 3.15.11 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 5:00 a.m. hour at LT-6.
- The long-term noise level measurement at LT-7 was performed at 15435 Moonridge Drive from 12:00 a.m. on Tuesday, April 4, 2023, to 12:00 a.m. on Wednesday, April 5, 2023. Table 3.15.12 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 4:00 p.m., 5:00 p.m., 6:00 p.m., and 7:00 p.m. hours at LT-7.
- The long-term noise level measurement at LT-8 was performed at 15367 Weddington Street from 5:00 p.m. on Tuesday, April 11, 2023, to 5:00 p.m. on Wednesday, April 12, 2023. Table 3.15.13 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 11:00 a.m. hour at LT-8.
- The long-term noise level measurement at LT-9 was performed at 6243 Blucher Avenue from 1:00 p.m. on Tuesday, April 11, 2023, to 1:00 p.m. on Wednesday, April 12, 2023. Table 3.15.14 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 12:00 a.m. hour at LT-9.
- The long-term noise level measurement at LT-10 was performed at 2724 Ivy Place from 12:00 a.m. on Tuesday, April 4, 2023, to 12:00 a.m. on Wednesday, April 5, 2023. Table 3.15.15 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 6:00 a.m. hour at LT-10.
- The long-term noise level measurement at LT-11 was performed at 1929 Beloit Avenue from 12:00 a.m. on Wednesday, April 5, 2023, to 12:00 a.m. on Thursday, April 6, 2023. Table 3.15.16 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 6:00 a.m. hour at LT-11.
- The long-term noise level measurement at LT-12 was performed at 11330 Denair Street from 12:00 a.m. on Wednesday, April 5, 2023, to 12:00 a.m. on Thursday, April 6, 2023. Table 3.15.17 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 6:00 a.m. hour at LT-12.
- The long-term noise level measurement at LT-13 was performed at 15532 Woodcrest Drive from 3:00 p.m. on Tuesday, May 16, 2023, to 3:00 p.m. on Wednesday May 17, 2023. Table 3.15.18 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 7:00 p.m. hour at LT-13.
- The long-term noise level measurement at LT-14 was performed at 4450 Sherman Oaks Circle from 2:00 p.m. on Tuesday, May 16, 2023, to 2:00 p.m. on Wednesday, May 17, 2023. Table 3.15.19 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 2:00 p.m., 3:00 p.m., 4:00 p.m., 5:00 p.m., and 7:00 p.m. hours at LT-14.
- The long-term noise level measurement at LT-15 was performed at 4811 Orion Avenue from 4:00 p.m. on Tuesday, April 11, 2023, to 4:00 p.m. on Wednesday, April 12, 2023. Table 3.15.20 in Appendix H of this EIR/EIS shows that traffic noise peaks during the 2:00 p.m. hour at LT-15

3.15.2.3 Existing Noise Levels

Existing traffic noise levels for all 1,362 receptor locations were determined with existing walls using the worst-case traffic operations (prior to speed degradation) or the existing peak-hour traffic volumes obtained from the *I-405 Sepulveda Pass ExpressLanes Project Traffic Operations Analysis Report* (TOAR), whichever is lower. The results of the existing

traffic noise modeling are shown in Table 3.15.22 in Appendix H of this EIR/EIS (and detailed later in this section). Figure 3.15-1 in Appendix H of this EIR/EIS shows the locations of the modeled receptors.

3.15.3 Environmental Consequences

The Build Alternatives are considered a Type 1 project because they would use federal-aid to add through traffic lane(s) that function either as High-Occupancy Vehicle (HOV) lane(s) or High-Occupancy Toll (HOT) lane(s) and add traffic capacity to existing I-405. A noise analysis is required for all Type 1 projects. Construction and operational noise impacts for the Project are discussed below.

3.15.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Two types of short-term noise impacts would occur during construction of the Build Alternatives. The first type would be from construction crew commutes and the transport of construction equipment and materials to the Project site and would incrementally raise noise levels on access roads leading to the site. The pieces of heavy equipment for grading and construction activities would be moved on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the NSA. A high single-event noise exposure potential at a maximum level of 75 dBA L_{max} from trucks passing at 50 ft would exist. However, the projected construction traffic would be minimal during daytime hours when compared to existing traffic volumes on I-405 and other affected streets, and its associated long-term noise level change would not be perceptible. Therefore, short-term construction-related worker commutes and equipment transport noise effects would not be substantially adverse.

The second type of short-term noise impact is related to noise generated during roadway construction. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated and the noise levels within the NSA as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 3.15.21 lists typical construction equipment noise levels (L_{max}) recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor.

Typical noise levels at 50 ft from an active construction area range up to 86 dBA L_{max} during the noisiest construction phases. The site preparation phase, which includes grading and paving, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery (e.g., backfillers, bulldozers, and front loaders). Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

Table 3.15.21: Typical Construction Equipment Noise Levels

Type of Equipment	Actual Maximum Sound Levels at 50 ft (dBA)
Backhoe	78
Compactor (ground)	83
Crane	81
Dozer	82
Drill Rig Truck	79
Dump Truck	76
Excavator	81
Flat Bed Truck	74
Front End Loader	79
Generator	81
Grader	85
Impact Pile Driver	101
Jackhammer	89
Pickup Truck	75
Pneumatic Tools	85
Pumps	81
Roller	80
Scraper	84

Source: *FHWA Roadway Construction Noise Model* (January 2006).
dBA = A-weighted decibels
FHWA = Federal Highway Administration
ft = foot/feet

The construction of the Build Alternatives is expected to require the use of graders, bulldozers, water trucks, and pickup trucks. Noise associated with the use of construction equipment is estimated between 75 and 85 dBA L_{max} at a distance of 50 ft from the active construction area for the grading phase. As seen in Table 3.16.3, the maximum noise level generated by each grader is assumed to be approximately 85 dBA L_{max} at 50 ft from the grader in operation. Each bulldozer would generate approximately 82 dBA L_{max} at 50 ft. The maximum noise level generated by water trucks and pickup trucks is approximately 75 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound source with equal strength increases the noise level by 3 dBA. Each piece of construction equipment operates as an individual point source. The worst-case composite noise level at the nearest residence during this phase of construction would be 87 dBA L_{max} (at a distance of 50 ft from an active construction area).

The closest sensitive receptors would be within 50 ft of construction areas and may be subject to short-term noise higher than 87 dBA L_{max} generated by construction activities along the Project Corridor. Project Feature PF-N-1 requires compliance with Caltrans' Standard Specifications Section 14-8.02 (Caltrans 2022). The noise level from the contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. would not exceed 86 dBA L_{max} at a distance of 50 ft. In addition, Minimization Measures N-1 through N-8 (provided in more detail in Section 3.15.4) would minimize construction noise impacts on sensitive land uses adjacent to the Project Corridor. With implementation of Project Feature PF-N-1 and Minimization Measures N-1 through N-8, the Build Alternatives would not result in temporary substantial adverse noise effects.

PF-N-1 The control of noise from Project construction activities will conform to the California Department of Transportation (Caltrans) Standard Specifications, Section 14-8.02, "Noise Control." Noise levels from the contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed 86 dBA L_{max} (maximum A-weighted sound level measured in decibels) at a distance of 50 feet.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made and, therefore, would not result in temporary noise effects.

3.15.3.2 Permanent Impacts

Potential long-term noise impacts associated with operation of the Build Alternatives are solely from traffic noise. Traffic noise was evaluated for the worst-case traffic condition. Using coordinates obtained from topographic maps, the model evaluated a total of 1,362 receptor locations associated with single- and multifamily residences, schools, hospitals, daycare facilities, recording studios, a community center, parks, recreational areas, hotels, restaurants, vacant land, retail, office, utility, commercial, fire department, a cemetery, and light industrial uses. It should be noted that land uses with ground floor and upper floor outdoor frequent human use areas are identified in the receptor numbering. For example, Receptors R X.1-1, X.1-2, and X.1-3 represent the same land use or property on the ground floor, second floor, and third floor, respectively.

Build Alternatives (Alternatives 2, 3, and 5)

Future traffic noise levels for all 1,362 receptor locations were determined with existing walls using the worst-case traffic operations (prior to speed degradation) or the future (2050) peak-hour traffic volumes obtained from the TOAR (January 2025), whichever is lower. The worst-case traffic condition is assumed to be Level of Service C and is generally loudest when vehicles on a given roadway travel at free-flowing traffic conditions. Accordingly, the worst-case traffic volume assumptions are based on the maximum number of vehicles that can typically travel in a given lane while still resulting in free-flowing traffic conditions. The worst-case traffic condition is assumed to be 1,950 vehicles per lane per hour (vplph) on the freeway mainline; 1,500 vplph on freeway HOV/High-Occupancy Toll (HOT) lanes; and 1,000 vplph on auxiliary lanes, freeway ramps, and freeway connectors. The higher (a.m. or p.m.) peak-hour traffic volume was selected when the higher peak-hour traffic volume was lower than the worst-case traffic volume. The peak-hour traffic volumes were obtained from the TOAR. For local roadways within the NSA, the peak-hour volumes from the TOAR were used. Table 3.15.22 in Appendix H of this EIR/EIS show the existing, future No Build, and Alternative 2 traffic noise level results. Tables 3.15.23 and 3.15.24 in Appendix H show the Alternatives 3 and 5 traffic noise level results. Also, background noise levels were factored into the traffic noise level results for existing, future No Build, and Build Alternatives to ensure that the noise reduction goal of 5 dBA would be met and that the noise barriers would not reduce noise levels below the background noise level. The modeled future noise levels with the Project were compared to the modeled existing noise levels (after calibration) from TNM 2.5 to determine whether a substantial noise increase would occur. The modeled future noise levels were also compared to the NAC under Activity Categories B, C, D, and E to determine whether a traffic noise impact would occur.

Traffic noise impacts result from one or more of the following occurrences: (1) an increase of 12 dBA or more over their corresponding existing noise levels, or (2) predicted noise levels

approach or exceed the NAC. When traffic noise impacts occur, noise abatement measures must be considered. Of the 1,362 modeled receptors, 284, 376, and 369 receptors under Alternatives 2, 3, and 5, respectively, would approach or exceed the NAC. None of the 1,362 modeled receptors under Alternative 2 would experience a substantial noise increase of 12 dBA or more over their corresponding existing noise levels. For Alternatives 3 and 5, 5 receptors, which approach or exceed the NAC, would experience a substantial noise increase of 12 dBA or more over their corresponding existing noise level. The substantial noise increase of 12 dBA or more over the corresponding existing noise level is caused by the demolition of existing walls to accommodate Alternatives 3 and 5. Once these walls are reconstructed to match the existing height at a minimum, the substantial noise increase of 12 dBA or more would cease.

The following receptor locations would be or would continue to be exposed to noise levels that approach or exceed the NAC and/or experience a substantial noise increase of 12 dBA over their corresponding existing noise levels:

- **Receptors R-1.1, R-1.2, R-1.3, R-1.13, R-1.15, and R-1.16 for all Build Alternatives.** These receptor locations represent existing single-family and multifamily residences located along Charnock Road, Sepulveda Boulevard, and Tuller Avenue on the east side of I-405. Currently, an existing wall (EW No. 1-2) at 16 ft high along the State right-of-way shields these residences. One noise barrier (Noise Barrier [NB] No. 1-1) was evaluated along the State right-of-way to shield these residences.
- **Receptor R-1.29-2 for all Build Alternatives.** This receptor location represents existing multifamily residences located along Sepulveda Boulevard on the east side of I-405. Currently, no existing walls shield this residence. Since these residences are located on the second level, noise barriers were determined to be not feasible because they would not block the line-of-sight from the noise source on the highway to the receptor.
- **Receptor R-1.38 for all Build Alternatives.** This receptor location represents an existing preschool playground located along Sepulveda Boulevard on the east side of I-405. Currently, an existing wall (EW No. 1-3) at 10 ft high along the State right-of-way shields the playground. One noise barrier (NB No. 1-2) was evaluated along the State right-of-way to shield the playground.
- **Receptors R-2.3-3, R-2.4-3, and R-2.5-3 for all Build Alternatives.** These receptor locations represent existing multifamily residences located along Sepulveda Boulevard on the east side of I-405. Currently, an existing wall (EW No. 2-1) at 14 ft high along the edge of shoulder shields these residences. One noise barrier (NB No. 2-1) was evaluated along the edge of shoulder to shield these residences.
- **Receptors R-3.50-6 and R-3.50-7 for all Build Alternatives.** These receptor locations represent existing multifamily residences located along Sepulveda Boulevard on the east side of I-405. Currently, there are no existing walls that shield these residences. No noise barriers were modeled to shield these residences because they are located on the sixth level, and noise barriers would not be feasible.
- **Receptors R-6.8-2, R-6.8-3, R-6.9, R-6.20-2, R-6.20-3, R-6.20-4, R-6.21-3, R-6.21-4, R-6.22-2, R-6.22-3, R-6.22-4, R-6.29, R-6.30, R-6.39, R-6.40, R-6.41, R-6.48, R-6.53-3, R-6.53-4, R-6.54-3, R-6.54-4, R-6.55-1, R-6.55-2, R-6.55-3, R-6.55-4, R-6.56-1, R-6.56-2, R-6.56-3, R-6.56-4, R-6.57-1, R-6.57-2, R-6.57-3, R-6.58-1, R-6.58-2, and R-6.58-3 for all Build Alternatives. Receptors R-6.5, R-6.8-1, R-6.10-1, R-6.10-2, R-6.12, R-6.13, R-6.21-2, R-6.23, and R-6.26 for Alternatives 3 and 5.** These receptor

locations represent existing single- and multifamily residences located along Sepulveda Boulevard and Thurston Avenue on the east side of I-405. Currently, an existing wall (EW No. 6-1) at 14 ft high shields these residences. One noise barrier (NB No. 6-1) and a combination noise barrier (NB Nos. 6-1 and 6-2) were evaluated along the edge of shoulder to shield these residences to compare the barrier effectiveness.

- **Receptors R-7.1, R-7.2, R-7.4, R-7.16, and R-7.18 for all Build Alternatives. Receptors R-7.13 and R-7.19 for Alternatives 3 and 5. Receptor R-7.6 for Alternative 3.** These receptor locations represent existing single-family residences located along Thurston Circle on the east side of I-405. Currently, an existing wall (EW No. 7-1) at 14 ft high along the edge of shoulder shields these residences. One noise barrier (NB No. 7-1) was evaluated along the edge of shoulder to shield these residences.
- **Receptors R-7.63, R-7.64, R-7.65, R-7.66, R-7.67, R-7.68, R-7.69, R-7.70, R-7.71, R-7.72, R-7.73, R-7.74, and R-7.75 for Alternatives 3 and 5.** These receptor locations represent existing single-family residences located along Bel Terrace and Sepulveda Boulevard on the east side of I-405. Currently, an existing wall (EW No. 7-3) at 14 ft high along the edge of shoulder shields these residences. One noise barrier (NB No. 7-2) was evaluated along the edge of shoulder to shield these residences.
- **Receptor R-9.2 for all Build Alternatives.** This receptor location represents an existing single residence located along Longbow Drive on the east side of I-405. Currently, no existing walls shield this residence. No noise barriers were modeled to shield this residence because the residence is substantially higher in elevation than I-405 and the backyard is on a cantilevered deck with side access to the bottom of the slope on this property. Therefore, a noise barrier on State right-of-way or private property would not be acoustically feasible or structurally feasible and may interfere with access to the bottom of the slope on this property.
- **Receptors R-9.4 and R-9.5 for all Build Alternatives.** These receptor locations represent existing single-family residences located along Scadlock Lane on the east side of I-405. Currently, there are no existing walls that shield these residences. One noise barrier (NB No. 9-1) was evaluated on private property to shield these residences.
- **Receptors R-9.6 and R-9.7 for all Build Alternatives.** These receptor locations represent existing single-family residences located along Scadlock Lane on the east side of I-405. Currently, there are no existing walls that shield these residences. One noise barrier (NB No. 9-2) was evaluated on private property to shield these residences.
- **Receptors R-9.9 and R-9.13 for all Build Alternatives. Receptor R-9.11 for Alternatives 2 and 3.** These receptor locations represent existing single-family residences located along Scadlock Lane on the east side of I-405. Currently, there are no existing walls that shield these residences except for Receptor R-9.13, which have a 3 ft high Plexiglas barrier. One noise barrier (NB No. 9-3) was evaluated on private property to shield these residences.
- **Receptors R-9.19, R-9.20, and R-9.21 for all Build Alternatives.** These receptor locations represent existing single-family residences located along Scadlock Lane on the east side of I-405. Currently, there are no existing walls that shield these residences. One noise barrier (NB No. 9-4) was evaluated on private property to shield these residences.

- **Receptors R-9.35, R-9.36, R-9.38, R-9.39, and R-9.40 for all Build Alternatives. Receptor R-9.37 for Alternative 3.** These receptor locations represent existing single-family residences located along Briarwood Drive on the east side of I-405. Currently, there are no existing walls that shield these residences. One noise barrier (NB No. 9-5) was evaluated on private property to shield these residences.
- **Receptors R-9.47, R-9.48, R-9.49, R-9.50, R-9.51, R-9.52, R-9.53, R-9.54, R-9.56-2, R-9.56-3, R-9.56-4, R-9.57-3, R-9.58-3, R-9.62-2, R-9.62-3, R-9.63-3, R-9.63-4, R-9.64-1, R-9.64-2, R-9.64-3, R-9.64-4, and R-9.65 for all Build Alternatives. Receptor R-9.57-2 for Alternatives 3 and 5.** These receptor locations represent existing single-family and multifamily residences located along Del Gado, Sutton Street, and Sepulveda Boulevard on the east side of I-405. Currently, there are no existing walls that shield these residences. Two noise barriers (NB Nos. 9-6 and 9-7) combined were evaluated along the edge of shoulder to shield these residences.
- **Receptors R-10.4, R-10.5-4, R-10.6-3, R-10.6-4, R-10.7-3, R-10.7-4, R-10.8-3, R-10.8-4, R-10.9-3, R-10.9-4, R-10.10-3, and R-10.10-4 for all Build Alternatives. Receptor R-10.5-3 for Alternative 3.** These receptor locations represent future multifamily residences associated with the Villagio Toscano Project on Camarillo Street and Sepulveda Boulevard on the east side of I-405. Currently, an existing wall (EW No. 10-1) at 12 ft high along the edge of shoulder would shield these future multifamily residences. One noise barrier (NB No. 10-1) was evaluated along the edge of shoulder to shield these receptors.
- **Receptor R-11.1 for all Build Alternatives.** This receptor location represents an existing school on Morrison Street on the east side of I-405. Currently, there are no existing walls that shield the school. One noise barrier (NB No. 11-1) was evaluated along the edge of shoulder to shield the school.
- **Receptors R-11.8, R-11.9-2, R-11.9-3, R-11.10-2, R-11.10-3, R-11.11-2, and R-11.11-3 for all Build Alternatives.** These receptor locations represent an existing school and multifamily residences on Magnolia Boulevard on the east side of I-405. Currently, two existing walls (EW Nos. 11-1 and 11-2) at 12 ft high shield the school and multifamily residences. Two noise barriers (NB No. 11-2a and 11-2b) combined were evaluated on State right-of-way and private property, respectively, to shield the school and multifamily residences.
- **Receptor R-11.41-2 for all Build Alternatives.** This receptor location represents an existing multifamily residence on Albers Street on the east side of I-405. Currently, an existing wall (EW No. 11-3) at 10.5 ft high shields this multifamily residence. One noise barrier (NB No. 11-3) was evaluated along the edge of shoulder to shield the multifamily residence.
- **Receptors R-13.24-2, R-13.25-2, R-13.26-2, R-13.27-2, R-13.34-3, R-13.42-1, R-13.42-2, R-13.43-1, R-13.43-2, R-13.46-1, R-13.46-2, and R-13.46-3 for all Build Alternatives.** These receptor locations represent existing multifamily residences on Sawtelle Boulevard on the west side of I-405. Currently, an existing wall (EW No. 13-3) at 16 ft high shields these multifamily residences. One noise barrier (NB No. 13-1) was evaluated along the edge of shoulder to shield these multifamily residences.
- **Receptor R-13.56 for all Build Alternatives. Receptor R-13-63 for Alternative 3 only.** These receptor locations represent an existing multifamily residence and a church on Sawtelle Boulevard on the west side of I-405. Currently, an existing wall (EW No. 13-4) at 13 to 15 ft high shields this multifamily residence. One noise barrier (NB No. 13-2)

was evaluated along the edge of shoulder to shield the multifamily residence and the church.

- **Receptors R-13.68, R-13.69, R-13.84-2, and R-13.84-3 for all Build Alternatives.** These receptor locations represent existing multifamily residences on Sawtelle Boulevard on the west side of I-405. Currently, an existing wall (EW No. 13-5) at 10 ft high shields these residences. One noise barrier (NB No. 13-3) was evaluated on private property to shield these residences.
- **Receptors R-14.5-2, R-14.5-3, R-14.15-3, R-14.16-3, R-14.17-3, R-14.18-3, R-14.19-3, R-14.20-3, R-14.21-3, R-14.22-1, R-14.22-2, R-14.22-3, R-14.23-2, R-14.23-3, R-14.24-2, R-14.24-3, R-14.38, R-14.39, R-14.43, and R-14.51-2 for all Build Alternatives. Receptor R-14.25-4 for Alternative 2 only.** These receptor locations represent existing single- and multifamily residences on Sawtelle Boulevard and Ivy Place on the west side of I-405. Currently, two existing walls (EW Nos. 14-1a and 14-1b) at 13 ft high shield these residences. One noise barrier (NB No. 14-1) was evaluated along the edge of shoulder to shield these residences.
- **Receptors R-15.2-1, R-15.2-2, R-15.3-2, R-15.10-1, R-15.10-2, R-15.11-2, R-15.12-2, R-15.14-2, R-15.14-3, R-15.14-4, R-15.14-5, R-15.15-2, R-15.15-3, R-15.15-4, R-15.15-5, and R-15.16-3 for all Build Alternatives. Receptor R-15.12-1 for Alternative 5.** These receptor locations represent existing multifamily residences on Sawtelle Boulevard and Exposition Boulevard on the west side of I-405. Currently, there are no existing walls that shield these residences. One noise barrier (NB No. 15-1) was evaluated along the edge of shoulder to shield these residences.
- **Receptors R-16.2-2, R-16.2-3, R-16.6-2, R-16.6-3, R-16.10, R-16.11-2, R-16.11-3, R-16.13-2, R-16.14-2, R-16.14-3, R-16.15, R-16.17-2, R-16.17-3, R-16.26-2, R-16.27-1, R-16.27-2, R-16.28-2, R-16.28-3, R-16.29, R-16.30-2 R-16.30-3, R-16.42-3, R-16.43-3, R-16.62-1, R-16.62-2, R-16.62-3, R-16.62-4, R-16.63-3, R-16.63-4, R-16.63-5, R-16.64-2, R-16.64-3, R-16.65-3, R-16.69-4, R-16.70-4, R-16.76-4, R-17.3-1, R-17.3-2, R-17.3-3, R-17.3-4, R-17.4-3, R-17.4-4, R-17.5-1, R-17.5-2, R-17.5-3, and R-17.5-4 for all Build Alternatives. Receptors R-16.5, R-16.7, R-16.18, R-16.19, R-16.20, R-16.21, R-16.33-1, R-16.33-2, R-16.34-1, R-16.34-2, R-16.37-2, R-16.38-2, R-16.38-3, R-16.39-2, R-16.39-3, R-16.40-1, R-16.40-2, R-16.41-1, R-16.41-2, R-16.42-2, R-16.43-2, R-16.45-2, R-16.47-2, R-16.63-2, R-16.66-3, R-17.4-1, R-17.4-2, and R-17.4-3 for Alternatives 3 and 5.** These receptor locations represent existing multifamily residences on Nebraska Avenue, Beloit Avenue, Sawtelle Boulevard, and Santa Monica Boulevard on the west side of I-405. Currently, three existing walls (EW Nos. 16-1, 16-2, and 17-1) at 14 ft high shield these residences. A portion of EW Nos. 16-1 and 16-2 and all of EW No. 17-1 would be demolished under Alternatives 3 and 5. Three noise barriers (NB Nos. 16-1, 16-2, and 17-1) were evaluated separately and together along the edge of shoulder to shield these residences.
- **Receptors R-18.7, R-18.8, R-18.9, R-18.10, R-18.11, R-18.12, R-18.13, R-18.14, R-18.15, R-18.16, R-18.17, R-18.18, R-18.19, R-18.20, R-18.21, R-18.22, R-18.23, R-18.24, R-18.25, R-18.26, R-18.27, R-18.28, R-18.29, R-18.30, R-18.31, R-18.32, R-18.33, R-18.34, R-18.35, R-18.36, R-18.37, R-18.38, R-18.39, R-18.40, R-18.41, R-18.42, R-18.43, R-18.44, R-18.45, R-18.46, R-18.47, R-18.48, R-18.49, R-18.50, R-18.84, R-18.85, R-18.86, R-18.87, R-18.89, R-18.91, R-18.92, and R-18.93 for all Build Alternatives. Receptors R-18.51, R-18.52, R-18.53, R-18.54, R-18.55, R-18.56, R-18.57, R-18.58, R-18.64, R-18.65, R-18.66, R-18.67, R-18.68, R-18.69, R-18.70, R-18.71, R-18.72, R-18.73, R-18.75, R-18.76, R-18.77, R-18.78, R-18.80, R-18.81,**

R-18.82, R-18.83, R-18.88, and R-18.94 for Alternatives 3 and 5. Receptor R-18.60 for Alternative 3 only. This receptor location represents existing single- and multifamily residences on Church Lane, Waterford Street, Chenault Street, Burnham Street, Berwick Street, Bolas Street, Albata Street, Denair Street, Cashmere Street, Montana Avenue, Elderwood Street, Farlin Street, Gladwin Street, Homedale Street, Isleta Street, Joffre Street, Kiel Street, Beloit Avenue, and Ayrshire Road on the west side of I-405 and a church on Church Lane. Currently, two existing walls (EW Nos. 18-1 and 18-2) at 14 ft high shield these residences. EW No. 18-1 would be demolished under all Build Alternatives. A portion of EW No. 18-2 would be demolished under Alternative 2, while all of EW No. 18-2 would be demolished under Alternatives 3 and 5. Two noise barriers (NB Nos. 18-1 and 18-2) were evaluated separately and together along the edge of shoulder to shield these residences.

- **Receptor R-18.97 for Alternatives 3 and 5.** This receptor location represents an existing single-family residence on Ayrshire Road on the west side of I-405. Currently, there are no existing walls that shield this residence. One noise barrier (NB No. 18-3) was evaluated on private property to shield this residence.
- **Receptors R-19.4, R-19.5, R-19.6, R-19.7, R-19.9, R-19.10, R-19.11, and R-19.12 for all Build Alternatives.** These receptor locations represent existing multifamily residences along Church Lane on the west side of I-405. Currently, there are no existing walls that shield these residences. No noise barriers were evaluated to shield these residences because the private frequent human use areas are located on the rooftop and noise barriers would not be feasible.
- **Receptors R-20.1, R-20.2, R-20.4, R-20.5, and R-20.6 for all Build Alternatives. Receptor R-20.3 for Alternatives 3 and 5.** These receptor locations represent existing single-family residences along Ridge Circle on the west side of I-405. Currently, there are no existing walls that shield these residences. One noise barrier (NB No. 20-1) was evaluated on private property to shield these residences.
- **Receptors R-21.18, R-21.27, and R-21.28 for all Build Alternatives.** These receptor locations represent existing single-family residences along Royal Woods Drive on the west side of I-405. Currently, an existing wall (EW No. 21-1) at 14 ft high shields these residences. A portion of EW No. 21-1 would be demolished under Alternative 2 while all of EW No. 21-1 would be demolished under Alternatives 3 and 5. One noise barrier (NB No. 21-1) was evaluated along the edge of shoulder to shield these residences.
- **Receptor R-21.76 for all Build Alternatives, Receptors R-21.65, R-21.69, and R-21.75 for Alternatives 3 and 5. Receptors R-21.70 and R-21.71 for Alternative 3.** These receptor locations represent existing single-family residences along High Knoll Road and Sepulveda Boulevard on the west side of I-405. Currently, an existing wall (EW No. 21-3) at 14 ft high shields these residences. A portion of EW No. 21-3 would be demolished under Alternatives 3 and 5. One noise barrier (NB No. 21-2) was evaluated along the edge of shoulder to shield these residences.
- **Receptors R-22.2, R-22.6-2, R-22.8-1, and R-22.8-2 for all Build Alternatives.** These receptor locations represent existing multifamily residences along Orion Avenue on the west side of I-405. Currently, two existing walls (EW Nos. 22-1 and 22-2) at 12 and 11 ft high, respectively, shield these residences. One noise barrier (NB No. 22-1) was evaluated along the edge of shoulder to shield these residences.

Noise Abatement Consideration

Noise abatement measures such as noise barriers were considered in order to shield receptors within the NSA that would or would continue to be exposed to traffic noise levels approaching or exceeding the NAC and/or experience a substantial noise increase of 12 dBA over their corresponding existing noise levels. All properties requiring abatement consideration are within Activity Categories B, C, D, and E (67, 67, 52, and 72 dBA equivalent continuous sound level [L_{eq}] NAC, respectively). Noise barriers were analyzed for each of these receptor locations. Depending on the location of the potential barrier and existing barrier height, noise barrier heights from 6 ft to 22 ft were analyzed at 2 ft increments. Also, the effects of parallel barriers were factored into the noise barrier analysis for areas where the ratio of the spacing between noise barriers on both sides of the highway and the average height of the barriers is 15:1 or less because reflective noise would have the potential to degrade the performance of the noise barriers. The locations of the modeled noise barriers for Alternatives 2, 3, and 5 are shown on Figures 3.15-3, 3.15-4, and 3.15-5, respectively, in Appendix H of this EIR/EIS.

The following noise barriers were analyzed for Alternatives 2, 3, and 5 where traffic noise impacts are predicted and are summarized in Tables 3.15.22 through 3.15.27. As discussed above, background noise levels were factored into the traffic noise levels, and the effects of parallel barriers were factored into the noise barrier analysis.

- **NB No. 1-1:** A 1,058 ft long barrier along the State right-of-way on the east side of I-405 from STA 1494+00 to STA 1504+58 (south of Palms Boulevard) was analyzed to shield Receptors R-1.1, R-1.2, R-1.3, R-1.13, R-1.15, and R-1.16 for all Build Alternatives.
- **NB No. 1-2:** A 602 ft long barrier along the State right-of-way on the east side of I-405 from STA 1519+95 to STA 1525+97 (approximately between Palms Boulevard and National Boulevard) was analyzed to shield Receptors R-1.38 for all Build Alternatives.
- **NB No. 2-1:** A 560 ft long barrier along the edge of shoulder on the east side of I-405 from STA 1542+60 to STA 1548+20 (approximately between National Boulevard and I-10) was analyzed to shield Receptors R-2.3-3, R-2.4-3, and R-2.5-3 for all Build Alternatives.
- **NB No. 6-1:** A 3,578 ft long barrier along the edge of shoulder on the east side of I-405 from STA 1702+72 to STA 1738+83 (approximately between Constitution Avenue and Sunset Boulevard) was analyzed to shield Receptors R-6.8-2, R-6.8-3, R-6.9, R-6.20-2, R-6.20-3, R-6.20-4, R-6.21-3, R-6.21-4, R-6.22-2, R-6.22-3, R-6.22-4, R-6.29, R-6.30, R-6.39, R-6.40, R-6.41, R-6.48, R-6.53-3, R-6.53-4, R-6.54-3, R-6.54-4, R-6.55-1, R-6.55-2, R-6.55-3, R-6.55-4, R-6.56-1, R-6.56-2, R-6.56-3, R-6.56-4, R-6.57-1, R-6.57-2, R-6.57-3, R-6.58-1, R-6.58-2, and R-6.58-3 for all Build Alternatives; and Receptors R-6.5, R-6.8-1, R-6.10-1, R-6.10-2, R-6.12, R-6.13, R-6.21-2, R-6.23, and R-6.26 for Alternatives 3 and 5.
- **NB Nos. 6-1 and 6-2:** NB No. 6-1, with a barrier length of 3,578 ft and NB No. 6-2, with a barrier length of 599 ft from STA 1734+58 to STA 1739+57 (approximately between Constitution Avenue and Sunset Boulevard), both along the edge of shoulder on the east side of I-405, were analyzed together to shield the impacted receptors to see if they would perform better than NB No. 6-1 by itself by providing a higher noise level reduction and/or higher number of benefited receptors.
- **NB No. 7-1:** A 1,710 ft long barrier along the edge of shoulder on the east side of I-405 from STA 1743+03 to STA 1760+13 (approximately between Sunset Boulevard and

Moraga Drive) was analyzed to shield Receptors R-7.1, R-7.2, R-7.4, R-7.16, and R-7.18 for all Build Alternatives; Receptors R-7.13 and R-7.19 for Alternatives 3 and 5; and Receptor R-7.6 for Alternative 3 only.

- **NB No. 7-2:** A 1,814 ft long barrier along the edge of shoulder on the east side of I-405 from STA 1787+73 to STA 1805+96 (approximately between Bel Terrace and Getty Center Drive) was analyzed to shield Receptors R-7.63, R-7.64, R-7.65, R-7.66, R-7.67, R-7.68, R-7.69, R-7.70, R-7.71, R-7.72, R-7.73, R-7.74, and R-7.75 for Alternatives 3 and 5.
- **NB No. 9-1:** A 540 ft long barrier on private property on the east side of I-405 from STA 1980+50 to STA 1985+30 (approximately between Mulholland Drive and Sepulveda Boulevard) was analyzed to shield Receptors R-9.4 and R-9.5 for all Build Alternatives.
- **NB No. 9-2:** A 377 ft long barrier on private property on the east side of I-405 from STA 1985+85 to STA 1988+95 (approximately between Mulholland Drive and Sepulveda Boulevard) was analyzed to shield Receptors R-9.6 and R-9.7 for all Build Alternatives.
- **NB No. 9-3:** A 1,402 ft long barrier on private property on the east side of I-405 from STA 1989+14 to STA 2001+80 (approximately between Mulholland Drive and Sepulveda Boulevard) was analyzed to shield Receptors R-9.9 and R-9.13 for all Build Alternatives; and Receptor R-9.11 for Alternatives 2 and 3.
- **NB No. 9-4:** A 394 ft long barrier on private property on the east side of I-405 from STA 2002+78 to STA 2005+20 (approximately between Mulholland Drive and Sepulveda Boulevard) was analyzed to shield Receptors R-9.19, R-9.20, and R-9.21 for all Build Alternatives.
- **NB No. 9-5:** A 1,462 ft long barrier on private property on the east side of I-405 from STA 2014+70 to STA 2028+65 (approximately between Mulholland Drive and Sepulveda Boulevard) was analyzed to shield Receptors R-9.35, R-9.36, R-9.38, R-9.39, and R-9.40 for all Build Alternatives; and Receptor R-9.37 for Alternative 3 only.
- **NB No. 9-6:** A 1,446 ft long barrier along the edge of shoulder on the east side of I-405 from STA 2035+45 to STA 2049+78 (approximately between Sepulveda Boulevard and Ventura Boulevard) was analyzed to shield Receptors R-9.47, R-9.48, R-9.49, R-9.50, R-9.51, R-9.52, R-9.53, R-9.54, R-9.56-2, R-9.56-3, R-9.56-4, R-9.57-3, R-9.58-3, R-9.62-2, R-9.62-3, R-9.63-3, R-9.63-4, R-9.64-1, R-9.64-2, R-9.64-3, R-9.64-4, and R-9.65 for all Build Alternatives; and Receptor R-9.57-2 for Alternatives 3 and 5.
- **NB Nos. 9-6 and 9-7:** NB No. 9-6, with a barrier length of 1,446 ft and NB No. 9-7, with a barrier length of 842 ft from STA 2049+30 to STA 2057+30 (approximately between Sepulveda Boulevard and Ventura Boulevard), both along the edge of shoulder on the east side of I-405, were analyzed together to shield the impacted receptors to see if they would perform better than NB No. 9-6 by itself by providing a higher noise level reduction and/or higher number of benefited receptors.
- **NB No. 10-1:** A 662 ft long barrier along the edge of shoulder on the east side of I-405 from STA 2072+55 to STA 2078+17 (approximately between Ventura Boulevard and US 101) was analyzed to shield Receptors R-10.4, R-10.5-4, R-10.6-3, R-10.6-4, R-10.7-3, R-10.7-4, R-10.8-3, R-10.8-4, R-10.9-3, R-10.9-4, R-10.10-3, and R-10.10-4 for all Build Alternatives; and Receptor R-10.5-3 for Alternative 3 only.

- **NB No. 11-1:** A 723 ft long barrier along the edge of shoulder on the east side of I-405 from STA 2082+00 to STA 2089+50 (north of US-101) was analyzed to shield Receptor R-11.1 for all Build Alternatives.
- **NB Nos. 11-2a and 11-2b:** NB No. 11-2a, with a barrier length of 294 ft along the State right-of-way from STA 2097+46 to STA 2100+40 (approximately between US-101 and Burbank Boulevard), and NB No. 11-2b, with a barrier length of 452 ft on private property from STA 2099+38 to STA 2104+10, both on the east side of I-405, were analyzed together to shield Receptors R-11.8, R-11.9-2, R-11.9-3, R-11.10-2, R-11.10-3, R-11.11-2, and R-11.11-3 for all Build Alternatives.
- **NB No. 11-3:** A 645 ft long barrier along the edge of shoulder on the east side of I-405 from STA 2116+71 to STA 2123+03 (south of Burbank Boulevard) was analyzed to shield Receptor R-11.41-2 for all Build Alternatives.
- **NB No. 13-1:** A 612 ft long barrier along the edge of shoulder on the west side of I-405 from STA 1499+08 to STA 1505+20 (south of Palms Boulevard) was analyzed to shield Receptors R-13.24-2, R-13.25-2, R-13.26-2, R-13.27-2, R-13.34-3, R-13.42-1, R-13.42-2, R-13.43-1, R-13.43-2, R-13.46-1, R-13.46-2, and R-13.46-3 for all Build Alternatives.
- **NB No. 13-2:** A 751 ft long barrier along the edge of shoulder on the west side of I-405 from STA 1506+19 to STA 1513+70 (north of Palms Boulevard) was analyzed to shield Receptors R-13.56 for all Build Alternatives, and Receptor R-13-63 for Alternative 3 only.
- **NB No. 13-3:** A 1,138 ft long barrier on private property on the west side of I-405 from STA 1526+00 to STA 1537+38 (south of National Boulevard) was analyzed to shield Receptors R-13.68, R-13.69, R-13.84-2, and R-13.84-3 for all Build Alternatives.
- **NB Nos. 14-1a and 14-1b:** NB No. 14-1a, with a barrier length of 445 ft from STA 1542+97 to STA 1547+42 (north of National Boulevard) and NB No. 14-1b, with a barrier length of 1,247 ft from STA 1548+28 to STA 1561+00 (south of I-10), both along the edge of shoulder on the west side of I-405, were analyzed together to shield Receptors R-14.5-2, R-14.5-3, R-14.15-3, R-14.16-3, R-14.17-3, R-14.18-3, R-14.19-3, R-14.20-3, R-14.21-3, R-14.22-1, R-14.22-2, R-14.22-3, R-14.23-2, R-14.23-3, R-14.24-2, R-14.24-3, R-14.38, R-14.39, R-14.43, and R-14.51-2 for all Build Alternatives; and Receptor R-14.25-4 for Alternative 2 only.
- **NB No. 15-1:** A 1,593 ft long barrier along the edge of shoulder on the west side of I-405 from STA 1566+00 to STA 1582+00 (approximately between I-10 and Olympic Boulevard) was analyzed to shield Receptors R-15.2-1, R-15.2-2, R-15.3-2, R-15.10-1, R-15.10-2, R-15.11-2, R-15.12-2, R-15.14-2, R-15.14-3, R-15.14-4, R-15.14-5, R-15.15-2, R-15.15-3, R-15.15-4, R-15.15-5, and R-15.16-3 for all Build Alternatives; and Receptor R-15.12-1 for Alternative 5 only.
- **NB No. 16-1:** A 3,099 ft long barrier along the edge of shoulder on the west side of I-405 from STA 1595+70 to STA 1626+69 (approximately between Olympic Boulevard and Santa Monica Boulevard) was analyzed to shield Receptors R-16.2-2, R-16.2-3, R-16.6-2, R-16.6-3, R-16.10, R-16.11-2, R-16.11-3, R-16.13-2, R-16.14-2, R-16.14-3, R-16.15, R-16.17-2, R-16.17-3, R-16.26-2, R-16.27-1, R-16.27-2, R-16.28-2, R-16.28-3, R-16.29, R-16.30-2, R-16.30-3, R-16.42-3, R-16.43-3, R-16.62-1, R-16.62-2, R-16.62-3, R-16.62-4, R-16.63-3, R-16.63-4, R-16.63-5, R-16.64-2, R-16.64-3, R-16.65-3, R-16.69-4, and R-16.70-4 for all Build Alternatives; and Receptors R-16.5, R-16.7, R-16.18, R-16.19, R-16.20, R-16.21, R-16.33-1, R-16.33-2, R-16.34-1, R-16.34-2,

R-16.37-2, R-16.38-2, R-16.38-3, R-16.39-2, R-16.39-3, R-16.40-1, R-16.40-2, R-16.41-1, R-16.41-2, R-16.42-2, R-16.43-2, R-16.45-2, R-16.47-2, R-16.63-2, and R-16.66-3 for Alternatives 3 and 5.

- **NB No. 16-2:** A 1,516 ft long barrier along the edge of shoulder on the west side of I-405 from STA 1622+06 to STA 1637+00 (at Santa Monica Boulevard) was analyzed to shield Receptors R-16.63-3, R-16.63-4, R-16.63.5, R-16.64-2, R-16.64-3, R-16.65-3, R-16.69-4, R-16.70-4, R-16.76-4, R-17.3-1, R-17.3-2, R-17.3-3, R-17.3-4, R-17.4-3, R-17.4-4, R-17.5-1, R-17.5-2, R-17.5-3, and R-17.5-4 for all Build Alternatives; and Receptors R-16.63-2, R-16.66-3, R-17.4-1, R-17.4-2, and R-17.4-3 for Alternatives 3 and 5.
- **NB No. 17-1:** A 791 ft long barrier along the edge of shoulder on the west side of I-405 from STA 1635+16 to STA 1642+75 (approximately between Santa Monica Boulevard and Wilshire Boulevard) was analyzed to shield Receptors R-17.5-1, R-17.5-2, R-17.5-3, and R-17.5-4 for all Build Alternatives.
- **NB Nos. 16-1 and 16-2:** NB No. 16-1, with a barrier length of 3,099 ft from STA 1595+70 to STA 1626+69 (approximately between Olympic Boulevard and Santa Monica Boulevard), and NB No. 16-2, with a barrier length of 1,516 ft from STA 1622+06 to STA 1637+00 (at Santa Monica Boulevard), both along the edge of shoulder on the west side of I-405, were analyzed together to shield the impacted receptors to see if they would perform better than the individual noise barriers by providing a higher noise level reduction and/or higher number of benefited receptors.
- **NB Nos. 16-2 and 17-1:** NB No. 16-2, with a barrier length of 1,516 ft from STA 1622+06 to STA 1637+00 (at Santa Monica Boulevard), and NB No. 17-1, with a barrier length of 791 ft from 1635+16 to STA 1642+75 (approximately between Santa Monica Boulevard and Wilshire Boulevard), both along the edge of shoulder on the west side of I-405, were analyzed together to shield the impacted receptors to see if they would perform better than the individual noise barriers by providing a higher noise level reduction and/or higher number of benefited receptors.
- **NB Nos. 16-1, 16-2, and 17-1:** NB No. 16-1, with a barrier length of 3,099 ft from STA 1595+70 to STA 1626+69; NB No. 16-2, with a barrier length of 1,516 ft from STA 1622+06 to STA 1637+00; and NB No. 17-1, with a barrier length of 791 ft from 1635+16 to STA 1642+75 (approximately between Santa Monica Boulevard and Wilshire Boulevard [all three along the edge of shoulder on the west side of I-405]) were analyzed together to shield the impacted receptors to see if they would perform better than the individual noise barriers by providing a higher noise level reduction and/or higher number of benefited receptors.
- **NB No. 18-1:** A 1,063 ft long barrier along the edge of shoulder on the west side of I-405 from STA 1685+20 to STA 1695+83 (north of Constitution Avenue) was analyzed to shield Receptors R-18.7, R-18.8, R-18.9, R-18.10, and R-18.11 for all Build Alternatives.
- **NB No. 18-2:** A 4,552 ft long barrier along the edge of shoulder on the west side of I-405 from STA 1695+45 to STA 1740+97 (approximately between Constitution Avenue and Sunset Boulevard) was analyzed to shield Receptors R-18.12, R-18.13, R-18.14, R-18.15, R-18.16, R-18.17, R-18.18, R-18.19, R-18.20, R-18.21, R-18.22, R-18.23, R-18.24, R-18.25, R-18.26, R-18.27, R-18.28, R-18.29, R-18.30, R-18.31, R-18.32, R-18.33, R-18.34, R-18.35, R-18.36, R-18.37, R-18.38, R-18.39, R-18.40, R-18.41, R-18.42, R-18.43, R-18.44, R-18.45, R-18.46, R-18.47, R-18.48, R-18.49, R-18.50, R-18.84, R-18.85, R-18.86, R-18.87, R-18.89, R-18.91, R-18.92, and R-18.93 for all

Build Alternatives; Receptors R-18.51, R-18.52, R-18.53, R-18.54, R-18.55, R-18.56, R-18.57, R-18.58, R-18.64, R-18.65, R-18.66, R-18.67, R-18.68, R-18.69, R-18.70, R-18.71, R-18.72, R-18.73, R-18.75, R-18.76, R-18.77, R-18.78, R-18.80, R-18.81, R-18.82, R-18.83, R-18.88, and R-18.94 for Alternatives 3 and 5; and Receptor R-18.60 for Alternative 3 only.

- **NB Nos. 18-1 and 18-2:** NB No. 18-1, with a barrier length of 1,063 ft from STA 1685+20 to STA 1695+83 (north of Constitution Avenue), and NB No. 18-2, with a barrier length of 4,552 ft from STA 1695+45 to STA 1740+97 (approximately between Constitution Avenue and Sunset Boulevard), both along the edge of shoulder on the west side of I-405, were analyzed together to shield the impacted receptors to see if they would perform better than the individual noise barriers by providing a higher noise level reduction and/or higher number of benefited receptors.
- **NB No. 18-3:** A 326 ft long barrier on private property on the west side of I-405 was analyzed to shield Receptor R-18.97 for Alternatives 3 and 5.
- **NB No. 20-1:** A 923 ft long barrier on private property on the west side of I-405 from STA 1882+00 to STA 1889+75 (approximately between Sepulveda Boulevard and Mountaingate Drive) was analyzed to shield Receptors R-20.1, R-20.2, R-20.4, R-20.5, and R-20.6 for all Build Alternatives; and Receptor R-20.3 for Alternatives 3 and 5.
- **NB No. 21-1:** A 1,711 ft long barrier along the edge of shoulder on the west side of I-405 from STA 1982+78 to STA 1999+88 (approximately between Mulholland Drive and Sepulveda Boulevard) was analyzed to shield Receptors R-21.18, R-21.27, and R-21.28 for all Build Alternatives.
- **NB No. 21-2:** A 1,715 ft long barrier along the edge of shoulder on the west side of I-405 from STA 2025+26 to STA 2042+30 (approximately between Mulholland Drive and Sepulveda Boulevard) was analyzed to shield Receptor R-21.76 for all Build Alternatives; Receptors R-21.65, R-21.69, and R-21.75 for Alternatives 3 and 5; and Receptors R-21.70 and R-21.71 for Alternative 3 only.
- **NB No. 22-1:** An 825 ft long barrier along the edge of shoulder on the west side of I-405 from STA 2065+40 to STA 2073+03 (north of Ventura Boulevard) was analyzed to shield Receptors R-22.2, R-22.6-2, R-22.8-1, and R-22.8-2 for all Build Alternatives.

Feasibility and Reasonable Allowance

Section 3 of the Caltrans *Traffic Noise Analysis Protocol* states that a minimum noise reduction of 5 dBA must be achieved at the impacted receptors in order for the proposed noise abatement measure to be considered feasible. Greater noise reductions are encouraged if they can be reasonably achieved. Feasibility may also be restricted by the following factors: (1) topography, (2) access requirement for driveways, (3) presence of local cross-streets, (4) underground utilities, (5) other noise sources in the area, and (6) safety considerations.

For each noise barrier height found to be acoustically feasible, reasonable cost allowances were calculated by multiplying the cost allowance per residence by the number of benefited residences (i.e., residences that receive at least 5 dBA of noise reduction from a noise barrier). The current cost allowance per residence is $146,000. Tables 3.15.28 through 3.15.30 in Appendix H of this EIR/EIS lists all the feasible noise barriers for Alternatives 2, 3, and 5, respectively, along with their location, heights, approximate lengths, maximum noise attenuation, the number of benefited units/receptors, and the total reasonable allowance.

For Alternative 2, a total of 35 noise barrier scenarios were evaluated. Of the 35 noise barrier scenarios, 25 noise barriers were determined to be feasible. For Alternatives 3 and 5, a total of 37 noise barrier scenarios were evaluated. Of the 37 noise barrier scenarios evaluated, 32 noise barriers were determined to be feasible. The remaining noise barriers were determined to be not feasible because the noise barriers were not capable of reducing noise levels by 5 dBA or more at impacted receptors.

Noise Barrier Reasonableness

The overall reasonableness of noise abatement is determined by considering factors such as the noise reduction design goal (a noise level reduction of 7 dBA or more at one or more benefited receptors), cost of the noise barrier, and the viewpoints of benefited receptors (including property owners and residents of the benefited receptors). For any noise barrier to be considered reasonable from a cost perspective, the estimated construction cost of the noise barrier should be equal to or less than the total reasonable allowance calculated for the barrier. If the estimated noise barrier construction cost exceeds the total reasonable allowance or was not predicted to provide at least 7 dBA of noise reduction at one or more benefited residences/receptors, the noise barrier is determined to be not reasonable. However, if the estimated noise barrier construction cost is less than the total reasonable allowance and is predicted to provide at least 7 dBA of noise reduction at one or more benefited residences/receptors, the noise barrier is determined to be reasonable.

The estimated noise barrier construction costs for each noise barrier height under each scenario were developed by the project engineer in September 2024 and are shown in Tables 3.15.28 through 3.15.30 in Appendix H of this EIR/EIS for Alternatives 2, 3, and 5, respectively, along with their locations, heights, approximate lengths, maximum noise attenuation, number of benefited units/receptors, total reasonable allowance, and whether the barrier is reasonable.

Nonacoustical Factors Relating to Feasibility

Nonacoustical factors relating to feasibility that must be considered during the construction of noise barriers include geometric standards, safety, maintenance, security, drainage, geotechnical considerations, and utility relocations.

The nonacoustical factors relating to feasibility for feasible and reasonable noise barriers under Alternatives 2, 3, and 5 are addressed below:

- **Geometric Standards:** None of the feasible and reasonable noise barriers would affect the geometric standards of adjacent roadways. Based on Caltrans' Highway Design Manual (Caltrans 2020a) standards, 10 ft shoulders would be provided in front of all feasible and reasonable noise barriers. A standard safety shape barrier would be utilized for all feasible and reasonable noise barriers.
- **Safety:** None of the feasible and reasonable noise barriers would affect sight distance for vehicular or pedestrian traffic.
- **Maintenance:** All feasible and reasonable noise barriers would be constructed where noise barriers exist today and would not create maintenance issues in the future.
- **Security:** All feasible and reasonable noise barriers would be located within Caltrans right-of-way in the same or similar alignment as the existing walls and would not change the security conditions of the site.

- **Drainage:** Existing drainage facilities would be affected by the feasible and reasonable noise barriers located at the edge of shoulders. The cost to reconstruct the existing drainage facilities is included in the noise barrier construction cost estimates.
- **Geotechnical Considerations:** The locations of the feasible and reasonable noise barriers would be geotechnically feasible because they would be constructed where noise barriers exist today. Also, a number of feasible and reasonable noise barriers would replace existing noise barriers and be constructed on top of retaining walls.
- **Utility Relocations:** The construction of NB No. 18-2 under Alternatives 2, 3, and 5 would require the relocation of light poles and existing major utilities. In areas where existing major utilities would not be relocated and have the potential to be affected, they would need to be protected. The construction of NB No. 16-1 under Alternatives 3 and 5 would require utility relocation. The construction of NB Nos. 6-1 and 21-2 under Alternatives 3 and 5 have the potential to affect existing utilities and would need to be protected. The costs to relocate and protect existing utilities as well as the relocation of light poles were included in the noise barrier construction cost estimates.

Based on the results shown in Tables 3.15.28 through 3.15.30 in Appendix H of this EIR/EIS for Alternatives 2, 3, and 5, respectively, the preliminary recommendations and decisions of the feasible and reasonable noise barriers are listed in Table 3.15.31, below. As all of the feasible and reasonable noise barriers are within 15 ft of the travel way, the maximum noise barrier height should not exceed 14 ft based on the Caltrans' Highway Design Manual (Caltrans 2020a). As shown in Table 3.15.31, all of the preliminary recommended noise barriers are considered to be replaced in-kind because the recommended height of 14 ft is the same height as the existing wall except for NB No. 18-2. The preliminary noise abatement recommendation and decision is based on preliminary alignments and profiles of the Build Alternatives, which may be subject to change. As such, the physical characteristics of noise abatement described herein may also be subject to change. If pertinent parameters change substantially during the final design, the preliminary noise abatement decision may be changed or eliminated from the final design. Should a build alternative be identified as the preferred alternative, a final decision to construct noise abatement would be made upon completion of the design and public input.

No Build Alternative (Alternative 1)

Potential long-term noise effects under the No Build Alternative would be solely from traffic noise. Future No Build noise levels are shown in Tables 3.15.28 through 3.15.30 in Appendix H of this EIR/EIS. As shown in Tables 3.15.28 through 3.15.30.in Appendix H of this EIR/EIS, receptors would continue to approach or exceed the NAC under the No Build Alternative.

3.15.4 Avoidance, Minimization, and/or Abatement Measures

The Build Alternatives would incorporate Project Feature PF-N-1 (Section 3.15.3.1) and implement Minimization Measures N-1 through N-8 outlined below to help avoid and/or minimize potential temporary noise impacts. In addition, Abatement Measure N-9 would incorporate the feasible and reasonable noise abatement measures in the form of noise barriers for the Build Alternatives to address impacted receptors in the Project's NSA.

N-1 The construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.

Table 3.15.31: Preliminary Recommended Noise Barriers

Noise Barrier No.	Existing Wall Height	Alternative 2	Alternative 3	Alternative 5
NB No. 6-1	14 ft	--	14 ft[1]	14 ft[1]
NB Nos. 6-1 and 6-2	14 ft	--	14 ft[1]	14 ft[1]
NB No. 16-1	14 ft	--	14 ft	14 ft
NB No. 16-2	14 ft	--	14 ft	14 ft
NB No. 17-1	14 ft	--	14 ft[2]	14 ft[2]
NB Nos. 16-1 and 16-2	14 ft	--	14 ft	14 ft
NB Nos. 16-2 and 17-1	14 ft	--	14 ft	14 ft
NB Nos. 16-1, 16-2, and 17-1	14 ft	--	14 ft	14 ft
NB No. 18-2	6-14 ft	14 ft[3]	14 ft	14 ft
NB Nos. 18-1 and 18-2	14 ft/6-14 ft	14 ft[3]	14 ft	14 ft
NB No. 21-1	14 ft	14 ft	--	--
NB No. 21-2	14 ft	--	14 ft[4]	14 ft[4]

Source: *Noise Abatement Decision Report* (February 2025).

[1] The southern portion of NB No. 6-1 is reasonable based on cost and the recommended height is 14 ft, which is the same height as the existing wall. The remaining portion of NB No. 6-1 to the north will remain at 14 ft high because the existing wall at this portion would not be affected by Alternatives 3 or 5.

[2] The standalone NB No. 17-1 is feasible and reasonable starting at a height of 16 ft. However, this noise barrier should not exceed 14 ft in height based on the Caltrans Highway Design Manual because the barrier is located within 15 ft from the travel way. Therefore, this barrier should be reconstructed at the new location to replace the existing wall with the existing height of 14 ft.

[3] The length of NB No. 18-2 under Alternative 2 was reduced to STA 1995+45 to STA 1716+00.

[4] NB No. 21-2 should be reconstructed at the new location to replace the existing wall with the existing height of 14 ft because the highest feasible and reasonable height of 10 ft is lower than the existing wall height.

Caltrans = California Department of Transportation
ft = foot/feet
NB = Noise Barrier

N-2 The construction contractor shall locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and the noise-sensitive receptors nearest the active project sites during all Project construction.

N-3 The construction contractor shall maintain all internal combustion engines properly to minimize noise generation.

N-4 The construction contractor shall avoid unnecessary idling of internal combustion engines.

N-5 The construction contractor shall route trucks away from residential neighborhoods to the extent feasible.

N-6 The construction contractor shall schedule construction activities to minimize noise impacts to noise-sensitive land uses to the extent feasible.

N-7 Where practical, feasible and reasonable noise barrier shall be constructed in the beginning of the Project to minimize noise impacts to noise-sensitive receptors.

N-8 The construction contractor shall erect temporary construction barrier to minimize noise impacts to noise-sensitive land uses. Their height and placement shall be determined by the noise control plan.

N-9 Based on the studies completed to date, the California Department of Transportation (Caltrans) intends to incorporate Noise Barrier (NB) No. 18-2 in the form of a noise barrier for the Build Alternatives shown in Table 3.15.31. Calculations based on preliminary design data show that NB No. 18-2 will reduce noise levels by a minimum of 5 dBA for 100 residences at a cost of $1,820,280 under Alternative 2, 205 residences at a cost of $4,011,881 under Alternative 3, and 201 residences at a cost of $4,011,881 under Alternative 5. These measures may change based on input received from the public. If conditions have substantially changed during final design, noise abatement may not be constructed. The final decision on noise abatement will be made upon completion of the Project design.

3.16 Energy

3.16.1 Regulatory Setting

Federal

The Energy and Policy and Conservation Act of 1975 established fuel economy standards for on-road motor vehicles sold in the United States. Subsequent federal Energy Policy Acts (e.g., 1992, 2005) have been passed since the original act of 1975. The National Highway Traffic Safety Administration and U.S. Environmental Protection Agency set Corporate Average Fuel Economy standards for passenger cars and for light trucks (collectively, light-duty vehicles) and separately set fuel consumption standards for medium- and heavy-duty trucks and engines.

NEPA (42 United States Code [USC] 4332) requires the identification of all potentially significant impacts on the environment, including impacts on energy resources. Guidance for evaluating energy impacts of transportation projects subject to NEPA is outlined in FHWA's Technical Advisory T 6640.8A.

CEQA Guidelines require environmental documents include an analysis of a project's potential for significant environmental effects resulting from wasteful, inefficient, or unnecessary use of energy; or wasteful use of energy resources (Guidelines Section 15126.2[b]). The document must also describe feasible measures which could minimize inefficient and unnecessary consumption of energy (Guidelines Section 15126.4).

State

Senate Bill (SB) 1389 (Bowen, Chapter 568, Statutes of 2002) requires the CEC to prepare a biennial Integrated Energy Policy Report (IEPR). The reports provide an assessment of major energy trends and give policy recommendations.

Assembly Bill (AB) 1493 (Pavley I) required CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. Additional strengthening of the Pavley I standards has been adopted, including Advanced Clean Cars II, which will dramatically reduce emissions and fossil fuel consumption from passenger cars. This measure also requires an increasing proportion of new vehicles to be zero-emission vehicles. CARB has also adopted the Advanced Clean Truck Regulation and Innovative Clean Transit Regulation to accelerate a large-scale transition of zero-emission medium- and heavy-duty vehicles and public transit vehicles.

SB 375 provides a planning process that coordinates land use planning, regional transportation plans (RTP), and funding priorities to help California meet its GHG reduction goals. SB 743 updated the way transportation impacts are measured in California to better integrate and balance the needs of congestion management, infill development, active transportation, and GHG emissions reduction to ultimately achieve reductions in vehicle miles traveled (VMT).

Executive Order S-01-07 set a statewide goal to reduce the carbon intensity of California’s transportation fuels and led to the legislative adoption of the Low Carbon Fuel Standard (LCFS). CARB has also set renewable diesel fuel requirements for off-road engines, including amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation (In-Use Regulation).

SB 1078 established California's Renewables Portfolio Standard (RPS) Program in 2002. The RPS has been accelerated many times through additional legislation. The current RPS requires California utilities to generate 100 percent of their electricity from renewables by 2045, with interim targets between 2024 and 2040. SB 1020 also requires state agencies to rely on 100 percent renewable energy and zero-carbon resources to serve their own facilities by 2035.

SB 32 and AB 1279. California has legislatively adopted GHG reduction targets that establish a broad framework for the state's long-term GHG reduction program, which in turn influences energy regulation and policy within California. Of particular importance are SB 32 and AB 1279, which outline the state's GHG reduction goals of achieving a 40 percent reduction below 1990 emissions levels by 2030 and net zero GHG emissions (i.e., reach a balance between the GHGs emitted and removed from the atmosphere) no later than 2045.

CEQA Guidelines require environmental documents include an analysis of a project's potential for significant environmental effects resulting from wasteful, inefficient, or unnecessary use of energy; or wasteful use of energy resources (CEQA Guidelines Section 15126.2(b)). The document must also describe feasible measures which could minimize inefficient and unnecessary consumption of energy (CEQA Guidelines Section 15126.4).

Caltrans

Director's Policy 23 R1 established Caltrans policy to incorporate energy efficiency, conservation, and climate change measures into transportation planning, project development, design, operations, and maintenance of transportation facilities, fleets, buildings, and equipment to minimize use of fuel supplies and energy sources and reduce GHG emissions. Deputy Directive 104 established Caltrans policy to promote installation of solar energy resources on California-owned/department-controlled facilities.

> **The California Transportation Plan (CTP) 2050** (Caltrans 2021a) is a plan that shows how California can reduce transportation sector greenhouse gas (GHG) emissions to 80 percent below 1990 levels by 2050 and support numerous other pieces of ambitious climate legislation. This plan demonstrates how advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework can collectively reduce transportation emissions to support these goals. As it addresses these efforts, the CTP 2050 also reinforces long-held values such as improving system safety, improving mobility and accessibility, advancing environmental health and justice, and enhancing quality of life.

Local

The Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (a.k.a., Connect SoCal) (SCAG 2024) is Southern California's regional transportation plan to achieve the vehicle emissions reductions identified under Senate Bill (SB) 375. The 2024–2050 RTP/SCS retains the same purpose as the previous RTP/SCS plans in focusing and providing an integrated approach for accommodating population growth, household and employment growth, and transportation needs in the SCAG region, including goals to improve the jobs-housing balance and reduce commuting distances. The projected regional development pattern identified in the 2024–2050 RTP/SCS would reduce per capita vehicle miles traveled (VMT)

and thus fuel use, which has the effect of reducing vehicular-travel-related GHG emissions and achieve the GHG reduction per capita targets for the SCAG region and also reduce energy consumption. VMT associated with heavy-duty trucks involved in goods movement is outside the purview of the 2024–2050 RTP/SCS, which primarily focuses on VMT associated with passenger vehicles. However, in the 2024–2050 RTP/SCS, the focus remains on improving freight mobility in the region and transitioning to near-zero and zero-emissions technology. Key elements of the 2024 SCAG Connect SoCal Plan include:

- Wide adoption of zero emissions technologies where available.
- Low NO_X technologies where zero emissions are not feasible.
- Zero emission technologies for residential and industrial sources such as water and space heaters in buildings and homes regionwide.
- Incentive funding in environmental justice areas.
- Prioritize benefits on the most disadvantaged communities.

Metro's Countywide ExpressLanes Strategic Plan. The Countywide ExpressLanes Strategic Plan (Metro 2017) builds on the success of the Interstate 110 (I-110) and Interstate 10 (I-10) Congestion Reduction Demonstration pilot program (also known as ExpressLanes [ELs]) by establishing a vision for Metro to deliver a system of ELs for Los Angeles County using a network approach to maximize regional benefits. A countywide ExpressLanes network will create a more reliable, faster travel option that makes better use of existing vehicle capacity in carpool lanes, also known as High-Occupancy-Vehicle (HOV) lanes. The plan also aims to address the degradation in HOV lane performance already experienced on many freeway corridors in the County and provide ExpressLanes users with a seamless customer experience.

The Strategic Plan identifies the most promising EL corridors and potential funding sources needed to implement the plan. The Metro Countywide ExpressLanes Strategic Plan was prepared as an extension of the Southern California Association of Governments Express Travel Choices Phase II Study - Regional Express/High-Occupancy Toll (HOT) Lanes Implementation Plan and Concept of Operations. The Metro Strategic Plan is consistent with the analysis methodology used in the SCAG study to estimate the potential mobility benefits and revenue generated by EL projects. This approach ensured that the Metro Countywide ExpressLanes Strategic Plan is consistent with the SCAG regional study and will minimize duplication of effort.

Metro's Sustainability Strategic Plan 2020 (Moving Beyond Sustainability). Moving Beyond Sustainability (MBS) (Metro 2020) is the manifestation of Metro's commitment to account for environmental, social, and economic considerations in decision-making and operations, while also prioritizing community resilience and equity and builds on over a decade of sustainability policies, plans, initiatives, and reporting by Metro leadership and staff, including the foundational 2008 Metro Sustainability Implementation Plan (MSIP). MBS outlines a comprehensive sustainability strategy for the next 10 years—and beyond. The plan combines the concerted efforts of Metro's Environmental Compliance and Sustainability Department (ECSD) and Countywide Planning and Development Department and integrates input and guidance from internal and external stakeholders. The plan details five goals:

1. Provide high-quality mobility options that enable people to spend less time traveling;
2. Deliver outstanding trip experiences for all users of the transportation system;
3. Enhance communities and lives through mobility and access to opportunity;
4. Transform Los Angeles County through regional collaboration and national leadership; and
5. Provide responsive, accountable and trustworthy governance within the Metro organization.

Metro's Energy and Sustainability Policy (2007). Metro's policy (Metro 2007) is to control energy consumption and embrace energy efficiency, energy conservation, and sustainability to:

- Avoid unnecessary expenditure
- Help in protecting the environment
- Improve cost effectiveness, productivity, and working conditions
- Prolong the useful life of fossil fuels by using resources more efficiently

Metro's plans include transitioning from compressed natural gas (CNG) buses to a 100 percent electric bus fleet by 2030, tripling Metro's on-site renewable energy generation by 2030, reducing total GHG emissions by 79 percent and reducing total nitrogen oxide (NO_X) emissions by 54 percent.

Metro's Green Construction Policy (2011, plus updates). The Green Construction Policy (Metro 2011, 2015) mandates (a) identifying and mitigating diesel exhaust emission impacts on human health and the environment from on-road and off-road equipment used during Metro's construction and development activities; and (b) implementing appropriate best management practices to complement equipment mitigations. The goal of the policy is to reduce harmful air emissions of particulate matter (particulate matter less than 10 microns in size [PM_{10}], and particulate matter less than 2.5 microns in size [$PM_{2.5}$]), NO_X, and reactive organic gases (ROGs) during Metro construction projects while minimizing any significant impact to cost and schedule.

Metro's Energy Conservation and Management Plan (2011). Metro developed an Energy Conservation and Management Plan (ECMP) in 2011 as a blueprint to guide the agency's energy use in a sustainable, cost-effective, and efficient manner. The ECMP focuses on electricity usage for rail vehicle propulsion, electricity and natural gas usage for rail and bus facilities and describes the Renewable Energy Screening Tool (REST) criteria to be used in evaluating renewable energy projects. CNG for bus propulsion will be addressed in a separate plan.

The County of Los Angeles General Plan includes goals and policies from the Community Climate Action Plan, the General Plan Mobility Element, and the General Plan Conservation and Natural Resources Element related to energy use.

Community Climate Action Plan

LUT-10: Efficient Goods Movement Support regional efforts to maximize the efficiency of the goods movement system throughout the unincorporated areas.

Mobility Element

- **Goal M 4:** An efficient multimodal transportation system that serves the needs of all residents.
    - **Policy M 4.12:** Work with adjacent jurisdictions to ensure connectivity and the creation of an integrated regional network.
    - **Policy M 4.13:** Coordinate with adjacent jurisdictions in the review of land development projects near jurisdictional borders to ensure appropriate roadway transitions and multimodal connectivity.
    - **Policy M 4.14:** Coordinate with Caltrans on mobility and land use decisions that may affect state transportation facilities.
- **Goal M 6:** The safe and efficient movement of goods.
    - **Policy M 6.5:** Support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade.

Conservation and Natural Resources Element

- **Goal C/NR 12:** Sustainable management of renewable and non-renewable energy resources.
    - **Policy C/NR 12.1:** Encourage the production and use of renewable energy resources.
    - **Policy C/NR 12.2:** Encourage the effective management of energy resources, such as ensuring adequate reserves to meet peak demands.
    - **Policy C/NR12.3:** Encourage distributed systems that use existing infrastructure and reduce environmental impacts.

3.16.2 Affected Environment

This section is based on the *Energy Analysis Report* (April 2025) prepared for the Project.

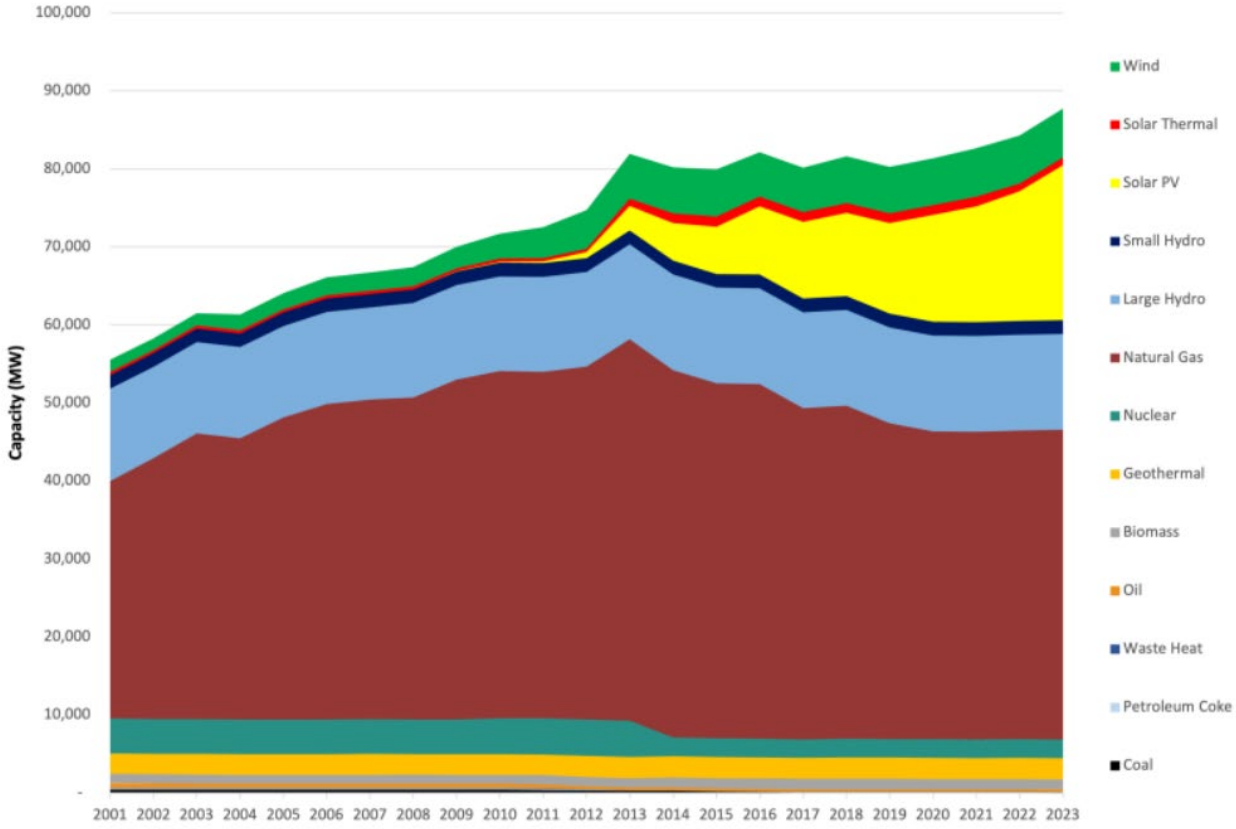
3.16.2.1 State Energy Sources and Consumption

California has a diverse portfolio of energy resources. Excluding offshore areas, the State ranked seventh in the nation in crude oil production and third in oil-refining capacity in 2022. The State was the largest consumer of jet fuel and renewable diesel and the second-largest consumer of motor gasoline among the 50 states. It was also the third-largest electricity consumer in the nation but only the fourth-largest electricity producer, requiring additional needed electricity to be supplied by out-of-state generators. Likewise, almost all of California's renewable diesel is produced in other states or countries. Renewable resources[1] accounted for 49 percent of California's in-state electricity generation in 2022. Though California is the most populous state, it had the fourth lowest per capita energy consumption (i.e., total energy consumption divided by the population) in the nation in 2021. California's relatively low per capita energy consumption is due in part to the State's robust energy efficiency policies and legislation, as discussed in the Regulatory Setting (EIA 2023a, 2023b).

[1] Renewable resources are sources that are naturally and quickly replenished, such as biomass, wind, solar, and geothermal. In contrast, non-renewable resources are sources that cannot be quickly replenished, such as coal, natural gas, and oil.

The State's electricity and transportation sectors are rapidly changing in response to climate policy and market drivers. Over the past two decades, the percentage of in-state electrical generating capacity of renewable resources has substantially increased, displacing capacity from natural gas and other non-renewable generating units. In-state renewable capacity (in terms of installed megawatts) increased by 23 percent between 2001 and 2010 and by 21 percent between 2011 and 2023, or by 58 percent over the entire timeframe (2001 to 2023). Conversely, in-state capacity from natural gas, coal, and petroleum coke only increased by 46 percent over the same two decades and showed an 11 percent decline in the latter half of the period (2011 to 2023). Figure 3.16-1 illustrates this change in in-state electrical capacity (CEC 2023b).

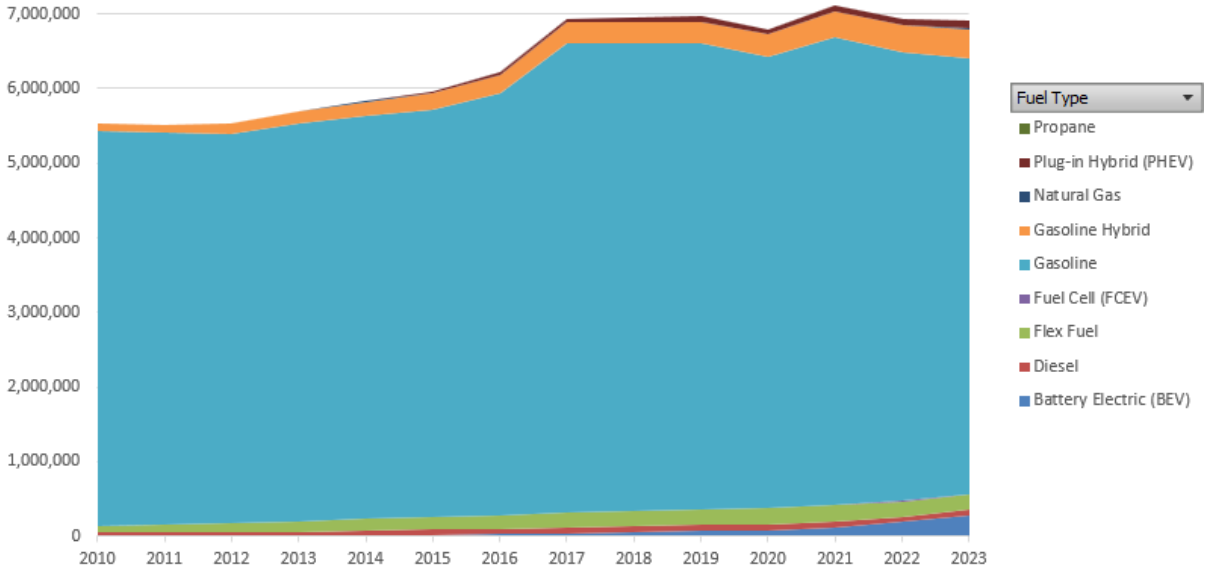
Figure 3.16-1: Installed In-State Electric Generation Capacity by Fuel Type



Source: California Energy Commission (CEC). 2023b. Electricity Generation Capacity and Energy. Website: www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/electric-generation-capacity-and-energy (accessed February 2025).

Energy use in the transportation sector accounted for approximately 38 percent of total California energy consumption in 2022, the largest of any end-use sector (EIA 2023a). While gasoline and diesel currently represent the largest percentage of transportation energy use, like the electricity sector discussed above, these fuels are being displaced by electricity and renewable alternatives. As shown in Figure 3.16-2, the relative population of gasoline- and diesel-powered light-duty vehicles in California declined steadily between 2010 and 2023.

Figure 3.16-2: Number of Vehicles by Fuel Type in Los Angeles County



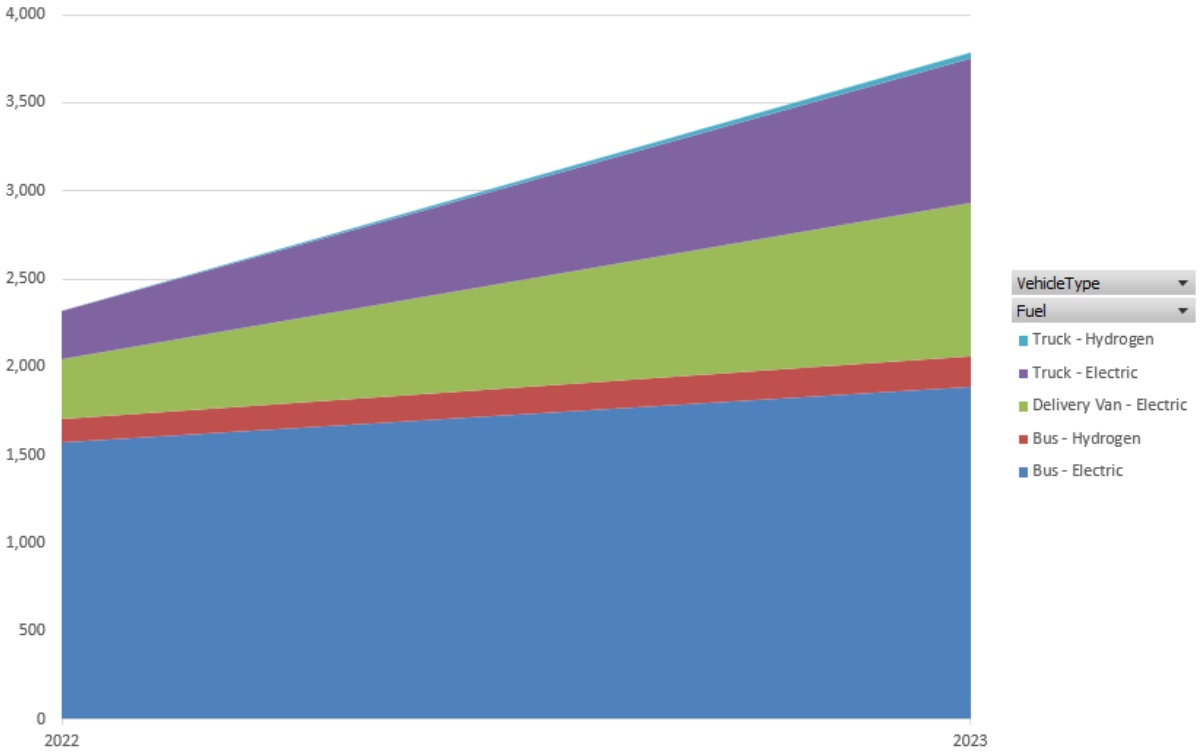
Source: California Energy Commission (CEC). 2023j. ZEV and Infrastructure Stats Data. Website: www.energy.ca.gov/files/zev-and-infrastructure-stats-data (accessed February 2025).

Conversely, the percentage of battery electric, plug-in battery electric, and fuel cell vehicles increased from less than 0.01 percent of the total light-duty population in 2010 to nearly 5.2 percent in 2023 (CEC 2023c). Equivalent historical population data are not currently available for medium- and heavy-duty vehicles. However, there were 3,784 zero-emission medium- and heavy-duty vehicles registered with the California Department of Motor Vehicles in 2023 (CEC 2023d).

The share of electric and zero-emission light-duty vehicles is expected to accelerate in the future, due largely to State climate policies and regulations for zero-emission vehicles. This is evidenced by vehicle sales data: zero-emission vehicles comprised 24.9 percent of year-to-date 2024 total light-duty vehicle sales. In 2010, zero-emission vehicles comprised less than 1 percent of total light-duty vehicle sales (CEC 2023e). While deployment has been slower than light-duty vehicles, the population of zero-emission medium- and heavy-duty vehicles is increasing in California. The emergence of zero-emission medium- and heavy-duty vehicles combined with the State's Low Carbon Fuel Standards (LCFS) has led to the substantial displacement of petroleum-based diesel (CEC 2023a). As shown in Figure 3.16-3, the population of electric and hydrogen-powered heavy-duty vehicles in California increased between 2022 and 2023.

Improvements in vehicle engine efficiency and the increasing use of zero-emission vehicles and renewable fuels will lead to reductions in the consumption of petroleum-based gasoline and diesel within the transportation sector. The legislatively mandated transition to zero-emission vehicles will contribute to increases in hydrogen and electricity consumption. As discussed in the Regulatory Setting, the State's Renewables Portfolio Standard (RPS) requires that an increasing percentage of electricity retail sales be served by renewable sources. Increasing the number of electric vehicles will therefore support decarbonization of the transportation sector.

Figure 3.16-3: Number of Heavy-Duty Vehicles by Fuel Type



Source: California Energy Commission (CEC). 2023j. ZEV and Infrastructure Stats Data. Website: www.energy.ca.gov/files/zev-and-infrastructure-stats-data (accessed February 2025).

3.16.2.2 Local Energy Resources and Consumption

At the local level, electricity and natural gas consumption in Los Angeles County were both approximately 24 percent of the statewide totals in 2022 (CEC 2023f). In total, 3,039 million gallons of gasoline and 290 million gallons of diesel were sold in Los Angeles County in 2023, which were 22 percent of statewide gasoline sales and 13 percent of statewide diesel sales (CEC 2023g).[2]

The population of zero-emission vehicles in Los Angeles County is increasing. In 2010, zero-emission vehicles comprised less than 1 percent of the total light-duty vehicle population in the county. In 2023, zero-emission vehicles comprised about 5.2 percent of the total light-duty vehicle population (CEC 2023c). There are currently 60,536 public and shared private electric vehicle chargers in Los Angeles County and 26 operational or planned hydrogen refueling stations (CEC 2023h, 2023i).

3.16.2.3 Project Area Conditions

The Project Area includes lighting along the freeway but does not currently include any transportation system management (TSM) elements. Los Angeles Department of Water and Power (LADWP) provides electric service to all of the Project Area except in the vicinity of the Veterans Affairs Medical Center West Los Angeles, which has electricity provided by

[2] Fuel consumption data are based on survey responses from retail fuel outlets that are required to report to the CEC, with 2 percent to 5 percent of retail fuel outlets estimated to be unresponsive.

Southern California Edison (SCE). Both LADWP and SCE have a diverse mix of energy-generating resources, with 35 percent of LADWP's retail electricity delivered in 2021 from RPS-eligible renewable resources and 31.4 percent of SCE's retail electricity in 2020. Additional details regarding existing conditions in the Project Area that affect energy usage, including existing traffic conditions, vehicle mix, and pavement surfaces, are included below.

Existing Roadway and Traffic Conditions

The segment of I-405 within the Project limits was originally constructed between 1958 and 1963 as an eight-lane facility consisting of four 12-foot-wide lanes in each direction, 8- to 10-foot-wide outside shoulders, and a 22-foot-wide median. The existing lane widths were reduced to 11 feet, and the median was used to accommodate the addition of mixed-flow lanes (MFL) in each direction through a restriping project in 1985. An 11-foot-wide HOV lane was added to southbound I-405 in 2002 from north of Burbank Boulevard to Waterford Street, and in 2007 from Waterford Street to the I-10/I-405 interchange. In 2015, a 12-foot-wide HOV lane was added to northbound I-405 from north of Burbank Boulevard to the I-10/I-405 interchange. As part of that project, portions of the facility were also widened in the northbound and southbound directions to provide standard lane widths, medians and shoulders.

The existing northbound freeway, from I-10 to US-101, has a standard 12-foot-wide HOV lane, five to six standard 12-foot-wide MFL, a standard 11-foot-wide half median, and a 10-foot-wide outside shoulder except at the I-10/I-405 interchange and spot locations where non-standard lane, shoulder, and median widths exist.

The existing southbound freeway from US-101 to I-10 has a standard 12-foot-wide HOV lane, four to five standard 12-foot-wide MFL, a standard 11-foot-wide half median, and a standard 10-foot-wide outside shoulder except at the I-10/I-405 interchange and significant locations where non-standard lane, shoulder, and median widths exist.

There are 57 bridge crossings within the Project limits, including 10 overcrossing (OC) structures, 27 undercrossing (UC) structures, and 1 channel. The remaining structures are adjacent to the mainline.

Within the Proposed Project area, I-405 is mostly constructed on fill between I-10 and the Getty Center interchange, and in cut between the Getty Center interchange and US-101. The Project segment is on level and rolling terrain and is also adjacent to light industry, governmental, commercial, residential, and recreational facilities.

Several facilities are substantial constraints to the widening of I-405 between I-10 and US-101, including the Salvation Army Low Income Housing near Wilshire Boulevard, the Veterans Affairs Medical Center at Wilshire Boulevard, the Veterans Administration Center and Federal Office Building at Wilshire Boulevard, the Los Angeles National Cemetery at Wilshire Boulevard and Sepulveda Boulevard, and the Getty Center.

A segment of the Project crosses an area overseen by the Santa Monica Mountains Conservancy. Widening is also constrained by high, steep side slopes along northbound I-405 between the Getty Center interchange and Skirball Center Drive.

Table 3.16.1 lists the existing traffic AADT, both for all total vehicles and for trucks, the truck percentage of total traffic, and the average speeds for the peak and off-peak hours.

Table 3.16.1: Summary of Existing Traffic Conditions

Scenario / Analysis Year	Direction / Lane Type	AADT		Percent Truck	VMT	Average Speed During Peak Travel (mph)	Average Speed During Off-Peak Travel (mph)
		Total	Truck				
Existing / Baseline Year 2019	NB / GP	115,042	5,343	5%	1,756,800	36	48
	NB / ML	14,729	0	0%	217,300	39	57
	SB / GP	112,993	5,324	5%	1,754,800	43	48
	SB / ML	16,162	0	0%	242,800	42	57

Source: Derived from the *Traffic Operations Analysis Report (TOAR)* (WSP, January 2025).
AADT = average annual daily traffic
GP = general purpose lane
ML = managed lane
mph = miles per hour
NB = northbound
SB = southbound
VMT = vehicle miles traveled

Existing Vehicle Mix

This I-405 corridor and the local roadways affected by the Project are in Los Angeles County. Table 3.16.2 provides a summary of existing (2022) average daily traffic and truck volumes on the analyzed portions of the I-405 corridor, including the I-405/I-10 interchange, the I-405/California State Route (RTE.) 2, the Santa Monica Boulevard interchange, and the I-405/RTE. 101 interchange.

Table 3.16.2: Existing (2022) Traffic Conditions in the Project limits

Roadway	AADT	Truck Volume	Percentage of Trucks
I-405 / I-10 Interchange	312,000	8,737	2.80
I-405 /SR-2 Santa Monica Boulevard Interchange	292,000	10,103	3.46
I-405 / US-101 Interchange	267,000	9,238	3.46

Source: Traffic Census Program (Caltrans 2022).
AADT = annual average daily traffic
Caltrans = California Department of Transportation
I-10 = Interstate 10
I-405 = Interstate 405
SR-2 = State Route 2
US-101= U.S. Highway 101

Information on the fleet fuel mix using the Project transportation facilities is not available. However, I-405 is part of the State Highway System and serves regional traffic demand. The fleet mix of Los Angeles County is therefore likely representative of the vehicles that travel on I-405 and local roadways affected by the Project. Table 3.16.3 summarizes the percentage of vehicles by fuel type in Los Angeles County under existing (2022) conditions.

Table 3.16.3: Existing (2022) Percentage of Vehicles by Fuel Type in Los Angeles County

Fuel Type	Percentage of Vehicle Population
Gasoline	97%
Diesel	3%
Electric	<1%
Natural Gas	<1%
Hydrogen	<1%

Source: CARB Emission Factor Model Version 2021 (EMFAC2021).
CARB = California Air Resources Board

Existing Pavement Conditions

Pavement conditions can influence vehicle fuel consumption. For example, a poor driving surface can increase friction and contribute to an increase in fuel consumption. The *Preliminary Materials Report* (August 2023) for the Project included a visual survey of existing pavements for the Project area. This survey found that the roadway surface was in good condition overall with clearly visible road markings. The existing pavement surface currently consists of doweled concrete pavement along the mainline and shoulder. Portland cement concrete traffic barriers were present along the median separating northbound and southbound traffic. The current condition of the pavement supports minimal energy consumption due to the good driving surface.

3.16.3 Environmental Consequences

The energy analysis included below addresses direct and indirect energy consumption, which in the context of project-level transportation planning, is defined as follows:

- Direct energy involves all energy consumed by vehicle propulsion (e.g., automobiles, trains, airplanes). This energy consumption is a function of traffic characteristics such as VMT (traffic volume x distance traveled), speed, vehicle mix, and thermal value of the fuel being used.
- Indirect energy is all the remaining energy needed to construct, operate, and maintain the roadway.

On a much larger scale, many energy users contribute indirectly to the energy consumption of a transportation system, but these are difficult to reliably quantify at the individual project level. These energy users include those that refine raw materials into products such as vehicles or roads; explore for and refine oil into various fuels; construct and maintain dams, power plants, transmission lines, fuel distribution systems, train stations, and airports; and many others. Such factors are often studied in energy life cycle or carbon footprint analyses and are beyond the scope of the project-level transportation energy analysis.

Analysis results are given in terms of the energy volumes and British thermal units (BTU). The units for energy volume depend on the energy type. For example, diesel and gasoline consumption is reported in terms of gallons of each fuel type, whereas electricity consumption is reported in terms of kilowatt-hours (kWh). The fuel unit for natural gas is standard cubic feet (scf). BTU is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level. Because other units of energy can be converted into equivalent BTU, the BTU is used as a basis for comparing the consumption of different types of energy resources.

Table 3.16.4 shows the BTU conversions for the energy types evaluated in this report. Note that CT-EMFAC version 2021 reports fuel consumption for natural gas as diesel equivalent gallon (DEG). A DEG has an equivalent energy content to a gallon of diesel fuel. A DEG of natural gas can be converted to scf using a conversion factor of 144 scf per DEG (Caltrans 2021b).

Table 3.16.4: BTU Conversions by Project Energy Type

Energy Type	Energy Unit	Equivalent BTU
Electricity	kWh	3,412
Gasoline	gallon	120,214
Diesel	gallon	137,381
Natural Gas	scf	1,036

Source: United States Energy Information Administration (2023c).
BTU = British thermal units
kWh = kilowatt-hours
scf = standard cubic feet

3.16.3.1 Short-Term Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Indirect Energy

Indirect energy includes fuel consumed during construction and for maintenance. The following sections analyze each of these types of indirect energy.

Construction

Construction of the Build Alternatives would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. Temporary construction trailers and site lighting would also consume electricity (kWh).

The construction energy used was estimated for the Build Alternatives using Caltrans' California Construction Emissions Tools 2021 (CAL-CET2021), Version 1.0, which is consistent with the guidance provided by Caltrans for evaluating construction impacts from roadway projects. Gasoline, diesel, and electricity consumption during construction were converted to BTU using the heat content of each fuel, as shown in Table 3.16.4. The CAL-CET2021 results were used to quantify construction-related energy usage generated by construction of the Build Alternatives and are presented in Tables 3.16.5.

Table 3.16.5: Construction Fuel and Electricity Consumption and Indirect Energy by Build Alternative and Year

Alternative and Construction Year	Gasoline	Diesel	Electricity (kWh)	Indirect Energy (million BTU)
2028 Alternative 2	16,566	92,158	12,922	14,696
2029 Alternative 2	58,290	266,048	55,998	43,748
2030 Alternative 2	59,392	123,769	60,217	24,349
Total Alternative 2	**134,248**	**481,974**	**129,137**	**82,793**
2028 Alternative 3	23,902	132,079	18,784	21,083
2029 Alternative 3	108,826	590,782	116,030	94,640
2030 Alternative 3	78,405	263,530	90,959	45,940
2031 Alternative 3	117,816	216,323	153,349	44,405
Total Alternative 3	**328,950**	**1,202,714**	**379,123**	**206,068**
2028 Alternative 5	21,052	116,262	16,539	18,559
2029 Alternative 5	95,840	520,107	102,206	83,323
2030 Alternative 5	69,015	231,952	80,061	40,435
2031 Alternative 5	103,737	190,357	134,927	39,082
Total Alternative 5	**289,643**	**1,058,677**	**333,732**	**181,400**

Source: CAL-CET2021, Compiled by LSA (February 2025).
Note: Refer to Appendix C of the *Energy Analysis Report* for the CAL-CET2021 output.
BTU = British thermal units
kWh = kilowatt-hours

As indicated above, energy use associated with construction of Alternative 2 is estimated to result in the short-term consumption of 134,248 gallons from gasoline-powered equipment, 481,974 gallons from diesel-powered equipment, and 129,137 kilowatt-hours (kWh) from construction equipment, trailers, and lighting. Construction of Alternative 3 is estimated to result in the short-term consumption of 328,950 gallons from gasoline-powered equipment, 1,202,714 gallons from diesel-powered equipment, and 379,123 kWh from construction equipment, trailers, and lighting. Construction of Alternative 5 is estimated to result in the short-term consumption of 289,643 gallons from gasoline-powered equipment, 1,058,677 gallons from diesel-powered equipment, and 333,732 kWh from construction equipment, trailers, and lighting. These energy use estimates represent a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete.

All construction contracts include Caltrans Standard Specifications related to air quality. Sections 7-1.02A, General, and 7 1.02C, Emissions Reduction, require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle criteria pollutant emissions also help reduce energy consumption. As required by Caltrans, should a build alternative be identified as the preferred alternative, the following Project Features (PF) would be implemented during construction activities.

PF-AQ-1 The Contractor shall comply with the Caltrans' Standard Specifications in Section 14-9 (2023b) for reducing impacts from construction activities. Section 14-9.02 specifically requires compliance by the Contractor with all applicable air-pollution-control rules, regulations, and ordinances related to air quality, including air quality management district's rules and regulations.

PF-AQ-2 The Contractor shall use Tier 4 interim or Tier 4 final engines for off-road diesel-fueled vehicles subject to 13 California Code of Regulations Section 2449 instead of the use of lower tiered engines.

Implementation of the following standardized measures, some of which may also be required for other purposes such as storm water pollution control, would reduce energy impacts resulting from construction activities. Please note that although these standardized measures are anticipated to reduce construction-related energy use, the reductions from these and from PF-AQ-1 cannot be quantified at this time.

- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations, Title 17, Section 93114.
- Environmentally sensitive areas will be established near sensitive receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.

Table 3.16.6 shows the construction emissions with implementation of Project Feature PF-AQ-2 for each of the Build Alternatives.

Table 3.16.6: Construction Fuel and Electricity Consumption and Indirect Energy with Project Features by Build Alternative and Year

Alternative and Construction Year	Gasoline	Diesel	Electricity (kWh)	Indirect Energy (million BTU)
2028 Alternative 2	16,566	92,196	12,922	14,702
2029 Alternative 2	58,290	266,145	55,998	43,762
2030 Alternative 2	59,392	123,767	60,217	24,348
Total Alternative 2	**134,248**	**482,108**	**129,137**	**82,812**
2028 Alternative 3	23,902	132,130	18,784	21,090
2029 Alternative 3	108,826	591,068	116,030	94,680
2030 Alternative 3	78,405	263,554	90,959	45,943
2031 Alternative 3	117,816	216,299	153,349	44,402
Total Alternative 3	**328,950**	**1,203,051**	**379,123**	**206,114**
2028 Alternative 5	21,052	116,307	16,539	18,565
2029 Alternative 5	95,840	520,359	102,206	83,357
2030 Alternative 5	69,015	231,973	80,061	40,438
2031 Alternative 5	103,737	190,335	134,927	39,079
Total Alternative 5	**289,643**	**1,058,974**	**333,732**	**181,441**

Source: CAL-CET2021, Compiled by LSA (February 2025).
Note: Refer to Appendix C of the *Energy Analysis Report* for the CAL-CET2021 output.
BTU = British thermal units
kWh = kilowatt-hours

The indirect energy consumed during construction of any of the Build Alternatives would be temporary and would not result in a permanent increase in statewide annual energy consumption. Moreover, construction design features would help conserve energy. A TMP would be developed and implemented in accordance with the 2023 Caltrans Standard Specifications and must comply with the California Manual on Uniform Traffic Control Devices, Part 6, Temporary Traffic Control (Caltrans 2023c). An effective TMP would reduce gasoline consumption by limiting traffic congestion and reducing the length of detours. In addition, implementation of Standard Specifications 6-1.03, 14-9, and 14-10 (see PF-AQ-1) would reduce diesel fuel consumption. Construction contractors would also be required to comply with State regulations, which require the use of renewable diesel fuel beginning in 2024. Therefore, the Build Alternatives would not result in an inefficient, wasteful, and unnecessary consumption of energy due to construction.

Maintenance

Long-term maintenance of the various roadways within the Project Corridor would occur under the Build Alternatives. Indirect energy would be consumed by equipment and vehicles required for preventive and corrective maintenance. These activities would require gasoline and diesel equipment, such as trimmers and pavers and light-duty work trucks would be required for site access.

The improvements proposed under the Build Alternatives would reduce the frequency of required maintenance, compared to the No Build Alternative and existing conditions. Thus, implementation of any of the Build Alternatives would reduce indirect maintenance energy compared to the No Build Alternative and existing conditions. Therefore, the Build Alternatives would not result in an inefficient, wasteful, and unnecessary consumption of energy due to maintenance.

No Build Alternative (Alternative 1)

The No Build Alternative (Alternative 1) would not result in the construction of any improvements to I-405 in the Project Corridor except for ongoing and planned projects. Regular maintenance of I-405 occurs under existing conditions and would continue under the No Build Alternative. However, because I-405 would not be improved under the No Build Alternative, the frequency of required maintenance would likely increase under the No Build Alternative, resulting in additional energy consumption. Newer and more fuel-efficient equipment and vehicles, including zero-emissions vehicles, are anticipated to operate in the future due to energy policies and legislation. This more efficient maintenance fleet has the potential to reduce or offset additional energy consumption from increased maintenance activity under the No Build Alternative, relative to existing conditions and, therefore, would not result in temporary impacts to energy.

3.16.3.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Indirect Energy (Operations)

Operation of streetlights consumes electricity. These lights are required to manage traffic and provide safe driving conditions. Under the Build Alternatives (Alternatives 2, 3, and 5), additional street lighting may require replacement wherever light poles require relocation.

Light-emitting diode (LED) fixtures would be used wherever streetlights are installed or replaced. LED street lighting consumes up to 70 percent less energy per year as compared to incandescent bulbs (The Climate Group 2023). Under the No Build Alternative, less-efficient technology would continue to be used in area lighting for a longer period. Thus, despite the net increase in the number of street lights, the Build Alternatives have been designed to conserve energy with LED fixtures, resulting in an overall lower consumption of indirect energy for the same amount of lighting. Compared to existing (2019) conditions, a greater percentage of electricity consumed by the Build Alternatives under both future year conditions would be renewably sourced due to the State's Renewables Portfolio Standard (RPS). Therefore, the Build Alternatives would not result in an inefficient, wasteful, and unnecessary consumption of indirect energy due to operation.

Direct Energy (Mobile Sources)

The purpose of the Build Alternatives is to improve traffic conditions within the Project Corridor, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose lanes, increase person throughput, and apply technology to help manage traffic. Annual fuel consumption was estimated using traffic data for the Project region and emission rates from the Caltrans Emissions Factors Model (CT-EMFAC2021), which uses emission factors developed by the California Air Resources Board (CARB) in its Emission Factor Model, Version 2021 (EMFAC2021).

Direct energy calculations for transportation projects are informed by VMT and traffic operating conditions (e.g., travel speeds). Table 3.16.7 summarizes annual VMT for the Project study area under existing (2019), opening (2030), and design (2050) year conditions (see Appendix B-1 of the *Energy Analysis Report* for the detailed traffic data). As shown in the table, VMT under existing conditions are lower than projected for future year conditions with or without the Build Alternatives. The increase in VMT can be attributed to expected population growth and increased employment in the region.

Table 3.16.7: Operational Vehicle Miles Traveled by Alternative and Study Year

Scenario /Alternative Analysis Year	Annual VMT (miles)	VMT Change from 2019 Existing (% Change)	VMT Change from No Build (% Change)
2019 Existing Conditions	1,378,179,900	N/A	N/A
2030 No Build Alternative	1,410,346,800	32,166,900 (2.3%)	N/A
2030 Alternative 2	1,430,472,800	52,292,900 (3.8%)	20,126,000 (1.4%)
2030 Alternative 3	1,453,617,700	75,437,800 (5.5%)	43,270,900 (3.1%)
2030 Alternative 5	1,434,185,700	56,005,800 (4.1%)	23,838,900 (1.7%)
2050 No Build Alternative	1,492,342,900	114,163,000 (8.3%)	N/A
2050 Alternative 2	1,497,443,800	119,263,900 (8.7%)	5,100,900 (0.3%)
2050 Alternative 3	1,549,389,700	171,209,800 (12.4%)	57,046,800 (3.8%)
2050 Alternative 5	1,503,967,400	125,787,500 (9.1%)	11,624,500 (0.8%)

Source: Compiled by LSA using detailed traffic data from WSP (September 2024).
N/A = not applicable
VMT = vehicle miles traveled

Vehicle fuel consumption for the analysis conditions was estimated based on vehicle types (e.g., automobiles, light-duty trucks) traveling within the Project area using the CT-EMFAC2021 model (see Appendix B-2 of the *Energy Analysis Report*), which relies on emission and fuel use factors from the EMFAC2021 model. The EMFAC2021 model was used to develop the fleet mix by fuel type. Fleet data are available for the years from 2019 through 2022. These data were extrapolated to develop a 2030 and 2050 fleet mix. See Appendix B-3 of the *Energy Analysis Report* for the EMFAC2021 fleet mix worksheets. Daily gallons of gasoline and diesel fuel, diesel-equivalent gallons of natural gas, and kilowatt-hours (kWh) of electricity consumption were directly obtained from the CT-EMFAC2021 model output. These were converted to annual consumption rates by multiplying by 347 per CARB methodology (CARB 2008). Table 3.16.8 presents the estimated direct fuel consumption for the analysis conditions.

Table 3.16.8: Annual Vehicle Fuel, Natural Gas, and Electricity Consumption by Alternative and Study Year

Scenario / Analysis Year	Gasoline (million gallons)	Diesel (million gallons)	Natural Gas (million diesel-equivalent gallons)	Electricity (million kWh)
2019 Existing Conditions	55	5.0	0.55	6.8
2030 No Build Alternative	43	4.2	0.43	39.3
2030 Alternative 2	43	4.3	0.42	39.4
2030 Alternative 3	44	4.3	0.42	40.3
2030 Alternative 5	45	4.3	0.44	40.3
2050 No Build Alternative	39	4.0	0.16	78.4
2050 Alternative 2	39	4.0	0.16	78.5
2050 Alternative 3	40	4.1	0.16	82.1
2050 Alternative 5	40	4.1	0.16	80.0

Source: Caltrans Emissions Factors Model Version 2021 (CT-EMFAC2021).
Refer to Appendix B-2 of the *Energy Analysis Report* for the CT-EMFAC2021 model output.
Annual energy rates derived from daily rates multiplied by 347, per CARB methodology (CARB 2008).
CARB = California Air Resources Board
kWh = kilowatt-hours

As discussed above, direct energy can be represented in terms of thermal value, known as BTU. Gasoline, diesel, natural gas, and electricity consumption reported in Table 3.16.8 were converted to BTU using the heat content of each fuel, as shown previously in Table 3.16.4. Table 3.16.9 summarizes the annual direct energy for each of the analysis conditions.

Table 3.16.9: Annual Direct Energy Use by Alternative and Study Year

Alternative and Study Year	Direct Energy (million BTU)	Direct Energy Change from 2019 Existing (% Change)	Direct Energy Change from No Build (% Change)
2019 Existing Conditions	7,393,486	N/A	N/A
2030 No Build Alternative	5,971,599	-1,421,887 (-19%)	N/A
2030 Alternative 2	5,967,940	-1,425,546 (-19%)	-3,659 (-0.1%)
2030 Alternative 3	6,119,677	-1,273,809 (-17%)	148,078 (2.5%)
2030 Alternative 5	6,145,830	-1,247,656 (-17%)	174,231 (2.9%)
2050 No Build Alternative	5,581,727	-1,811,759 (-25%)	N/A
2050 Alternative 2	5,533,015	-1,860,471 (-25%)	-48,712 (-0.9%)
2050 Alternative 3	5,739,922	-1,653,564 (-22%)	158,195 (2.8%)
2050 Alternative 5	5,677,344	-1,716,142 (-23%)	95,617 (1.7%)

Sources: CARB Emission Factor Model Version 2021 (CT-EMFAC2021); United States Energy Information Administration (2023).
BTU = British thermal units
CARB = California Air Resources Board
N/A = not applicable

Compared to Existing (2019) conditions, operation of any of the Build Alternatives or the No Build Alternative under both Opening and Horizon Year conditions would decrease direct energy. These results are largely due to factors external to the Project, though somewhat due to increased efficiency in vehicle operations from the Project. The decrease in direct energy would occur even with the background growth in VMT, as shown in Table 3.16.7. The growth in opening (2030) year VMT over existing conditions VMT is from 2 to 5 percent, whereas the direct energy used would be reduced by 17 to 19 percent, depending on the alternative. The growth in design (2050) year VMT over existing conditions is from 8 to 13 percent, whereas the direct energy used would be reduced by 22 to 25 percent, depending on the alternative. These trends are attributed to future improvements in vehicle fuel economy and penetration of more efficient electric vehicles stemming from various energy policies and legislation, as discussed in the Regulatory Setting.

Alternative 2 would convert the existing HOV lane in each direction to an ExpressLane without adding capacity. Alternatives 3 and 5 propose an additional high-occupancy toll (HOT) or HOV lane in each direction for more than 13 miles through numerous residential areas, adding substantial new capacity. However, implementation of any of the Build Alternatives would improve traffic flow during peak travel demand periods and reduce stop-and-go conditions. Vehicles traveling at free-flow speeds are more fuel efficient. Therefore, operational improvements that smooth traffic flow and decrease traffic congestion, such as those proposed under the Build Alternatives, improve vehicle fuel economies. This in turn results in a more efficient use of energy, which is reflected in Table 3.16.9. As shown in that table, even with increased VMT, direct energy use by Alternative 2 under both future year conditions is expected to decrease compared to the No Build Alternative. Alternative 3 VMT would increase by 3.1 and 4.1 percent from the No Build Alternative for 2030 and 2050, respectively, but the direct energy use would only increase by 2.5 and 2.8 percent,

respectively. Alternative 5 VMT would increase by 2.5 and 1.6 percent from the No Build Alternative for 2030 and 2050, respectively, but the direct energy use would increase by 2.9 and 1.7 percent, respectively. Thus, Alternatives 2 and 3 show sufficient efficiency improvements to increase direct energy use percentages less than their VMT percent increases. The efficiency improvements associated with Alternative 5 would not be sufficient to offset the increase in VMT; therefore, the percentage increase in direct energy use would exceed the percentage increase in VMT.

As described in the *Traffic Operations Analysis Report* (TOAR), the projected improved traffic operations would increase in traffic volumes while also increasing the average speeds of vehicles during peak hours and off-peak hours. Additionally, as shown in the TOAR Intersection LOS Performance tables, the projected average delay would decrease for all scenarios.

Although Transportation System Management (TSM) and Transportation Demand Management (TDM) measures alone do not satisfy the purpose and need of the Project, TSM and TDM measures are beneficial and are incorporated into the Build Alternatives.

The following TSM measures have been incorporated into Build Alternatives:

- Ramp metering
- Intelligent Transportation Systems
- California Highway Patrol (CHP) observation and enforcement areas
- Public transit to mitigate for VMT impacts

TDM measures incorporated into Build Alternatives would promote and encourage ridesharing and public transit such as Bus Rapid Transit, through mitigation of future HOV degradation.

The following TDM measures have been incorporated into the Build Alternatives:

- The ExpressLane use would be incentivized for carpool, transit users, electric and clean-emissions vehicles (e.g., discounted, partial, or full subsidized fare).
- Potential excess toll revenue would be allocated to fund projects and programs to reduce VMT, such as:
    - Outreach and education regarding ridesharing, transit travel, and multimodal opportunities;
    - Outreach and education regarding alternative work schedule programs and telecommuting; and
    - Generating sustainable funding to support ongoing operations and promoting transit equity programs.

The Build Alternatives would also facilitate travel for commercial buses and tourist buses to and from tourist destinations within the Project area.

Ultimately, the travel time improvements achieved by reduced congestion under any of the Build Alternatives would enhance systemwide operational productivity and associated energy efficiency.

No Build Alternative (Alternative 1)

As shown in Table 3.16.8, above, the annual diesel fuel and gasoline fuel consumption for the Existing (2019) condition would be higher than the No Build Alternative and all of the Build Alternative conditions. Alternative 3 in 2030 and 2050 and Alternative 5 in 2030 would consume increased diesel fuel compared to the No Build Alternative. Additionally, Alternatives 3 and 5 would result in an increase in gasoline fuel consumption compared to the No Build Alternative.

Other current or planned projects are subject to discretionary review to ensure that long-term energy impacts would be evaluated and appropriate Project Features and avoidance, minimization, and/or mitigation measures would be incorporated into project design. Therefore, the No Build Alternative would not result in permanent adverse energy impacts.

3.16.3.3 Total Energy

Table 3.16.10 summarizes total energy consumption for the analysis conditions. Compared to existing (2019) conditions, operation of any of the Build Alternatives or the No Build Alternative under both future year conditions would decrease total energy. Compared to the No Build Alternative, total energy use by any Build Alternative under both future year conditions is expected to increase. Direct energy represents the majority of energy consumption under any Build Alternative. Construction activities would result in an additional one-time consumption of 82,793 to 206,068 BTUs of indirect energy, depending on the alternative (see Tables 3.16.5 and 3.16.6).

Table 3.16.10: Annual Total Energy Use by Alternative and Study Year

Alternative and Study Year	Total Energy (million BTU)	Total Energy Change from 2019 Existing (% Change)	Total Energy Change from No Build (% Change)
2019 Existing Conditions	7,393,486	N/A	N/A
2030 No Build Alternative	5,971,599	-1,421,887 (-19%)	N/A
2030 Alternative 2	6,050,734	-1,342,753 (-18%)	79,134 (1.3%)
2030 Alternative 3	6,325,745	-1,067,741 (-14%)	354,146 (5.9%)
2030 Alternative 5	6,327,230	-1,066,256 (-14%)	355,631 (6.0%)
2050 No Build Alternative	5,581,727	-1,811,759 (-25%)	N/A
2050 Alternative 2	5,615,808	-1,777,678 (-24%)	34,081 (0.6%)
2050 Alternative 3	5,945,990	-1,447,496 (-20%)	364,263 (6.5%)
2050 Alternative 5	5,858,744	-1,534,742 (-21%)	277,017 (5.0%)

Source: CARB Emission Factor Model Version 2021 (CT-EMFAC2021); United States Energy Information Administration (2023c); Derived from the *Traffic Operations Analysis Report* (TOAR) (WSP, January 2025).
Note: N/A = comparison not applicable. Total values may not add from the individual components in prior tables due to rounding.
BTU = British thermal units
N/A = not applicable

As shown in Table 3.16.10, the total energy consumption of any of the Build Alternatives would be lower than the existing (2019) conditions even with the background growth in VMT. However, all Build Alternatives would result in total energy consumption increases compared to the No Build Alternative, resulting from greater background VMT increases in both 2030 and 2050. The total energy consumed (the combination of Build Alternative construction, I-405 maintenance, and I-405 operations) would not result in a permanent increase in statewide annual energy consumption.

Maintenance of any of the Build Alternatives would require equipment and vehicles that consume gasoline and diesel. The frequency of long-term maintenance of the various roadways within the Project area would be reduced with implementation of any of the Build Alternatives. Thus, implementation of the Build Alternatives would reduce maintenance energy relative to the No Build Alternative. Operational lighting energy would likewise decrease under any of the Build Alternatives compared to the No Build Alternative. This is because LED fixtures would be used wherever streetlights are installed or replaced.

3.16.4 Consistency with Energy Regulations, Policies, and Legislation

Federal, state, and local energy policies, regulations, and plans applicable to the transportation sector and the Proposed Project are summarized in the Regulatory Setting. At a broad level, the regulatory context for energy resources targets energy efficiency (i.e., using less energy for the same amount of power) and renewable resources (i.e., reducing consumption of non-renewable resources, such as fossil fuels). Energy-efficient projects that incorporate conservation measures facilitate long-term energy planning and avoid the need for unplanned or additional energy capacity. Projects that support renewable energy, either directly (e.g., installing electric vehicle chargers, shifting the mode of travel to active forms of transportation) or indirectly (by complying with State and local renewable standards), reduce consumption of non-renewable resources and accelerate statewide decarbonization efforts.

The Build Alternatives would improve travel time reliability within the Project Corridor and improve traffic flow by reducing congestion and increasing vehicle speeds. As discussed in the Direct Energy Section, vehicles traveling at free-flow speeds are more fuel efficient. Alternatives 2 and 3 show sufficient efficiency improvements to increase total energy use percentages less than their VMT percent increases. The efficiency improvements in Alternative 5 would not be sufficient to result in total energy use increase percentages that would be less than the VMT percentage increases in 2030 but by 2050 Alternative 5 would show sufficient efficiency improvements to offset the VMT percent increases. The design and direct energy conservation features of all Build Alternatives are therefore consistent with energy regulations and policies promoting energy efficiency and renewable energy.

The indirect energy expenditure required for construction of any of the Build Alternatives would be necessary to achieve the direct energy benefits discussed above. While indirect energy would be consumed during construction, design features and best management practices would be implemented to conserve energy and reduce diesel fuel consumption (refer to the Indirect Energy Section under Construction). Future maintenance equipment would use renewable diesel, consistent with the State's In-Use Regulation. The new and replaced street lights would use LED fixtures, thus achieving operational improvements in energy efficiency. The design and indirect energy conservation features are therefore consistent with energy regulations and policies promoting energy efficiency and renewable energy.

The No Build Alternative would not be consistent with regional and local policies since there would be no decrease in traffic congestion, and operational, mobility, and travel time conditions (mainline, interchanges, and ramps) would continue to deteriorate, resulting in less efficient use of direct energy.

3.16.5 Avoidance, Minimization, and/or Mitigation Measures

The Federal Highway Administration (FHWA) requires a project to incorporate measures to mitigate adverse impacts caused by the action and requires the project applicant to be responsible for the implementation of the measures (23 Code of Federal Regulations 771).

3.16.5.1 Direct Energy

No avoidance, minimization, and/or mitigation measures are required, as none of the Build Alternatives would produce substantial direct energy impacts. However, the Build Alternatives would include the following measures to minimize energy use.

3.16.5.2 TSM/TDM Measures

Transportation Systems Management (TSM) measures support improvements in traffic flow, increasing traffic efficiencies. TSM measures have associated benefits to reducing energy use through reducing travel times and idling times. Transportation Demand Management (TDM) or simply demand management, is defined as a set of strategies aimed at maximizing traveler choices. TDM measures are measures designed to reduce traffic by influencing travel behaviors and providing alternatives to driving passenger vehicles with individual occupants. TDM measures support reductions in energy use through reducing traffic volumes. TSM and TDM measures have been incorporated into the Build Alternatives where feasible.

TSM measures incorporated into the Build Alternatives include:

- Ramp metering
- Intelligent Transportation Systems
- CHP observation and enforcement areas
- Improved freeway operations for public transit to mitigate for VMT impacts

TDM measures incorporated into Alternatives 2 and 3 include:

- ExpressLanes would be incentivized for carpool, transit users, electric and clean-emissions vehicles (e.g., discounted, partial, or full subsidized fare)

3.16.5.3 VMT Measures

The Proposed Project alternatives would include measures that will reduce VMT and that would reduce operational energy use. Refer to Chapter 4, CEQA Evaluation.

3.16.5.4 Indirect Energy

Project Feature PF-AQ-1 (Contractor shall comply with the Caltrans' Standard Specifications) would reduce energy impacts resulting from construction activities. The construction would include staging to reduce detour- and construction-related traffic congestion, thus minimizing energy impacts. Table 3.16.11 lists GHG emissions reduction measures implemented as minimization measures that would reduce construction energy use.

Many of the operational measures in Table 3.16.11 can be considered measures to address indirect energy use, such as "Install solar power source to supply power to highway facility

components or buildings” and “Install urban planting/vegetation, especially canopy trees, to reduce “heat island” effects.”

Maintenance of any of the Build Alternatives would require equipment and vehicles that consume gasoline and diesel. The frequency of long-term maintenance of the various roadways within the Project area would be reduced with implementation of any of the Build Alternatives. Thus, implementation of any of the Build Alternatives would reduce maintenance energy relative to the No Build Alternative. Operational lighting energy would likewise decrease under any of the Build Alternatives compared to the No Build Alternative because LED fixtures would be used wherever streetlights are installed or replaced.

No other avoidance, minimization, and/or mitigation measures are required, as none of the Build Alternatives would produce substantial indirect energy impacts.

BIOLOGICAL ENVIRONMENT

3.17 Natural Communities

3.17.1 Regulatory Setting

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value. No designated critical habitat is located within the BSA and so is not discussed in this document. Wetlands and other waters are discussed in Section 3.18, Wetlands and Other Waters.

The City of Los Angeles Protected Tree Ordinance, Municipal Code 46.00-46.06 lists protected trees and shrubs (City of Los Angeles 2020).

Protected trees which measure 4 inches or more in cumulative diameter, 4.5 feet above the ground level at the base of the tree or diameter at breast height (DBH) include:

- Valley oak (*Quercus lobata*);
- California coast live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the scrub oak (*Quercus berberidifolia*);
- Southern California black walnut (*Juglans californica*);
- Western sycamore (*Platanus racemosa*); and
- California bay (*Umbellularia californica*).

Protected Shrubs include:

- Mexican elderberry (*Sambucus mexicana*) and
- Toyon (*Heteromeles arbutifolia*).

Section 46.02 states that “No person shall relocate or remove any protected tree or shrub, as that term is defined in Section 46.01, where the protected tree or shrub is not regulated pursuant to Article 7 of Chapter I of this Code, without first having applied for and obtained a permit from the Board of Public Works or its designated officer or employee, except as otherwise provided in Section 46.02. An application for a permit shall indicate, in a manner acceptable to the Board of Public Works, by number on a plot plan, the location of each protected tree or shrub, and shall identify each protected tree or shrub proposed to be retained, relocated or removed. If any grading is proposed that may affect the protected tree or shrub, a copy of the grading permit plan in compliance with Division 70 of Article 1 of Chapter IX of this Code shall be submitted with the application.”

Furthermore, Section 46.02 of the City of Los Angeles Municipal Code states that mitigation for the removal of such trees shall include at least two trees of a protected variety. The replacement trees shall be at least a 15-gallon container in size, measuring at least one inch in diameter as measured 1 foot above the base and be not less than 7 feet in height. The section further states that the size and number of replacement trees shall approximate the value of the tree to be replaced.

The California Senate passed the Safe Road and Wildlife Protection Act, Assembly Bill (AB) 2344 on September 20, 2022 (California Legislative Information 2022). AB 2344 requires Caltrans to identify barriers to wildlife movement and prioritize crossings when designing new roads or making road improvements. The bill prioritizes crossing projects, which can be overpasses, underpasses, culverts, and other infrastructure improvements, to prevent deadly wildlife-vehicle collisions. The bill requires Caltrans to do the following:

- In consultation with California Department of Fish and Wildlife (CDFW) and other appropriate agencies, establish an inventory of connectivity needs on the State Highway system where the implementation of wildlife passage features could reduce wildlife-vehicle collisions or enhance wildlife connectivity, as specified. The bill would require Caltrans, no later than July 1, 2024, to develop and publish the inventory and a list of funded transportation projects with wildlife passage features that address wildlife connectivity needs and would require Caltrans to update the inventory and the project list at least once every 2 years.
- For any project on the State Highway System in a connectivity area that adds a traffic lane or that has the potential to significantly impair wildlife connectivity, to perform an assessment, in consultation with CDFW, to identify potential wildlife connectivity barriers and any needs for improved permeability, as specified. The bill would require Caltrans to submit the assessment to CDFW and, if any structural barrier to wildlife connectivity exists or will be added by the project for target species in the connectivity area, would require the implementing agency to remediate barriers to wildlife connectivity in conjunction with the project. The bill would authorize Caltrans to use compensatory mitigation credits to satisfy these remediation requirements if CDFW concurs with the use of those credits.
- The bill would establish the Transportation Wildlife Connectivity Remediation Program, to be administered by Caltrans, in consultation with CDFW, for the purposes of improving wildlife connectivity across transportation systems in connectivity areas. As part of the program, the bill would require Caltrans, upon appropriation by the legislature, to develop a program of projects that supports the remediation and improvement of wildlife connectivity across transportation systems, as specified. The bill would require Caltrans, in concurrence with CDFW, to develop guidelines for the implementation of the program following one or more public workshops and an opportunity for the public to provide written comments. The bill would authorize Caltrans to receive compensatory mitigation credits for the implementation of a project in the program if CDFW concurs with the creation of those credits.

The bill would require Caltrans to update appropriate design guidance, including the *Highway Design Manual (HDM)*, by July 1, 2025, to incorporate design concepts for wildlife passage features and related standard plans and specifications as appropriate.

3.17.2 Affected Environment

The information in this section is based on the *Natural Environment Study* (February 2024) prepared for the Proposed Project.

3.17.2.1 Biological Study Area

The study area assessed for biological resources is referred to as the Biological Study Area (BSA). The BSA is approximately 1,526 acres (approximately 10 linear miles along the Interstate 405 (I-405) corridor) and is shown on Figure 3.17-1, Project Impact Area and

Biological Study Area. Figures have been included at the end of this section for readability. The BSA was established to evaluate potential direct and indirect project-related effects on sensitive biological resources. The BSA includes the permanent and temporary direct impact areas plus a buffer ranging from 270 feet up to 1,500 feet around the right-of-way (ROW) to account for potential indirect construction-related effects such as noise and vibration on specific sensitive biological resources (including jurisdictional features) under each Build Alternative. The BSA includes the existing I-405, Interstate 10 (I-10), and U.S. Highway 101 (US-101), with the northern limit of the BSA just north of the I-405 and I-101 interchange. The southern limit is just south of the I-405 and I-10 interchange.

The Project Corridor and the BSA traverse parts of the cities of Los Angeles and Culver City and the communities of Mar Vista, Palms, Sawtelle, Rancho Park, West Los Angeles, Brentwood, Westwood, Bel Air, Encino, Sherman Oaks, Lake Balboa, and Van Nuys in Los Angeles County in mostly urban settings consisting of residential, recreation, commercial, and undeveloped land uses. Prominent or natural aquatic resources (e.g., rivers, creeks, or wetlands) within the BSA include Ballona Creek, Sawtelle Channel, the Los Angeles River, and 13 unnamed natural drainages. Areas of natural vegetation in the BSA are largely limited to areas along the Santa Monica Mountains corridor. Other areas contain pockets of ornamental vegetation and ruderal areas along I-405 and surrounding residential and commercial developments.

3.17.2.2 Vegetation Communities

Vegetation communities or land cover types in the BSA include: developed, bare ground, ornamental, mixed ornamental planting, ruderal, annual brome grassland, California buckwheat scrub, California buckwheat scrub/annual grassland ecotone, coastal sage/chaparral scrub ecotone, coast live oak woodland and forest, coast live oak woodland/ornamental, California walnut groves, mixed mid elevation chaparral, elderberry woodlands, fountain grass swards, laurel sumac scrub, laurel sumac savannah, scrub grassland ecotone, mulefat scrub, mixed scrub, peppertree groves, pine woodlands, hollyleaf redberry chaparral, and sycamore woodland. The vegetation communities are discussed in further detail below and are shown on Figure 3.17-2, Vegetation and Land Cover. The acreages of the plant communities and cover types in the BSA are summarized in Table 3.17.1. Wetlands and other waters of the United States are considered sensitive communities by both federal and State agencies, but are discussed in detail in Section 3.18, Wetlands and Other Waters.

Annual Brome Grassland (Avena spp.*–- Bromus* spp. *Herbaceous Semi-Natural Alliance)*

Areas classified as annual brome grassland within the BSA consist of primarily non-native, invasive species of annual grasses and forbs dominated by wild oats and brome grasses.

Dominant species include foxtail chess (*Bromus madritensis*) and wild oats (*Avena barbata*) with lesser cover of other non-native grasses such as barnyard grass (*Echinochloa crus-galli*), Bermuda grass (*Cynodon dactylon*), and sorghum (*Sorghum bicolor*). Shrubs and trees are generally absent from these areas. Annual brome grassland occurs in patches in various places along the western and eastern sides immediately adjacent to I-405 within the BSA.

Table 3.17.1: Vegetation Communities Occurring in the Biological Study Area

Habitat Types	Total Acreage (acres)
Annual Brome Grassland	0.65
Bare Ground	7.64
California Buckwheat Scrub	0.81
California Buckwheat Scrub / Annual Grassland Ecotone	0.94
California Walnut Groves	1.18
Coast Live Oak Woodland / Ornamental	0.38
Coast Live Oak Woodland and Forest	40.00
Coastal Sage / Chaparral Scrub Ecotone	127.57
Developed	949.34
Elderberry Woodlands	0.29
Fountain Grass Swards	0.95
Hollyleaf Redberry Chaparral	2.58
Laurel Sumac Savannah	0.26
Laurel Sumac Scrub	3.71
Mixed Mid-Elevation Chaparral	8.04
Mixed Ornamental Plantings	30.73
Mixed Scrub	173.32
Mulefat Scrub	0.05
Ornamental	125.11
Peppertree Groves	2.93
Pine Woodlands	0.04
Ruderal	28.57
Scrub Grassland Ecotone	19.91
Sycamore Woodland	1.37
Total	**1,526.58**

Source: *Natural Environment Study* (2024).

Bare Ground

Areas classified as bare ground are not developed and contain little to no vegetation and appear to be regularly maintained. Bare ground occurs throughout the BSA.

California Buckwheat Scrub (Eriogonum fasciculatum Shrubland Alliance)

Areas classified as California buckwheat scrub within the BSA are dominated by California buckwheat (*Eriogonum fasciculatum*) with greater than 50 percent cover. Other species observed include lesser cover of coyote brush (*Baccharis pilularis*), California brittlebush (*Encelia californica*), and coastal goldenbush (*Isocoma menziesii)*. California buckwheat scrub occurs in patches in various places along the western and eastern sides of I-405 within the BSA.

California Buckwheat Scrub/Annual Grassland Ecotone

One area is classified as California buckwheat scrub/annual grassland ecotone within the BSA and is dominated by a mix of California buckwheat with native and non-native grasses such as foxtail chess and smilo grass (*Stipa miliacea*) interspersed within the open areas around the California buckwheat. California buckwheat scrub/annual grassland ecotone occurs in one area located along the eastern side of I-405 within the BSA.

California Walnut Groves (Juglans californica Forest & Woodland Alliance)

Areas classified as California walnut groves within the BSA are dominated by an open cover of mature California walnut (*Juglans californica*) trees, with both native and non-native shrubs and non-native grass species comprising the understory. California walnut groves

occur in small, scattered patches along the western side of Mission Dump Road and the eastern side of Skirball Center Drive within the BSA.

Coast Live Oak Woodland/Ornamental

Areas classified as coast live oak woodland/ornamental within the BSA contain a mixture of coast live oak trees and ornamental trees such as Mexican fan palm, tree of heaven, and castor bean (*Ricinus communis*). Coast live oak woodland/ornamental occurs in scattered patches in various places along the western and eastern sides immediately adjacent to I-405 within the BSA.

Coast Live Oak Woodland and Forest (Quercus agrifolia Forest & Woodland Alliance)

Areas classified as coast live oak woodland and forest within the BSA are dominated by an open cover of mature coast live oak trees (*Quercus agrifolia*), with both native and non-native shrubs and grasses comprising the understory. Subdominant species include laurel sumac, poison oak (*Toxicodendron diversilobum*) and blue elderberry (*Sambucus mexicana*), among other coastal scrub species and non-native grass species. Coast live oak woodland and forest occurs along the western and eastern sides of I-405 within the BSA.

Coastal Sage/Chaparral Scrub Ecotone (Adenostoma fasciculatum–- Salvia spp. *Shrubland Alliance)*

Areas classified as coastal sage/chaparral scrub ecotone comprise a diverse mosaic of annual and perennial herbs, forbs, and wildflowers, with at least 20 percent cover by native perennial shrubs. Within the BSA, dominant plant species in this vegetation community include California sagebrush (*Artemisia californica*), California buckwheat, black sage (*Salvia mellifera*), white sage (*Salvia apiana*), coastal prickly pear (*Opuntia littoralis*), and laurel sumac (*Malosma laurina*), along with other coastal scrub species as subdominants. Coastal sage/chaparral scrub ecotone occurs along the western and eastern sides of I-405 within the BSA.

Developed

Areas classified as developed within the BSA consist of buildings, roadways, and other paved areas that generally lack vegetative cover. Developed land cover occurs throughout the BSA.

Elderberry Woodlands

Areas classified as elderberry woodland within the BSA consist of a dense grove of blue elderberry trees with native mixed scrub and non-native grass species comprising the understory. Elderberry woodlands occur in scattered patches along the eastern side of Skirball Center Drive within the BSA.

Fountain Grass Swards (Pennisetum setaceum–- P. ciliare Herbaceous Semi-Natural Alliance)

Areas classified as fountain grass swards within the BSA are dominated by fountain grass (*Pennisetum setaceum*) with sparse cover of other non-native grasses and forbs. Fountain grass swards occur along the eastern side of I-405 immediately adjacent to North Sepulveda Boulevard.

Hollyleaf Redberry Chaparral (Prunus ilicifolia— Heteromeles arbutifolia— Ceanothus spinosus Shrubland Alliance)

One area classified as hollyleaf redberry chaparral within the BSA is dominated by greenbark ceanothus, toyon, and/or hollyleaf cherry with greenbark ceanothus often on steep and north-facing slopes. Other subdominant species of shrub canopy species include California sagebrush, California buckwheat, and black sage with sparse cover of non-native grasses. Hollyleaf redberry chaparral occurs in one area along the eastern side of Skirball Center Drive within the BSA.

Laurel Sumac Savannah

One area is classified as laurel sumac savannah within the BSA and is dominated by non-native annual grasses with a low amount of laurel sumac (less than 10 percent) interspersed throughout. Other scrub components are not present within this vegetation classification. Laurel sumac savannah occurs in a small patch located on the western side immediately adjacent to I-405 within the BSA.

Laurel Sumac Scrub (Malosma laurina Shrubland Alliance)

Areas classified as laurel sumac are dominated by laurel sumac (greater than 50 percent cover). Within the BSA, shrub canopy subdominant species include California buckwheat, black sage, and California sagebrush. Emergent trees are present at low cover including California walnut and California coast live oak. Laurel sumac scrub occurs in small, scattered patches along the eastern and western sides of I-405 within the BSA.

Mixed Mid Elevation Chaparral

Areas classified as mixed mid elevation chaparral occur on more mesic sites at higher elevations, or on north-facing slopes dominated by shrubs with thick, stiff evergreen leaves typically below 5,000 feet in elevation. Within the BSA, dominant species include chamise (*Adenostoma fasciculatum*), birchleaf mountain mahogany (*Cercocarpus betuloides*), toyon *(Heteromeles arbutifolia)*, greenbark ceanothus (*Ceanothus spinosus*), poison oak, laurel sumac, and hollyleaf cherry (*Prunus ilicifolia*). Coastal sage scrub may form the lower chaparral boundary of this habitat. Mixed mid elevation chaparral occurs along the western and eastern sides of I-405 within the BSA.

Mixed Ornamental Planting

Areas classified as mixed ornamental planting within the BSA are composed of non-native horticultural trees, shrubs, perennials, grasses, and native vegetation. Mixed ornamental planting occurs throughout the BSA.

Mixed Scrub

Areas classified as mixed scrub within the BSA consist of an even mix of common coastal sage scrub components including California buckwheat, California sagebrush, California Encelia, laurel sumac, coastal goldenbush, and lemonade berry. Other coastal sage scrub components are found within the BSA at lower densities, including coastal prickly pear, giant wild-rye, black sage, and deergrass (*Muhlenbergia rigens*). Mixed scrub occurs along the eastern and western sides of I-405 within the BSA.

Mulefat Scrub (Baccharis salicifolia Shrubland Alliance)

One area is classified as mulefat scrub within the BSA and consists of a dense stand of mulefat (*Baccharis salicifolia*), with subdominant species including coyote brush, blue

elderberry, and non-native grasses. Mulefat scrub is located in one small patch along the eastern side of I-405 within the BSA.

Ornamental

Areas classified as ornamental consist of introduced trees, shrubs, and flowers, with turf grass and other non-native grasses commonly occurring in the understory. Within the BSA, introduced ornamental plants mainly consist of Mexican fan palm (*Washingtonian robusta*), Brazilian peppertree (*Schinus terebinthifolia*), and tree of heaven (*Ailanthus altissima*), among other introduced street trees and shrubs. Ornamental planting occurs throughout the BSA.

Peppertree Groves (Schinus molle, S. terebinthifolius)— Myoporum laetum Forest & Woodland Semi-Natural Alliance)

One area is classified as peppertree groves within the BSA and is dominated by non-native Brazilian pepper trees with non-native grasses comprising the understory. Peppertree groves are located in a small patch along the eastern side of I-405, specifically west of Bel Air Crest Road.

Pine Woodlands

One area classified as pine woodlands within the BSA is dominated by ornamentally planted pines (*Pinus* sp.) in the tree canopy, with other non-native species in the understory including wattle (*Acacia* sp.) and non-native annual grasses. Pine woodlands are located along the Santa Monica Mountains corridor, specifically on the west side of I-405 north of Beverly Park Drive.

Ruderal

Areas classified as ruderal consist of disturbed areas that support a patchy distribution of non-native grasses and other invasive plant species that readily colonize ground disturbed by anthropogenic or other causes. Within the BSA, these areas are dominated by weedy or pioneering plant species including cheese weed mallow (*Malva parviflora*), white sweetclover (*Melilotus albus*), nettle leaf goosefoot (*Chenopodium murale*), Russian thistle (*Salsola tragus*), tree tobacco (*Nicotiana glauca*), Italian thistle (*Carduus pycnocephalus*), common stork's bill (*Erodium cicutarium*), non-native grasses, field mustard, and five horn bassia (*Bassia hyssopifolia*), among others. Ruderal occurs throughout the BSA.

Scrub Grassland Ecotone

Areas classified as scrub grassland ecotone within the BSA consist of open areas dominated by non-native brome grasses (*Bromus* spp.) and wild oats (*Avena barbata*), with 5 to 15 percent cover by native shrubs and no clear dominant shrub species. Scrub grassland ecotone occurs along the eastern and western sides of I-405 within the BSA.

Sycamore Woodland (Platanus racemosa— Quercus agrifolia Woodland Alliance)

Areas classified as sycamore woodland within the BSA are dominated by western sycamore trees (*Platanus racemosa*) with native shrubs and non-native grasses comprising the understory. Sycamore woodland occurs in scattered patches along the eastern and western sides of I-405 within the BSA.

3.17.2.3 Natural Communities of Special Concern

Habitats are considered to be of special concern based on (1) federal, State, or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of sensitive plants or animals occurring on site. Such sensitive habitats are designated by CDFW as natural communities of special concern. Natural communities of special concern within the BSA include: California buckwheat scrub, California buckwheat scrub/annual grassland ecotone, California walnut groves, coast live oak woodland/ornamental, coast live oak woodland and forest, coastal sage/chaparral scrub ecotone, elderberry woodlands, laurel sumac savannah, hollyleaf redberry chaparral, laurel sumac scrub, mixed mid elevation chaparral, mixed scrub, mulefat scrub, scrub grassland ecotone, and sycamore woodland. All other plant communities are not naturally occurring and therefore are not discussed further in this section.

3.17.2.4 Wildlife Corridors and Movement

Wildlife crossings are generally structural passages beneath or above roadways. “Wildlife crossing” is the umbrella term encompassing underpasses, overpasses, and culverts. All of these structures provide seminatural corridors above or below roads, and in some cases, adjacent to roads so that animals can safely cross without endangering themselves and motorists. Species of primary interest in this wildlife corridor assessment are medium-sized mammals such as coyote (*Canis latrans*), mule deer (*Odocoileus hemionus*), bobcat (*Lynx rufus*), mountain lion (*Puma concolor*), and gray fox (*Urocyon cinereoargenteus*).

Wildlife movement in the BSA has been substantially constrained for many years by I-405 and human-made barriers (e.g., lack of suitable vegetative cover, existing roadways, storm water conveyance structures, and fencing, along with the associated surrounding development). However, the BSA includes portions of the Mission Canyon Open Space, Sepulveda Pass Open Space, Getty View Park and Trailhead, Santa Monica Mountains National Recreation Area (SMMNRA), and other undeveloped areas around the Santa Monica Mountains that contain open space with access to other undisturbed lands. Portions of the Mission Canyon Open Space and the SMMNRA on the west side of I-405 correspond to natural landscape blocks as documented in the *California Essential Habitat Connectivity Project Report* (Spencer et al. 2010). The remaining portions of the BSA do not correspond to essential connectivity areas, natural landscape blocks, or potential riparian connections as documented in the *California Essential Habitat Connectivity Project Report.* The nearest natural landscape blocks to the east are approximately 8 miles near Mulholland Drive and US-101. The *South Coast Missing Linkages: A Wildland Network for the South Coast Ecoregion* (South Coast Wildlands 2008) also identifies Wildlife Linkages modeled with least-cost corridors between large, preserved habitat blocks. The Missing Linkages Project identified a linkage between the Santa Susana Mountains and the Santa Monica Mountains but did not identify a linkage within the Santa Monica Mountains.

The completed I-405 Sepulveda Pass Widening and High Occupancy Vehicle (HOV) project, which overlaps with the Project Corridor, involved the following improvements:

- Added a 10-mile HOV lane on northbound I-405 between the I-10 and US-101 freeways;
- Removed and replaced the Skirball Center, Sunset Boulevard, and Mulholland Drive Bridges;
- Realigned 27 on- and off-ramps;

- Widened 13 existing underpasses and structures; and
- Constructed approximately 18 miles of retaining walls and sound walls.

The I-405 Sepulveda Pass Widening and HOV project improvements resulted in impacts to several wildlife corridors, which were addressed in the Final Environmental Impact Report/ Environmental Impact Statement and Section 4(f) evaluation for the I-405 Sepulveda Pass Widening Project (FEIR/EIS) (Caltrans 2008). The FEIR/EIS for the I-405 Sepulveda Pass Widening Project discussed that the west side of I-405 contains large tracts of preserved native habitat blocks conducive for wildlife use, while the east side contains smaller patches of preserved habitat that are poorly connected to each other and other core areas, being separated by dense housing up the canyons, ridges, and crests. The I-405 creates a barrier to wildlife movement constraining wildlife to bottlenecks at specific locations. Coordinated meetings with Caltrans, the Santa Monica Mountains Conservancy (SMMC), and the National Park Service (NPS) identified three potential wildlife crossing locations documented in the EIR/EIS, which included: the Sepulveda Boulevard undercrossing (near the Getty View Trailhead), the Bel Air Crest Road undercrossing, and the Skirball Center Drive overcrossing. These locations are believed to provide important linkages between the wildlife habitat on the east and west sides of the almost impassable I-405 freeway through the Santa Monica Mountains. The I-405 freeway consists of lanes of traffic separated by a concrete K-rail barrier. Portions of the freeway are fenced with a 6-foot chain-link fence or other barrier and are parallel to various sections of four-lane roadways such as Sepulveda Boulevard, Skirball Center Drive, Mulholland Drive, and Getty Center Drive throughout its extent. Current daily traffic volume is 289,000 vehicles/Annual Average Daily Traffic (AADT) on I-405 between US-101 and I-10. Clevenger and Huijser (2009) suggest that high-traffic-volume roads, such as those with an AADT over 10,000, are likely to repel wildlife due to the almost constant level of disturbance and heavy traffic volume.

The I-405 Sepulveda Pass Widening and HOV project resulted in impacts to the already constrained wildlife crossings across I-405 resulting from the construction of the new lanes. Avoidance, minimization, and mitigation measures were provided for each of the wildlife crossings detailed in the EIR/EIS. Mitigation measures included installing proper wildlife fencing to better funnel wildlife into these crossings, enhancing the attractiveness of crossing points to wildlife, and creating new crossing points. The following improvements listed below were implemented for each wildlife crossing.

- Sepulveda Boulevard Undercrossing:
    - Small benches were graded along the undercrossing to accommodate wildlife movement.
    - Native vegetation was installed on both sides to provide cover.
    - Exclusionary fencing was installed along the length of Sepulveda Boulevard to direct wildlife into the wildlife crossing.
- Bel Air Crest Road Undercrossing:
    - Small benches were graded along the undercrossing to accommodate wildlife movement.
- Skirball Center Drive Overcrossing:
    - Dedicated sidewalk was constructed on the south side of the bridge, with concrete barriers to direct wildlife to adjacent natural vegetation areas.

- Fencing was installed on both sides of the bridge to encourage use of crossing.
- Native vegetation was installed on both sides.

The Mulholland Drive Bridge was not included in the original assessment of the FEIR/EIS. The SMMC requested that the Mulholland Drive Bridge be enhanced during the I-405 Widening and HOV project, but no improvements have been made to date. Mulholland Drive is at the location where the SMMNRA crosses I-405. However, this site was later assessed in follow-up studies by NPS in 2011 to determine the value of a wildlife crossing at this location. The City of Los Angeles identified these bridges as Wildlife Movement Pathways (City of Los Angeles 2021), including Mulholland Bridge (WMP 14), Skirball Center Drive (WMP 15), Bel Air Crest Road (WMP 16), Sepulveda Boulevard (WMP 17), and Getty Center Drive (WMP 18) that support the larger Regional Wildlife Movement Pathway 13 – Santa Monica Mountains-Griffith Park.

Following the implementation of the mitigation measures described above, the NPS for the Santa Monica Mountains National Recreation Area published the *Wildlife Use of Crossings and Nearby Areas along I-405 Before, During, and After Freeway Widening: Pre-Construction Report* (Schoonmaker 2011) to evaluate the effectiveness of the wildlife crossing mitigation that was implemented as part of the I-405 Sepulveda Pass Widening and HOV project. The study used remote cameras from October 2008 to April 2010 to monitor four highway crossings: the Sepulveda Boulevard underpass, the Bel Air Crest Road underpass, the Skirball Center Drive Bridge, and the Mulholland Drive Bridge as well as the adjacent natural habitat on both sides of I-405 before, during, and after construction. Results showed that detection rates in the natural areas adjacent to the crossings were higher on the west side of the freeway than on the east side. One species of particular concern, mountain lion (*Puma concolor*; one Southern California/Central Coast Evolutionarily Significant Unit [ESU] of mountain lion is a candidate listing as Threatened under the California Endangered Species Act), was detected west of Skirball Center Drive Bridge during pre-construction. The NPS has studied 112 mountain lions with GPS radio-collared in and around the Santa Monica Mountains since 2002 and have estimated the population to be between 10 to 12 adults and subadults that inhabit in the Santa Monica Mountains at any one time. Five different GPS radio-collared mountain lions were documented using habitat on the west side of I-405 since 2002, but none have crossed the freeway. A 2016 UCLA study determined that mountain lions have a high probability (99.7 percent) of extinction in the Santa Monica Mountains within 50 years of the study, with a median time to extinction of just 15 years, if similar inbreeding depression occurred (Benson et al. 2016). Additionally, one mountain lion was discovered dead on the freeway due to a vehicle strike in June of 2009 during the pre-construction monitoring of the I-405 Sepulveda Pass Widening project near the Sepulveda underpass. The pre-construction monitoring from 2011 also determined that some wildlife movement occurs around the four crossing locations at I-405; however, the freeway is still a significant barrier to wildlife movement, particularly to certain species such as mule deer, bobcat, mountain lion, and gray fox. The NPS is currently conducting a study regarding post-construction uses of these crossings.

The NPS prepared the *Rim of the Valley Corridor Special Resource Study & Environmental Assessment* (NPS 2015) and identified constraints and opportunities for the wildlife crossing, which included connectivity through the Sepulveda Pass, including filling in habitat stepping-stones to the crossings, reducing lighting, removing fencing obstructions, adding wildlife funneling fencing, and restoring habitat with native vegetation. NPS rated the Bel Air Crest Road underpass as the best crossing with the potential to facilitate wildlife movement

that exists in the Sepulveda Pass and is used the most frequently by wildlife (NPS 2015). These Sepulveda Pass crossings on I-405 are critical to maintain gene flow for the local population of wildlife between the already constrained Eastern Santa Monica Mountains and Griffith Park with the western portion of the Santa Monica Mountains. Other efforts to maintain gene flow in the Santa Monica Mountains include the construction of the Wallis Annenberg Wildlife Crossing over US-101 at Liberty Canyon Wildlife for connection to the Santa Susana Mountains and ultimately with the Sierra Mountains.

The *Eastern Santa Monica Mountains Natural Resources Protection Plan* (NRPP) (SMMC 2021) adopted by the Santa Monica Mountains Conservancy on December 13, 2021, was implemented to guide all forms of land protection in the Santa Monica Mountains between Topanga Canyon and the eastern boundary of Griffith Park. Another goal of the NRPP is to emphasize the importance of protecting habitat across the busy arterial roadways that include Sepulveda Boulevard located within the BSA and other areas outside of the Project Corridor, Beverly Glen Boulevard, Benedict Canyon Drive, Coldwater Canyon Avenue, and Laurel Canyon Boulevard. The planning area map used in the NRPP identifies habitat blocks connected by wildlife corridors within the Santa Monica Mountains Conservancy Zone Boundary that cross the BSA, identified on the *Eastern Santa Monica Mountains Habitat Linkage Planning Map* (SMMC 2021). Not all the NRPP identified wildlife corridors in the planning area map have been field verified and may not contain all potential corridors. Nonetheless, the wildlife crossings identified in the NRPP correspond to existing freeway crossing structures.

The NRPP provides additional information about habitat connectivity between I-405 and the surrounding core habitat. The NRPP also reports tracking data collected by NPS, as well as citizen reports that have confirmed mountain lion breeding in the Big Wild-Topanga State Park core habitat area located immediately west of I-405. The 20,000-acre Big Wild-Topanga State Park is the main source for new animals and new genetic material to move eastward in the range to the Griffith Park core habitat area. However, in order to prevent extinction of the Southern California and Central Coast ESU of mountain lion within the Santa Monica Mountains, it is important to protect the few remaining viable habitat corridors to maintain genetic flow. According to the NRPP, “All portions of the Santa Monica Mountains that mountain lions manage to reach represent habitat” (SMMC 2021). Overall, based on information stated in the NRPP, there is some habitat connectivity with the identified existing freeway crossing structures.

Additionally, the Road Ecology Center at the University of California Davis maintains a database including UC Davis Real-time Deer Incidents & Wildlife-Vehicle Conflict (WVC) Hotspots Map and California Roadkill Observation System (CROS), and the California Highway Incident Processing System (CHIPS). The results of these databases are reported annually in the California Wildlife Vehicle Collision Hotspots report with the most recent publication from 2021. A large portion of I-405 in the Sepulveda Pass includes more than 3 incidents per mile-year and is considered a hotspot in terms of roadkill. The *City of Los Angeles’ Protected Areas for Wildlife & Wildlife Movement Pathways* report (City of Los Angeles 2021) shows community scientist (2009 and 2017) and California Highway Patrol (February 2015–February 2017) observations of roadkill/animal hazards along I-405 in the Sepulveda Pass area that included approximately 26 mule deer.

3.17.3 Environmental Consequences

3.17.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Natural Communities

Implementation of the Build Alternatives would result in temporary impacts to coastal sage/chaparral scrub ecotone, coast live oak woodland and forest, mixed mid elevation chaparral, laurel sumac scrub, and mixed scrub, as shown in Table 3.17.2. Overall, temporary impacts to natural communities would be similar for the Build Alternatives. Construction activities that would result in temporary impacts to natural communities include construction staging, laydown areas, and temporary construction easements (TCEs) where vegetation removal, grubbing, and/or grading would occur. Indirect temporary impacts include those generated from construction-related activities (e.g., dust, potential fuel spills from construction equipment, construction-related runoff, or erosion). However, impacts associated with construction activities are temporary in nature and therefore would cease after the completion of construction. In addition, implementation of Project Feature PF-NC-1 would install Environmentally Sensitive Area (ESA) fencing along the edge of the habitat and adjacent to the construction area that would protect natural communities from potential impacts associated with construction. Therefore, the Build Alternatives would not result in substantial adverse effects to natural communities during construction of the Build Alternatives.

PF-NC-1 **Delineation of Environmentally Sensitive Areas.** Prior to construction, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the Project footprint to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. No Project activity of any type would be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, would not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, would be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to planned grading activities.

Wildlife Corridors

Construction of the Build Alternatives would result in incremental increases in night lighting, noise, and human activity, which may temporarily deter wildlife movement due to increased noise and human activity. However, wildlife would likely continue to utilize the BSA when construction workers are not present, and equipment is not operating, particularly at dawn and dusk. Therefore, construction of the Build Alternatives would not result in any substantial adverse temporary effects to wildlife movement.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in temporary adverse effects during construction related to natural communities or wildlife corridors.

3.17.3.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Natural Communities

Permanent impacts to natural communities are anticipated due to the new Caltrans ROW, retaining walls, new pavement, bridges, and roadway grading proposed under the Build Alternatives. Natural cover types that would be permanently affected by the Build Alternatives include California buckwheat scrub, California buckwheat scrub/annual grassland ecotone, coast live oak woodland and forest, coast live oak woodland/ ornamental, coastal sage/ chaparral scrub ecotone, laurel sumac scrub, mixed mid elevation chaparral, mixed scrub, mulefat scrub, and sycamore woodland (refer to Table 3.17.2). Overall, permanent impacts to natural communities would be similar for the Build Alternatives (refer to Figures 3.17-3 through 3.17-5, Impacts to Vegetation for Alternatives 2, 3, and 5, respectively).

Table 3.17.2: Impacts to Vegetation Communities in the BSA

Vegetation Communities and Land Cover	Alternative 2		Alternative 3		Alternative 5	
	Permanent Impact Area (Acres)	Temporary Impact Area (Acres)	Permanent Impact Area (Acres)	Temporary Impact Area (Acres)	Permanent Impact Area (Acres)	Temporary Impact Area (Acres)
Annual Brome Grassland	--	--	0.01	--	0.01	--
Bare Ground	0.48	1.95	1.03	4.95	1.07	4.95
California Buckwheat Scrub	--	--	0.001	--	0.001	--
California Buckwheat Scrub/Annual Grassland Ecotone	--	--	0.00004	--	0.00004	--
Coast Live Oak Woodland and Forest	0.19	0.14	2.10	0.18	2.10	0.18
Coast Live Oak Woodland/Ornamental	--	--	0.0004	--	0.0004	--
Coastal Sage / Chaparral Scrub Ecotone	0.69	0.39	3.40	0.43	3.37	0.44
Developed	30.00	3.85	57.87	6.44	49.08	6.55
Fountain Grass Swards	--	--	0.57	--	0.57	--
Laurel Sumac Scrub	--	--	0.15	0.05	0.15	0.05
Mixed Mid-Elevation Chaparral	--	0.002	0.70	0.21	0.69	0.21
Mixed Ornamental Plantings	0.06	--	2.21	0.75	2.21	0.74
Mixed Scrub	0.15	0.02	5.74	0.20	5.77	0.21
Mulefat Scrub	--	--	0.02	--	0.02	--
Ornamental	5.25	0.06	9.58	0.24	5.40	0.24
Peppertree groves	--	--	0.02	--	0.02	--
Ruderal	0.22	0.25	0.344	0.61	3.30	0.62
Sycamore Woodland	--	--	0.0005	--	0.0005	--
Total	**37.05**	**6.62**	**86.85**	**14.09**	**73.76**	**14.20**

Source: LSA (2024), calculated using GIS software.
Note: Totals may appear inaccurate due to rounding.
BSA = Biological Study Area
GIS = geographic information system

Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3 would protect natural communities from potential impacts associated with construction. Additionally, implementation of Measure MM-NC-4 would compensate for permanent and temporary project-related impacts on mapped sensitive natural communities.

Native protected trees are proposed to be removed and/or trimmed under the Build Alternatives, such as coast live oaks. Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 would be implemented to further avoid and minimize impacts to coast live oaks and native woodland habitats. Therefore, the Build Alternatives would not result in permanent substantial adverse effects related to natural communities.

PF-NC-2 **Best Management Practices (BMPs) During Construction.** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas would be located in such a manner as to prevent any spill runoff from entering waters of the United States or adjacent sensitive vegetation communities. Other BMPs to be implemented during construction include wind erosion and dust control, sediment tracking control, street sweeping and vacuuming, stabilized construction roadway, general spill prevention control, solid waste management, hazardous waste management, sanitary/septic waste management, material delivery and storage, and material use.

PF-NC-3 **Invasive Species Control.** Invasive species will be removed from the Project work area and controlled during construction. The use of known invasive plant species (i.e., plant species listed in the California Invasive Plant Council [Cal-IPC] California Invasive Plant Inventory with a high or moderate rating) would be prohibited for construction, revegetation, and landscaping activities. Project measures would be included to ensure invasive plant material is not spread from the Project site to other areas by disposal off site or by tracking seed on equipment, clothing, and shoes. Equipment/material imported from an area of invasive plants must be identified and measures implemented to prevent importation and spreading of non-native plant material within the Project site. All construction equipment would be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving to and leaving the Project site. Eradication strategies (i.e., weed abatement programs) would be employed should an invasion occur during construction.

Build Alternatives (Alternative 2)

Wildlife Corridors

Implementation of Alternative 2 is anticipated to directly impact the wildlife corridors for the Sepulveda Boulevard undercrossing, the Bel Air Crest Road undercrossing, the Skirball Center Drive overcrossing, and the Mulholland Drive Bridge. Impacts to each wildlife movement crossing are discussed below. Alternative 2 would also impact the previously installed exclusionary wildlife fencing along Sepulveda Pass by removing the fencing due to the widening of I-405. Temporary removal of the fencing may result in increased exposure, potentially allowing animals to cross areas that were previously protected. However, with implementation of Measures NC-9 through NC-13, the exclusionary fencing would be reinstalled in-kind, meaning it would be replaced in the same location and to the same

specifications as the original. Therefore, the wildlife corridor would ultimately remain unchanged in terms of its effectiveness and would maintain its existing function.

At the Sepulveda Boulevard and Bel Air Crest Road undercrossing, Alternative 2 is proposing to widen bridge structures on both sides of I-405 that would involve the installation of new bridge footings and new signage on the new bridge deck, which would result in lengthening the wildlife crossing. The widening of the bridges would not preclude mountain lions or other wildlife from continuing their use of the underpasses as crossing points; however, this alternative would increase the length required to cross under the freeway from 278 feet to 310 feet at the Sepulveda Boulevard undercrossing and increase the length from 202 feet to 264 feet at the Bel Air Crest Road undercrossing and remove a minor amount of vegetation adjacent to the undercrossings that currently serves as stepping-stone habitat. The next closest stepping-stone habitats near Sepulveda Boulevard and the Bel Air Crest Road undercrossing are located immediately adjacent to the undercrossing that contains mixed scrub habitat and mixed ornamental planting as shown on Figure 3.17-2. This alternative would impact the vegetation previously installed as part of the I-405 Sepulveda Pass Widening and HOV project by removing native vegetation, altering the small benches along the undercrossing, and removing the exclusionary fencing located along the Sepulveda Boulevard pass. At the Bel Air Crest Road undercrossing, this alternative would alter the small benches along the undercrossing.

At the Skirball Center Drive overcrossing, Alternative 2 is proposing new pavement underneath the bridge. The widening of the lane through new pavement could reduce the likelihood of a mountain lion attempting to cross the lanes due to the less than favorable conditions (i.e., lack of cover) present within this area and increasing the length of the lanes to cross. Additionally, increasing the length of the lanes would reduce the amount of adjacent habitat that could be traversed along the edge of the existing I-405 and under the Skirball Center Drive overcrossing. This alternative would not impact vegetation previously installed as implemented under the I-405 Sepulveda Pass Widening and HOV project.

At Mulholland Bridge Drive, Alternative 2 is proposing new pavement within the existing paved median of the freeway. Alternative 2 would not affect Mulholland Drive Bridge which includes a wildlife movement corridor implemented as part of the I-405 Sepulveda Pass Widening and HOV project. In order to address permanent impacts to wildlife corridors and the previously mitigated areas, implementation of Measures NC-9 through NC-13, listed below in Section 3.17.4, would address impacts to previously mitigated areas and the wildlife corridors would be replaced and/or enhanced as a result of construction activities related to Alternative 2.

Build Alternatives (Alternative 3)

Wildlife Corridors

Implementation of Alternative 3 is anticipated to directly impact the wildlife movement corridors for the Sepulveda Boulevard undercrossing, the Bel Air Crest Road undercrossing, the Skirball Center Drive overcrossing, and the Mulholland Drive Bridge. Impacts to each wildlife crossing are discussed below. Alternative 3 would also impact the previously installed exclusionary wildlife fencing along Sepulveda Pass by removing the fencing due to widening of I-405. With implementation of Measures NC-9 through NC-13, listed below, the exclusionary fencing would be reinstalled in-kind, meaning it would be replaced in the same location and to the same specifications as the original. Temporary removal of the fencing may result in increased exposure, potentially allowing animals to cross areas that were previously protected. However, because the fencing would be restored to its original

condition and location, the Project Corridor would ultimately remain unchanged in terms of its effectiveness. Therefore, the reinstallation would make the corridor maintain its existing function.

At the Sepulveda Boulevard and Bel Air Crest Road undercrossings, Alternative 3 is proposing to widen the bridge structures on both sides of I-405, which would involve the installation of new bridge footings and new signage on the new bridge deck, which would result in lengthening the wildlife crossing. The widening of the bridges would not preclude mountain lions or other wildlife from continuing their use of the underpasses as crossing points; however, this alternative would increase the length required to cross under the freeway from 278 feet to 310 feet at the Sepulveda Boulevard undercrossing and 202 feet to 264 feet at the Bel Air Crest Road undercrossing and remove a minor amount of vegetation adjacent to the undercrossings that serves as stepping-stone habitat. The next closest stepping-stone habitats near the Sepulveda Boulevard and Bel Air Crest Road undercrossing are located immediately adjacent to the undercrossing that contains mixed scrub habitat and mixed ornamental planting as shown on Figure 3.17-2. This alternative would impact the vegetation previously installed as part of the I-405 Sepulveda Pass Widening and HOV project by removing native vegetation, altering the undercrossing side slopes to create small benches for wildlife use, and removing the exclusionary fencing located along the Sepulveda Boulevard pass. At the Bel Air Crest Road undercrossing, Alternative 3 would alter the small benches along the undercrossing.

At the Skirball Center Drive overcrossing, Alternative 3 is proposing new pavement underneath the bridge. The widening of the lane through the installation of new pavement could reduce the likelihood of a mountain lion attempting to cross due to the less than favorable conditions (i.e., lack of cover) present within this area and increasing the length of the lanes to cross. Additionally, increasing the length of the lanes would reduce the amount of adjacent habitat that could be traversed along the edge of the existing I-405 and under the Skirball Center Drive overcrossing. This alternative would not impact vegetation previously installed as implemented under the I-405 Sepulveda Pass Widening and HOV project.

At the Mulholland Drive Bridge, Alternative 3 is proposing a new retaining wall, new pavement, and grading. The widening of the lane underneath the bridge would include the addition of new pavement and a new retaining wall necessary to construct the new lane. The widening of the lanes may also impede mountain lions and other wildlife crossings by increasing the length of the lanes. Alternative 3 would not affect Mulholland Drive Bridge which includes a wildlife movement corridor implemented as part of the I-405 Sepulveda Pass Widening and HOV project. In order to address permanent adverse effects to wildlife corridors and the previously mitigated areas, implementation of Measures NC-9 through NC-13, listed in Section 3.17.4, would address impacts to previously mitigated areas and the wildlife corridors would be replaced and/or enhanced as a result of construction activities related to Alternative 3.

Build Alternatives (Alternative 5)

Wildlife Corridors

Implementation of Alternative 5 is anticipated to directly impact the wildlife movement corridors for the Sepulveda Boulevard undercrossing, the Bel Air Crest Road undercrossing, the Skirball Center Drive overcrossing, and the Mulholland Drive Bridge. Impacts to each wildlife movement crossing are discussed below. Alternative 5 would also impact the previously installed exclusionary wildlife fencing along Sepulveda Pass by removing the

fencing due to the widening of I-405. With implementation of Measures NC-9 through NC-13, listed in Section 3.17.4, the exclusionary fencing would be reinstalled in-kind, meaning it would be replaced in the same location and to the same specifications as the original. Temporary removal of the fencing may result in increased exposure, potentially allowing animals to cross areas that were previously protected. However, because the fencing would be restored to its original condition and location, the wildlife corridor would ultimately remain unchanged in terms of its effectiveness. Therefore, the reinstallation would make the wildlife corridor maintain its existing function.

At the Sepulveda Boulevard and Bel Air Crest Road undercrossing, Alternative 5 is proposing to widen the bridge structures on both sides of I-405 that would involve the installation of new bridge footings and new signage on the new bridge deck, which would result in lengthening the wildlife crossing. The widening of the bridges would not preclude mountain lions or other wildlife from continuing their use of the underpasses as crossing points; however, this alternative would increase the length required to cross under the freeway from 278 feet to 310 feet at the Sepulveda Boulevard undercrossing and increase the length from 202 feet to 264 feet at the Bel Air Crest Road undercrossing and remove a minor amount of vegetation adjacent to the undercrossings that currently serves as stepping-stone habitat. The next closest stepping-stone habitats near Sepulveda Boulevard and the Bel Air Crest Road undercrossing are located immediately adjacent to the undercrossing that contains mixed scrub habitat and mixed ornamental planting as shown on Figure 3.17-2. This alternative would impact the previous improvements for wildlife movements implemented as part of the I-405 Sepulveda Pass Widening and HOV project by removing native vegetation, altering the small benches along the undercrossing, and removing the exclusionary fencing at the Sepulveda Boulevard undercrossing. At the Bel Air Crest Road undercrossing, this alternative would alter the small benches along the undercrossing.

At the Skirball Center Drive overcrossing, Alternative 5 is proposing new pavement underneath the bridge. The widening of the lane through new pavement could reduce the likelihood of a mountain lion attempting to cross due to the less than favorable conditions (i.e., lack of cover) present within this area and increasing the length of the lanes to cross. Additionally, increasing the length of the lanes would reduce the amount of adjacent habitat that could be traversed along the edge of the existing I-405 and under the Skirball Center Drive overcrossing. This alternative would not impact previously implemented measures for wildlife movement implemented under the I-405 Sepulveda Pass Widening and HOV project.

At Mulholland Bridge Drive, Alternative 5 is proposing a new retaining wall, new pavement, and grading. The widening of the lane underneath the bridge would include the addition of new pavement and a new retaining wall necessary to construct the new lane. The widening of the lanes underneath the bridge could reduce the likelihood of a mountain lion attempting to cross due to the less than favorable conditions (i.e., lack of cover) by increasing the lanes and adjacent habitat. No impacts to measures implemented for wildlife movement by the I-405 Sepulveda Pass Widening and HOV project would occur. In order to address permanent adverse effects to wildlife movement, implementation of Measures NC-9 through NC-13, listed in Section 3.17.4, would address impacts to previously mitigated areas and the wildlife corridors would be replaced and/or enhanced as a result of construction activities related to Alternative 5.

No Build Alternative (Alternative 1)

Under the No Build Alternative, no improvements to I-405 would be made. Therefore, the No Build Alternative would not result in permanent adverse effects related to natural communities or wildlife corridors.

3.17.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Features PF-NC-1 through PF-NC-3 outlined in Section 3.17.3 to help address potential impacts. In addition, the following avoidance, minimization and/or mitigation measures would be implemented to avoid, minimize, and/or compensate for temporary and permanent effects to natural communities within the BSA.

NC-1 **Biological Monitoring.** A qualified biologist would monitor construction activities prior to and during vegetation removal for the duration of the Project to ensure that practicable measures are being employed to avoid and minimize incidental disturbance of habitat and covered species inside and outside the Project footprint.

NC-2 **Pre-Construction Clearance Surveys**. A qualified biologist would conduct pre-construction surveys to confirm the absence of sensitive biological resources within the work areas. The pre-construction surveys would take place no more than 24 hours prior to commencement of work activities. If listed species are observed within the work area (or areas potentially indirectly affected by Project activities as determined by the qualified biologist) and the work cannot be postponed until the species is no longer present, the California Department of Transportation (Caltrans) will obtain written approval from the United States Fish and Wildlife Service (USFWS) or the California Department of Fish and Wildlife (CDFW), as applicable, prior to completing project work at these locations. If the work can be postponed, appropriate measures would be implemented by the qualified biologist or until the species is no longer present.

NC-3 **On-Site Training.** All personnel involved in the on-site Project construction will be required to participate in a pre-construction environmental training program to understand the avoidance and minimization measures and resource agency permit obligations for the Project.

MM-NC-4 **Habitat Mitigation and Monitoring Plan (HMMP).** Prior to Project construction, an HMMP will be prepared for the Project that would cover specifications for the revegetation of temporary impacts to coastal sage scrub (CSS) and other native habitats along with compensatory plantings for permanent impacts to native habitats and protected trees. At a minimum, the plan will contain specifications covering the following restoration components:

Revegetation and Planting Specifications: The HMMP will contain the native plant and seed palettes to be installed within the revegetation area. Native plant material will be of nursery stock from the local area and/or cuttings taken from within the Biological Study Area (BSA).

Maintenance and Monitoring Specifications: The HMMP would include 5-year monitoring and maintenance specifications to ensure the long-term survivability of replacement plantings.

Performance Criteria: The HMMP would include appropriate success criteria for the 5-year revegetation effort, including quantitative thresholds for cover by native vegetative, to ensure there is no net loss of native habitat area, functions, and values.

NC-5 **Tree Survey Inventory of Trees to be Removed/Trimmed**. A qualified arborist would inventory the trees within the final Project disturbance limits to establish appropriate replacement ratios, planting locations, and replacement planting size, in coordination with the Caltrans Landscape Architect. Mature trees removed within Caltrans right-of-way (ROW) would be replaced at a 1:1 ratio. Oak trees and other protected native tree species removed within or outside Caltrans ROW would be replaced at a 3:1 ratio (i.e., three trees planted for each one removed). Replacement trees would consist of, at a minimum, 10- or 15-gallon container plants or container ("boxed") trees depending on the tree species to be removed. When trimming trees, no more than 25 percent of the tree canopy should be trimmed.

NC-6 **Avoidance of Native Tree Dripline**. Environmentally Sensitive Area (ESA) fencing would be installed around the dripline of retained oak/native trees to avoid or minimize unnecessary encroachment and prohibit mechanical activity within the root zone. No construction activities or placement of structures would occur within the root zone of any retained oak/native trees. Landscaping, trenching, or irrigation systems would not be installed within the root zone of any retained oak/native trees. Sedimentation and siltation would be controlled to avoid filling within the root zone or around the base of any retained trees.

NC-7 **Monitor Retained Oak Trees**. Monitor retained oak/native trees adjacent to the Project during grading and construction activities. Monitoring of retained oak/native trees would occur at intervals warranted by the site conditions and level of activity. A qualified arborist would conduct all monitoring. All oak/native tree removals would be verified to check for damage to any retained oak/native trees growing in close proximity to the removed oak/native trees.

NC-8 **Conduct Pruning of Retained Native Trees According to Approved Standards**. All pruning would be directed by an International Society of Arboriculture (ISA)-certified arborist and performed by ISA certified tree workers in accordance with the Best Management Practices (BMPs) for Pruning by the ISA Society of Arboriculture and would adhere to the most recent editions of the American National Standards Institute (ANSI) for Tree Care Operations and Pruning A300, Part 1.

NC-9 **Sepulveda Boulevard Wildlife Crossing.** At the Sepulveda Boulevard wildlife crossing, vegetation removed at the wildlife crossing would be restored. This includes replanting native vegetation on both sides of the newly widened freeway bridge to provide cover. The replanting of native

vegetation would include a mixture of trees, shrubs, and ground cover. The planting density should be moderate, providing cover for wildlife to maneuver in, but not too dense or too sparse; regrading and extending of the benches would be done in a manner that is consistent with previous benches; and re-installing/reconstructing the existing exclusionary fencing the full length of the Sepulveda Pass to direct wildlife into the crossing.

The Sepulveda Boulevard wildlife crossing would be improved and enhanced in conjunction with restoring the removed revegetation as described above. Other improvements to this wildlife crossing include:

- Restore native vegetation in the stepping-stone between the southbound on-ramp and the freeway.
- Add native plant cover under the undercrossing within the restored benches.

NC-10 **Bel Air Crest Road Undercrossing Wildlife Crossing.** At the Bel Air wildlife crossing, vegetation removed at the wildlife crossing would be restored by extending the small benches along the undercrossing and re-installing/reconstructing the existing exclusionary fencing the full length of the Sepulveda Pass to direct wildlife into the crossing. The Bel Air wildlife crossing would be improved and enhanced in conjunction with restoring the previously mitigated areas as described above. Other improvements to this wildlife crossing include:

- Restore areas subject to vegetation removal with native vegetation to provide cover.
- Install new right-of-way (ROW) fencing so that it is not restrictive for wildlife to access natural areas within Caltrans' property.

NC-11 **Skirball Center Overcrossing Wildlife Crossing.** At the Skirball Center overcrossing, wildlife exclusionary fencing affected by the Project would be restored to maximize accessible stepping-stone vegetation. Additionally, the wildlife crossing would be improved and enhanced by implementing the following:

- Create stepping-stone habitat within Caltrans ROW by adding soil and install a retaining wall along the freeway to allow habitat to be at or above grade from the freeway edge to Sepulveda Boulevard (approximately 20 meters) and south of the bridge for at least a distance of 45 meters. If feasible, fill in the stepping-stone to be at grade with Sepulveda Boulevard, revegetate the stepping-stone habitat, and remove the concrete wall and fencing.
- Reduce lighting at the Skirball Center Drive/Sepulveda Boulevard intersection (where safe to do so) as well as along the bridge.

NC-12 **Mulholland Bridge Drive Wildlife Crossing.** At Mulholland Bridge Drive, existing wildlife exclusionary fencing affected by the Project would be restored. Additionally, the wildlife crossing would be improved and enhanced by implementing the following:

- Remove ROW fencing on both sides of the overcrossing to allow wildlife to funnel onto the street/bridge into the adjacent natural areas located on either side.
- Reduce lighting at the Mulholland Drive/Skirball Center Drive intersection as well as along the overcrossing.

NC-13 **Wildlife Exclusionary Fencing.** Any existing wildlife exclusionary fencing within the Sepulveda pass affected by the Project would be restored/replaced in-kind.

In addition to the measures described above for natural communities, the following measures would also protect natural communities and wildlife corridors:

- Measure WET-1 in Section 3.18, Wetlands and Other Waters

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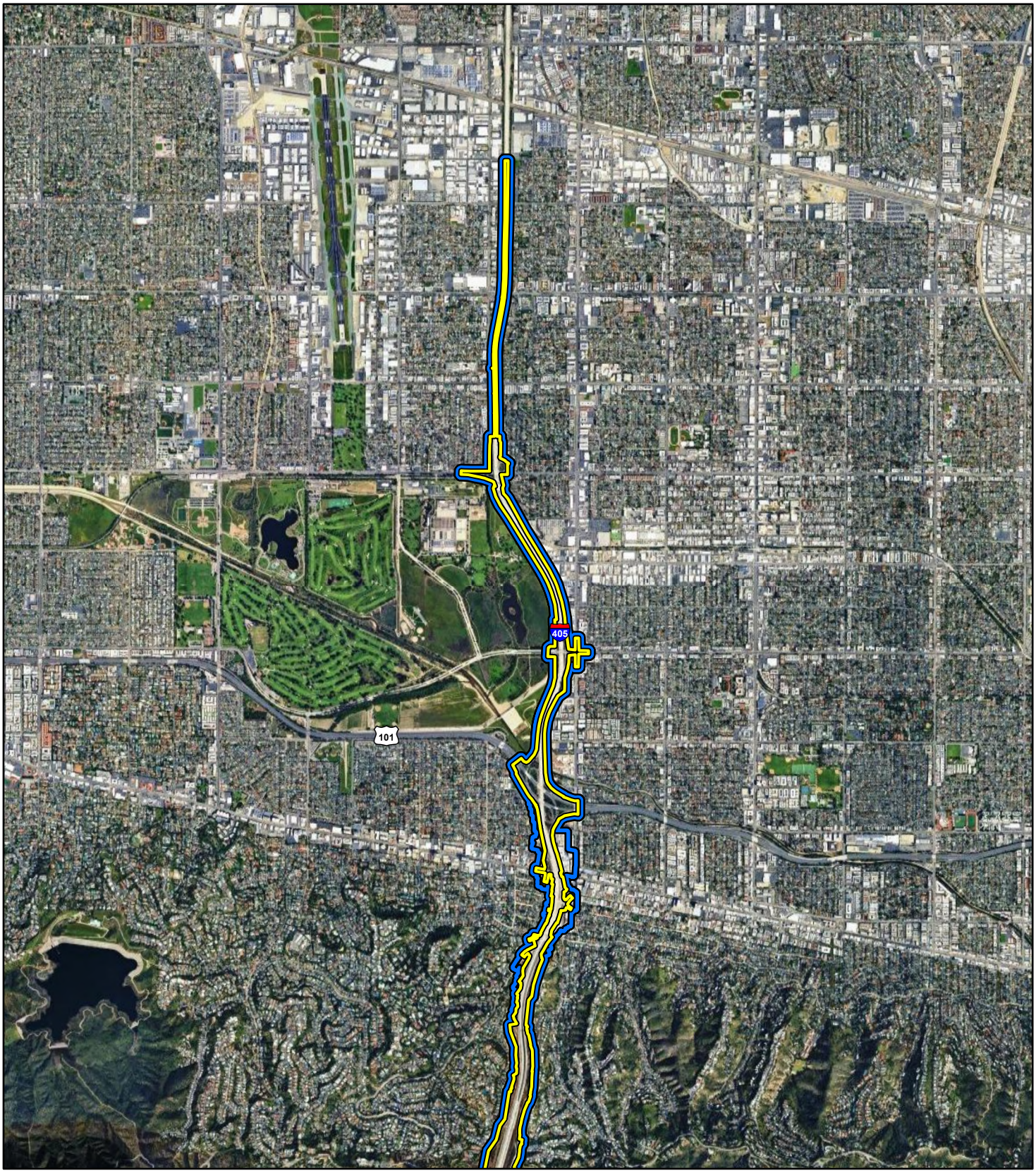

Project Impact Area
Biological Study Area

FIGURE 3.17-1
Page 1 of 3

N

0 2000 4000
FEET

SOURCE: Google Imagery (2022)

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I-405 Sepulveda Pass ExpressLanes Project
Project Impact Area and Biological Study Area
07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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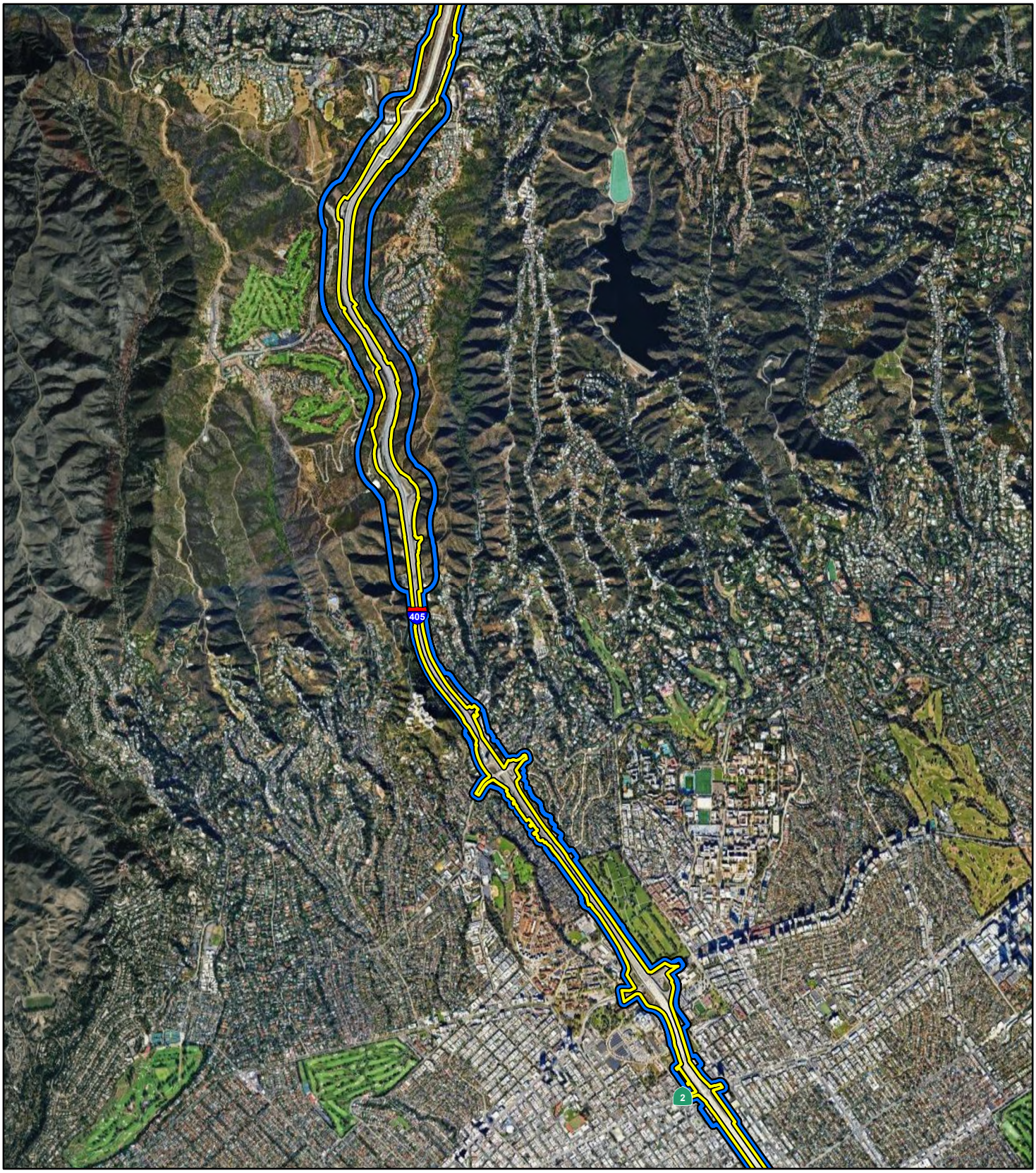

Project Impact Area
Biological Study Area

FIGURE 3.17-1
Page 2 of 3

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SOURCE: Google Imagery (2022)

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I-405 Sepulveda Pass ExpressLanes Project
Project Impact Area and Biological Study Area
07-LA-405-PM 28.4/41.4
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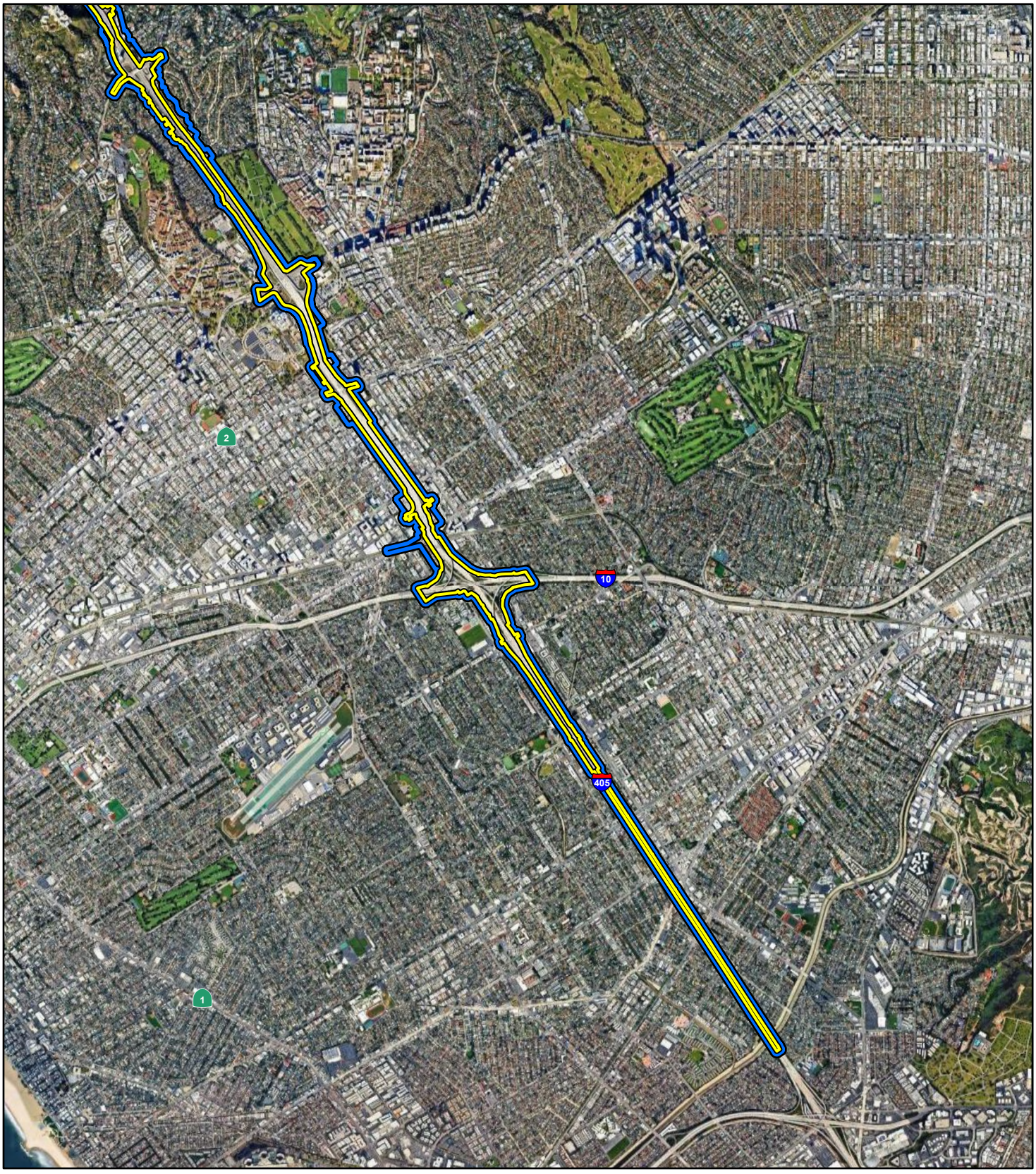

Project Impact Area
Biological Study Area

FIGURE 3.17-1
Page 3 of 3

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SOURCE: Google Imagery (2022)

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I-405 Sepulveda Pass ExpressLanes Project
Project Impact Area and Biological Study Area

07-LA-405-PM 28.4/41.4
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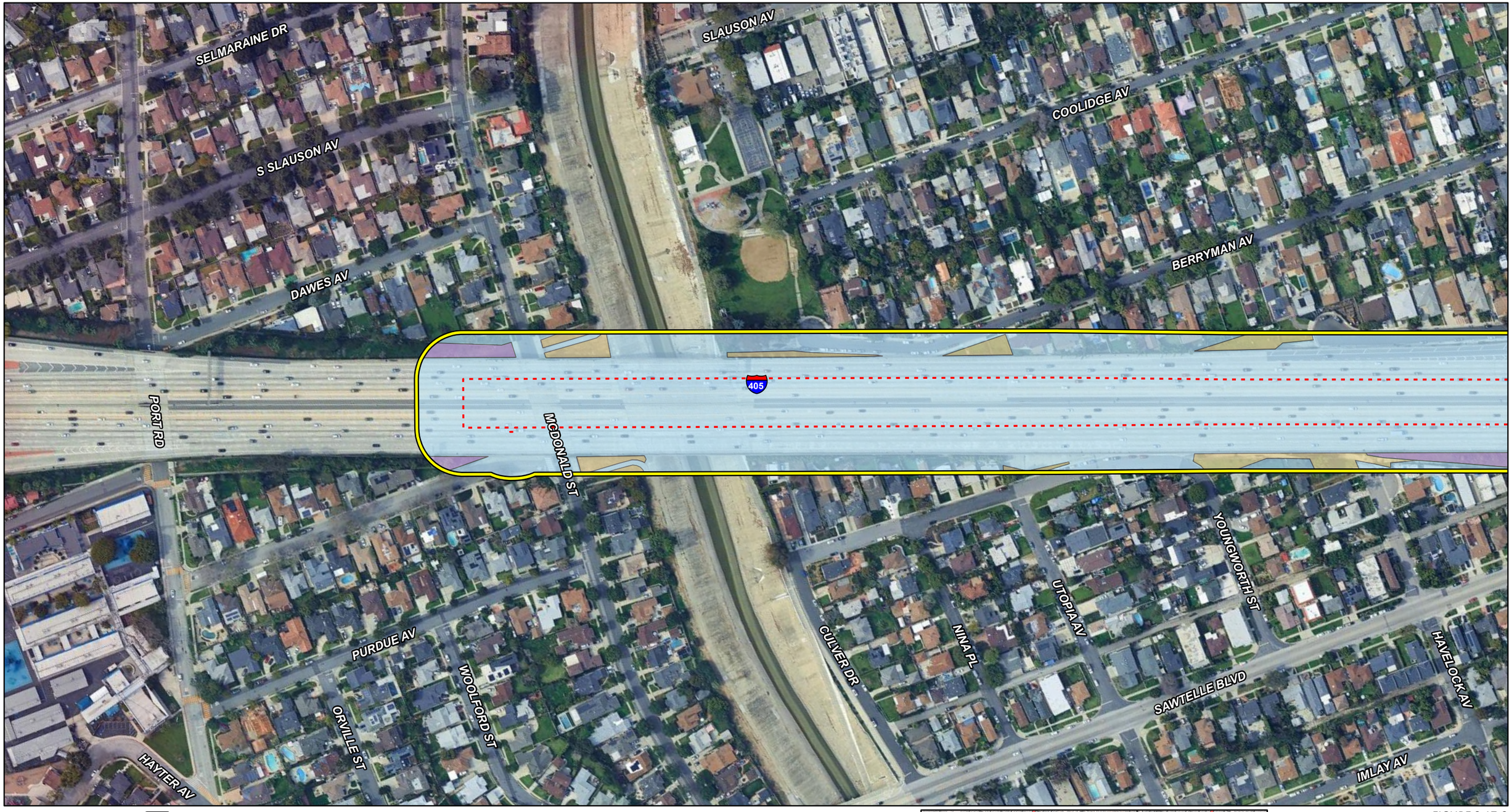

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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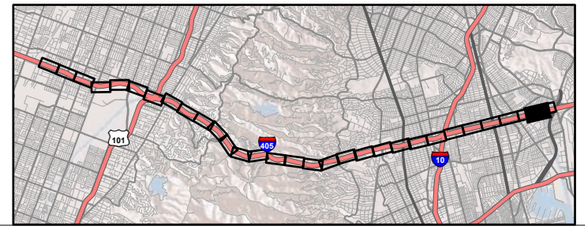

FIGURE 3.17-2
Sheet 1 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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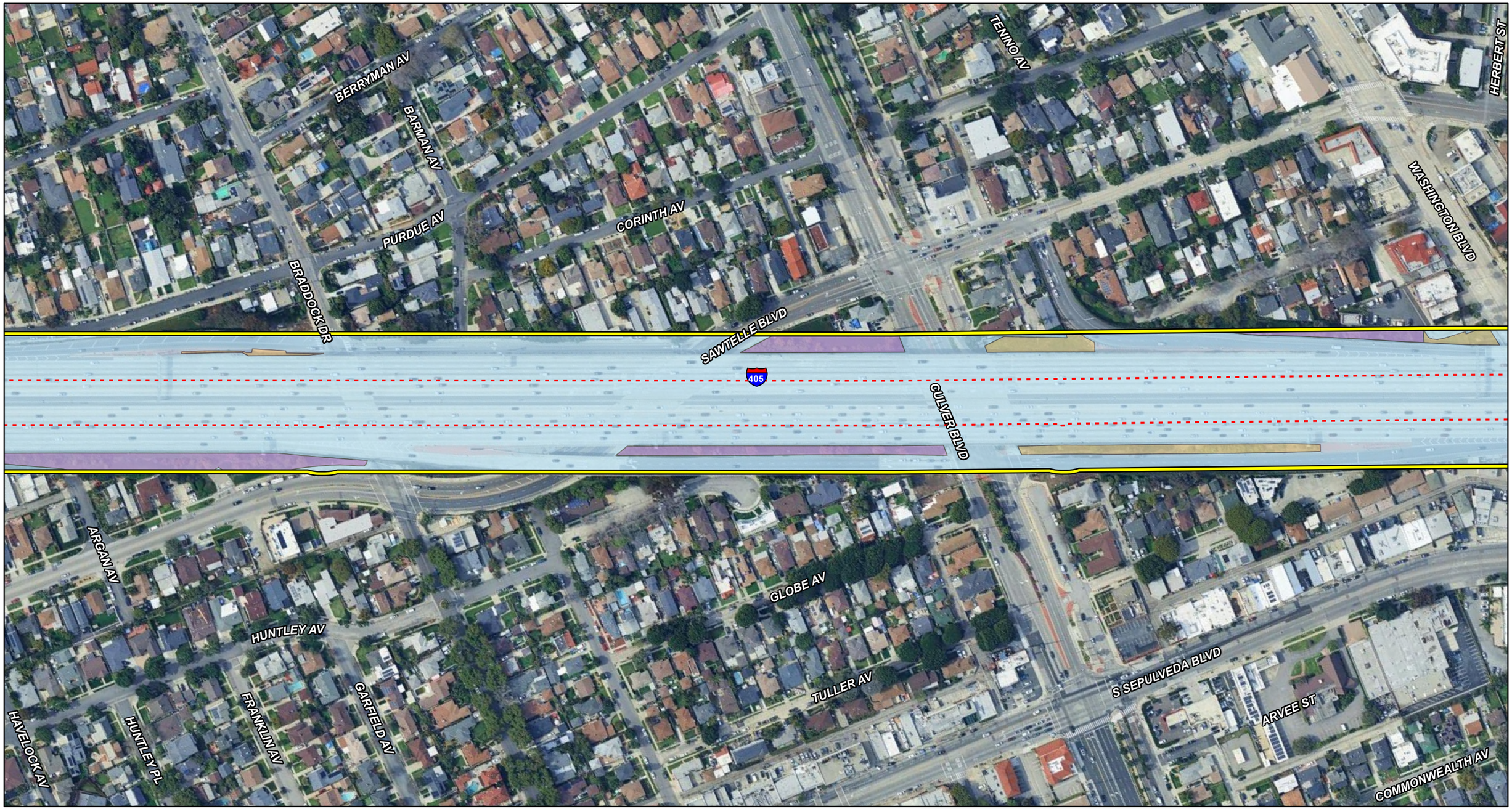

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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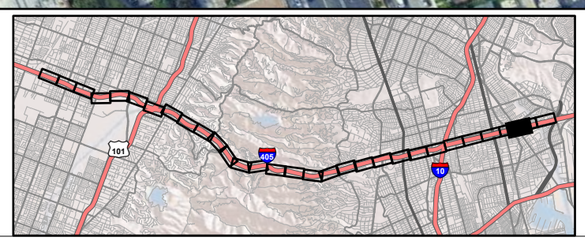

FIGURE 3.17-2
Sheet 2 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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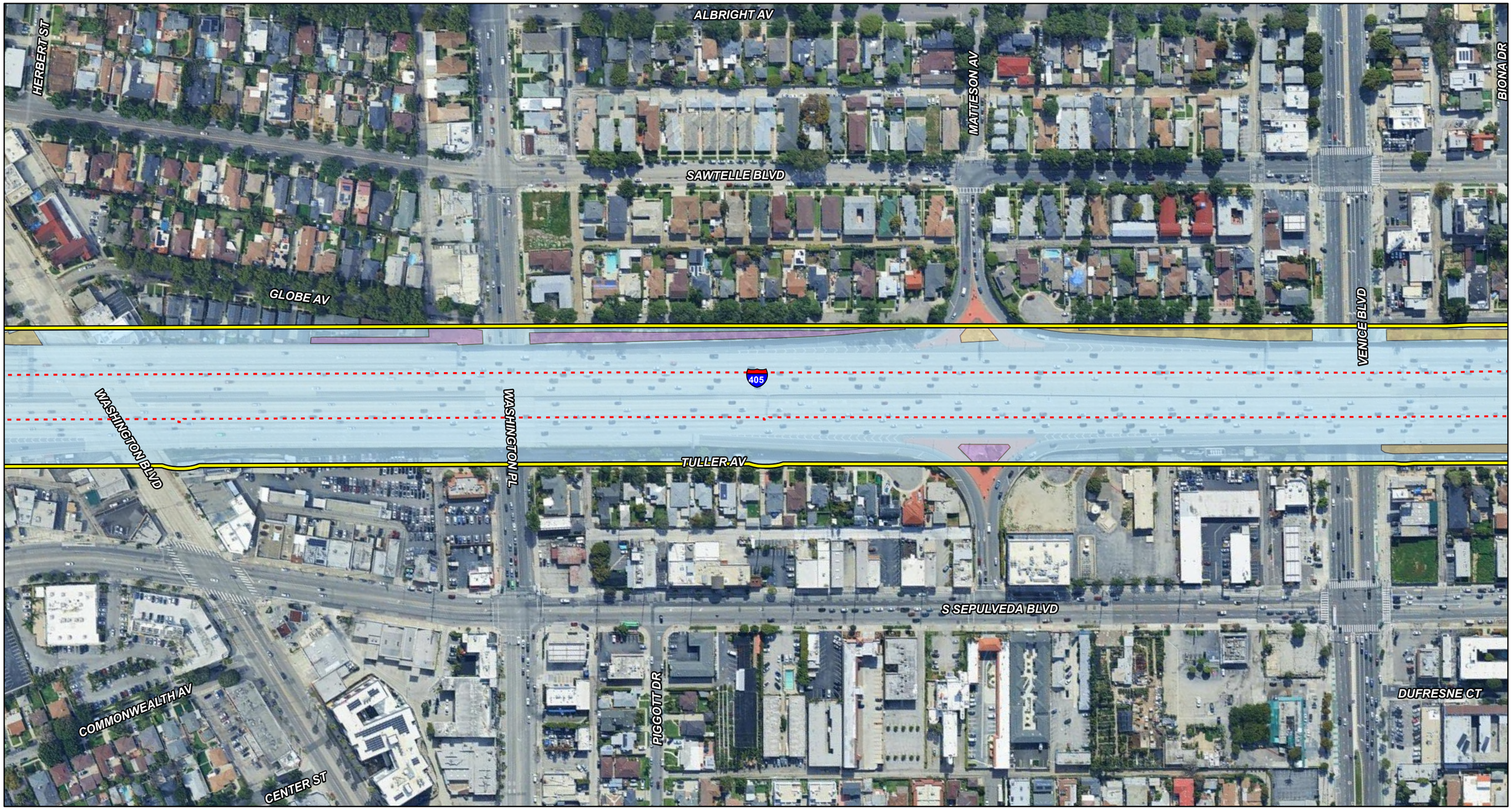

Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Ornamental

Ruderal

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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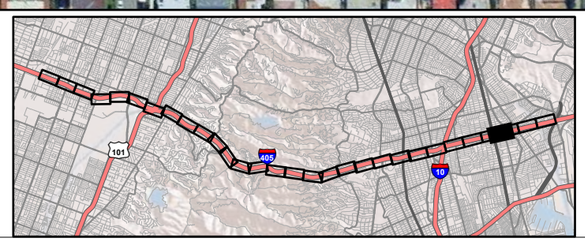

FIGURE 3.17-2
Sheet 3 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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CORINTH AV
BIONA DR
VICTORIA AV
CHARNOCK RD
SAWTELLE BLVD
WESTMINSTER AV
REGENT ST
TABOR ST
GLOBE AV
405
PALMS BLVD
TULLER AV
S SEPULVEDA BLVD
DUFRESNE CT
FIREBRAND PL

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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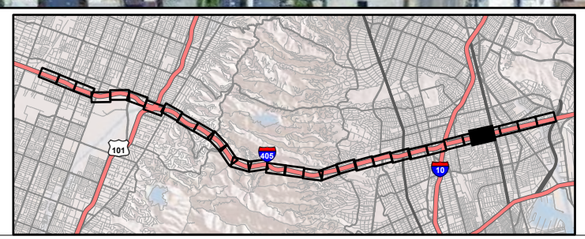

FIGURE 3.17-2
Sheet 4 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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KINGSLAND ST
SAWTELLE BLVD
STANWOOD DR
CLOVER AV
405
NATIONAL BLVD
S SEPULVEDA BLVD
ROSE AV
FIREBRAND PL
QUEENSLAND ST
S BENTLEY AV

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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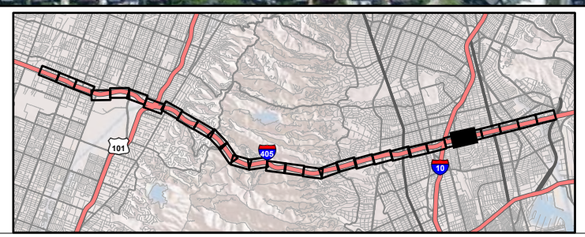

FIGURE 3.17-2
Sheet 5 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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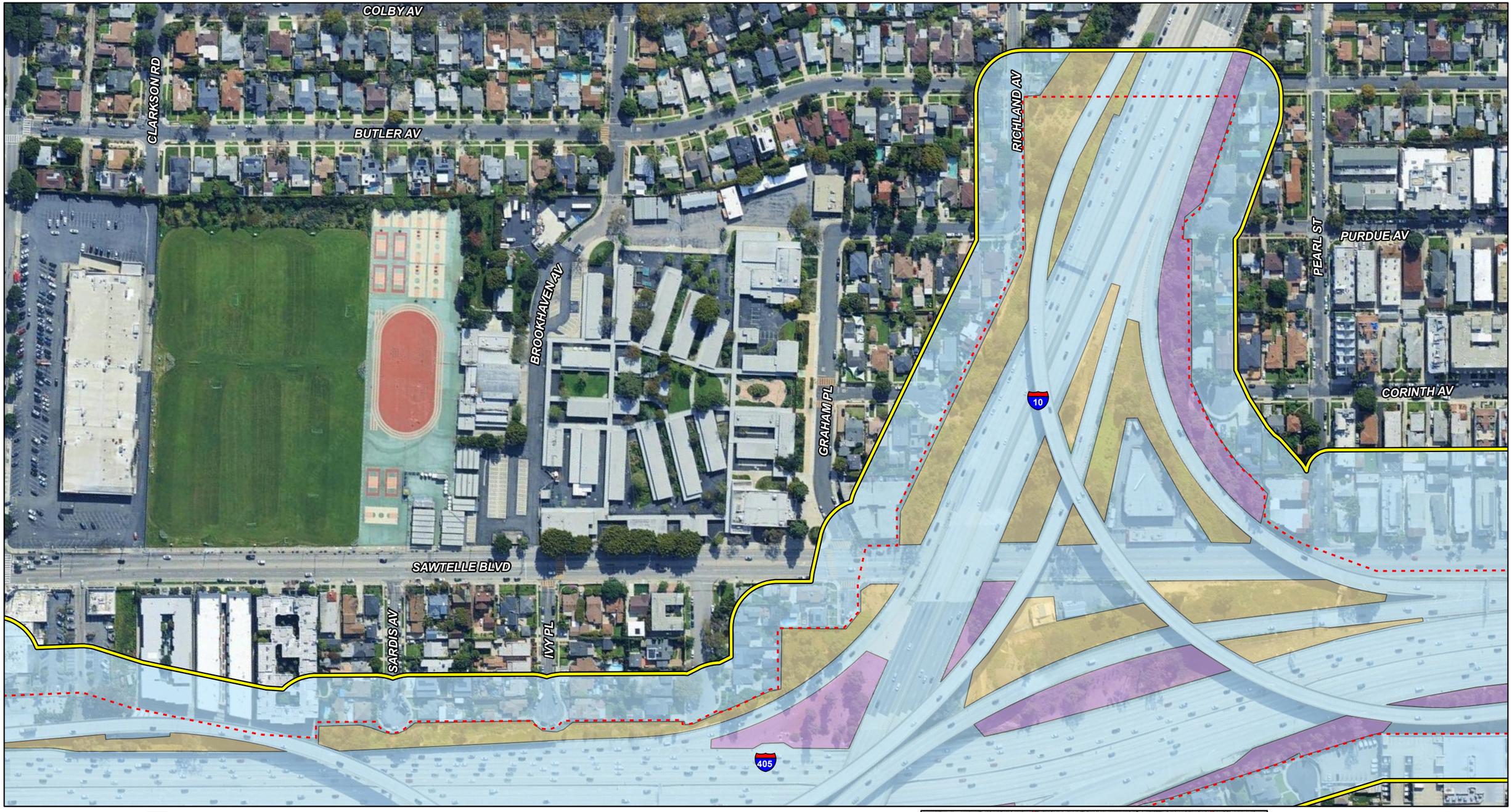

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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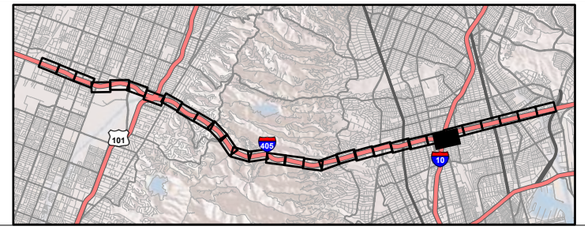

FIGURE 3.17-2
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I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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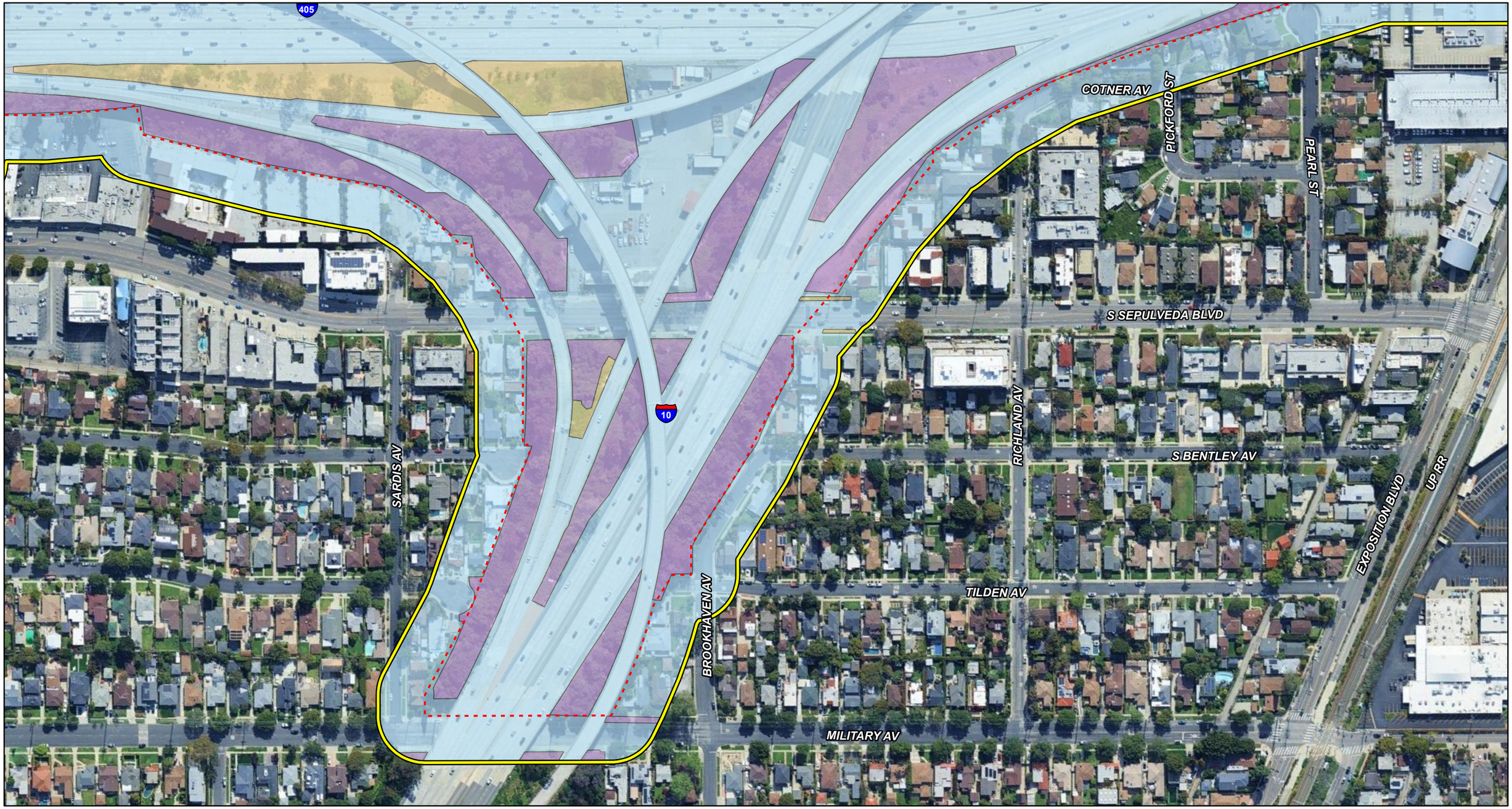

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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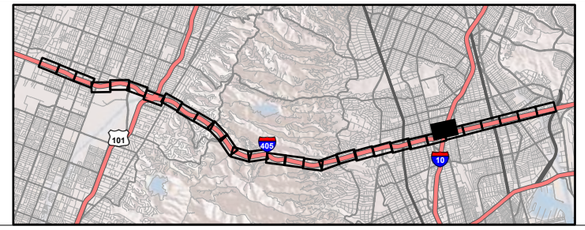

FIGURE 3.17-2
Sheet 7 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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CORINTH AV
SAWTELLE BLVD
W OLYMPIC BLVD
MISSISSIPPI AV
BELOIT AV
405
UP RR
EXPOSITION BLVD
W PICO BLVD
TENNESSEE AV
COTNER AV
PONTIUS AV
S SEPULVEDA BLVD

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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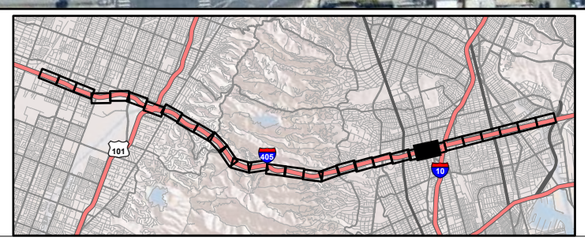

FIGURE 3.17-2
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I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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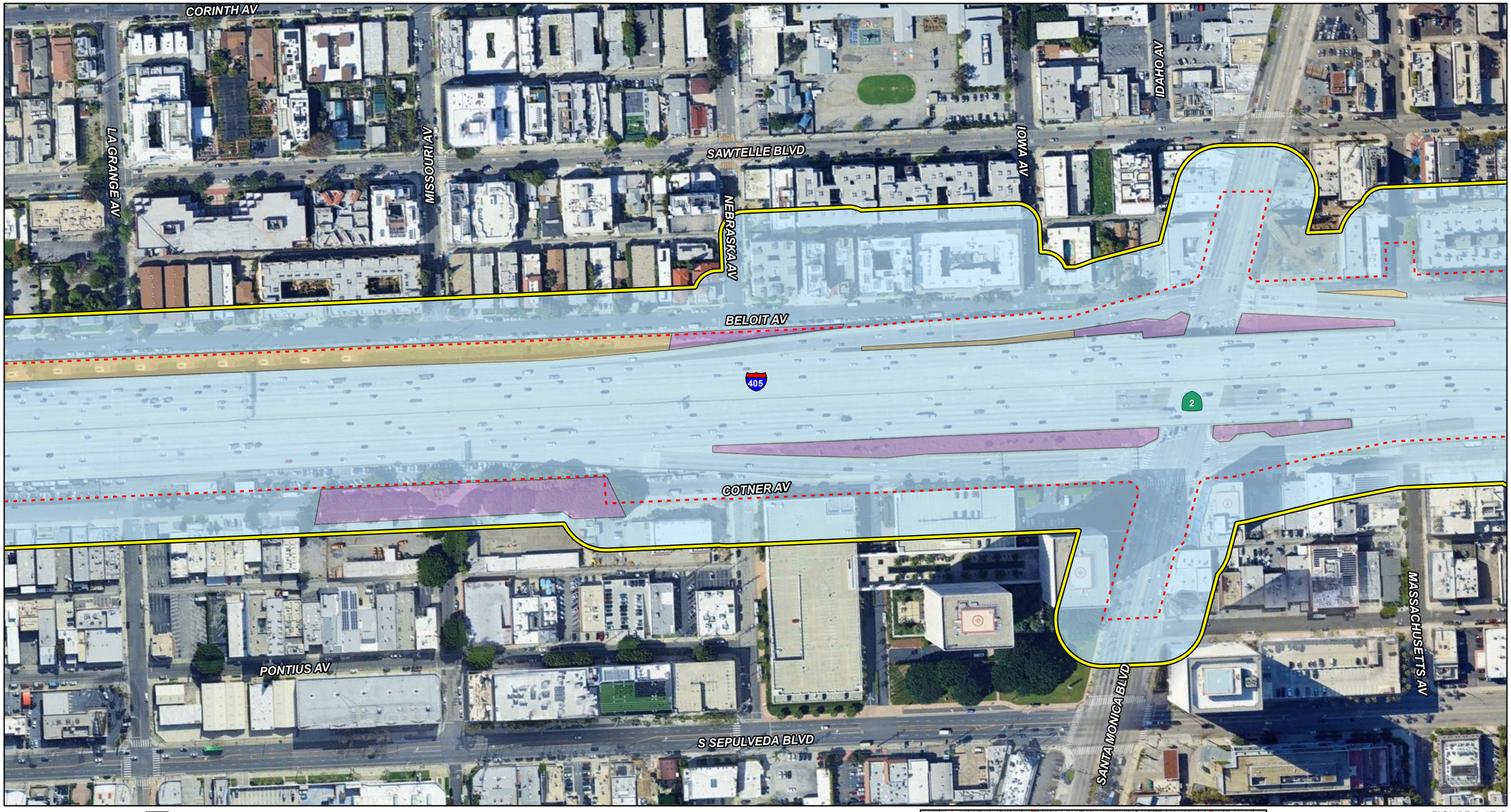

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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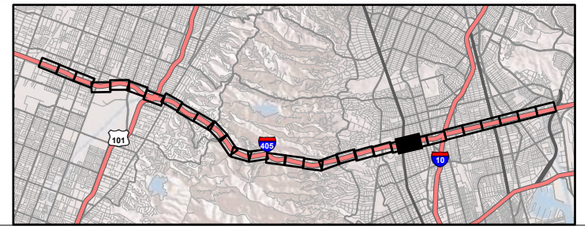

FIGURE 3.17-2

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I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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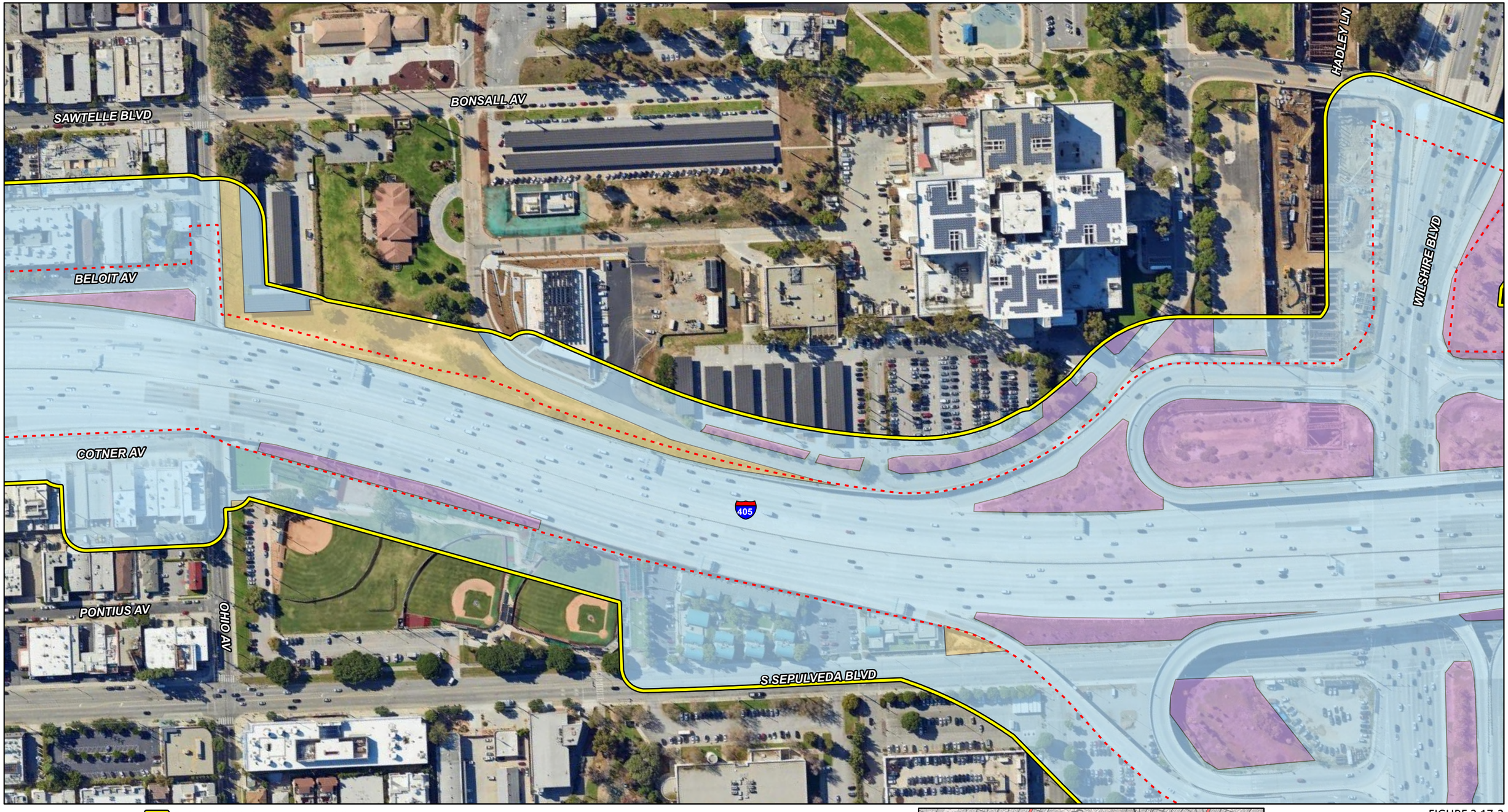

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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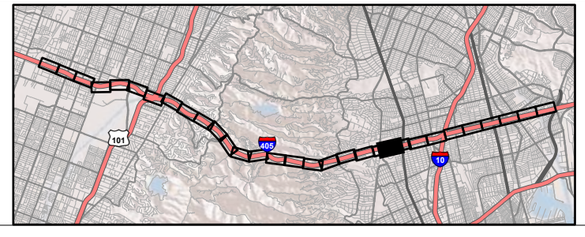

FIGURE 3.17-2
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I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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CHATEAU THIERRY AV
MARNE AV
SAINT MICHEL AV
MEUSE AV
TOUL AV
WILSHIRE BLVD
VETERAN AV
ROCHESTER AV
WELLWORTH AV
ASHTON AV
KELTON AV
MIDVALE AV
WEYBURN AV
WEYBURN PL

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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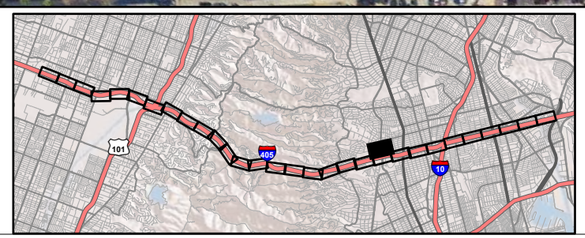

FIGURE 3.17-2
Sheet 11 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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WILSHIRE BLVD
EISENHOWER AV
BONSALL AV
GRANT AV
CONSTITUTION AV
WATERFORD ST
BELOIT AV
CHENAULT ST
CHURCH LN
405
S SEPULVEDA BLVD
TOUL AV
ARGONNE AV
APPOMATOX DR
SOISSONS AV
AMIENS AV
SAN JUAN HILL AV
CHATEAU THIERRY AV

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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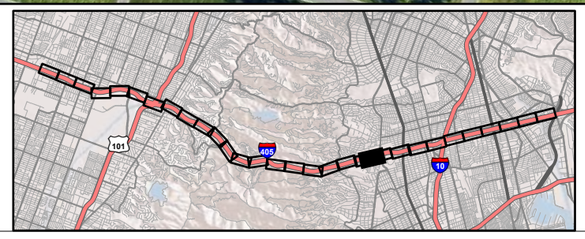

FIGURE 3.17-2
Sheet 12 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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BELOIT AV
BURNHAM ST
BERWICK ST
ALBATA ST
BOLAS ST
DENAIR ST
ELDERWOOD ST
FARLIN ST
GLADWIN ST
HOMEDALE ST
ISLETA ST
CHURCH LN
405
S SEPULVEDA BLVD
S THURSTON AV
DALKEITH AV
ARGONNE AV
BELLEAU WOOD DR
SOISSONS AV
AMIENS AV
BUENA VISTA AV
SAN JUAN HILL AV
CASHMERE ST
CASHMERE TER
MONTANA AV
S GLENROY AV
S BENTLEY AV
BRONWOOD AV

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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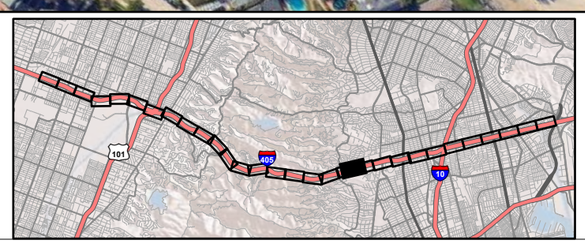

FIGURE 3.17-2
Sheet 13 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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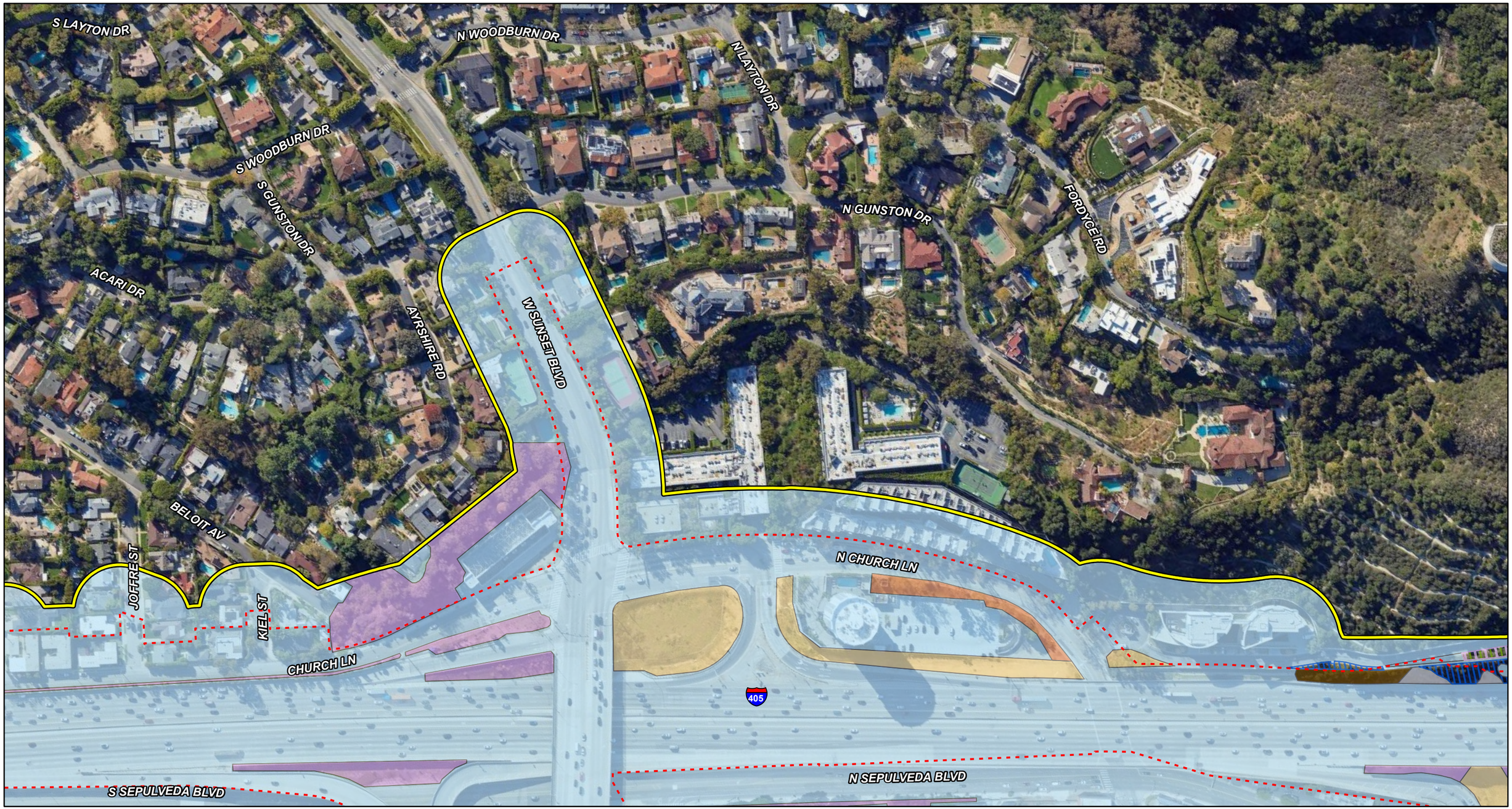

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Bare Ground
Ornamental
Ruderal

Native Vegetation
Coast Live Oak Woodland / Ornamental
Laurel Sumac Scrub
Mixed Scrub
Sycamore Woodland

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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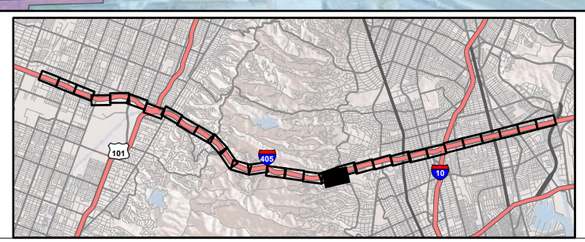

FIGURE 3.17-2
Sheet 14 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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S SEPULVEDA BLVD
N SEPULVEDA BLVD
HOMEDALE ST
S THURSTON AV
BRONWOOD AV
W SUNSET BLVD
THURSTON PL
THURSTON CIR
N THURSTON AV
OVADA PL
ACANTO ST
BELLAGIO RD
ESTRELLITA WY
S GLENROY AV
ASHDALE AV
ASHDALE PL
BARLOCK AV
LINDA FLORA DR

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003 Bio\WSP2003 Bio.aprx (3/13/2025)

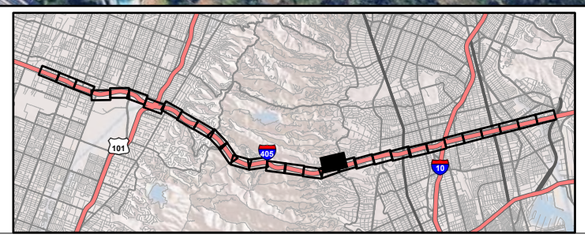

FIGURE 3.17-2
Sheet 15 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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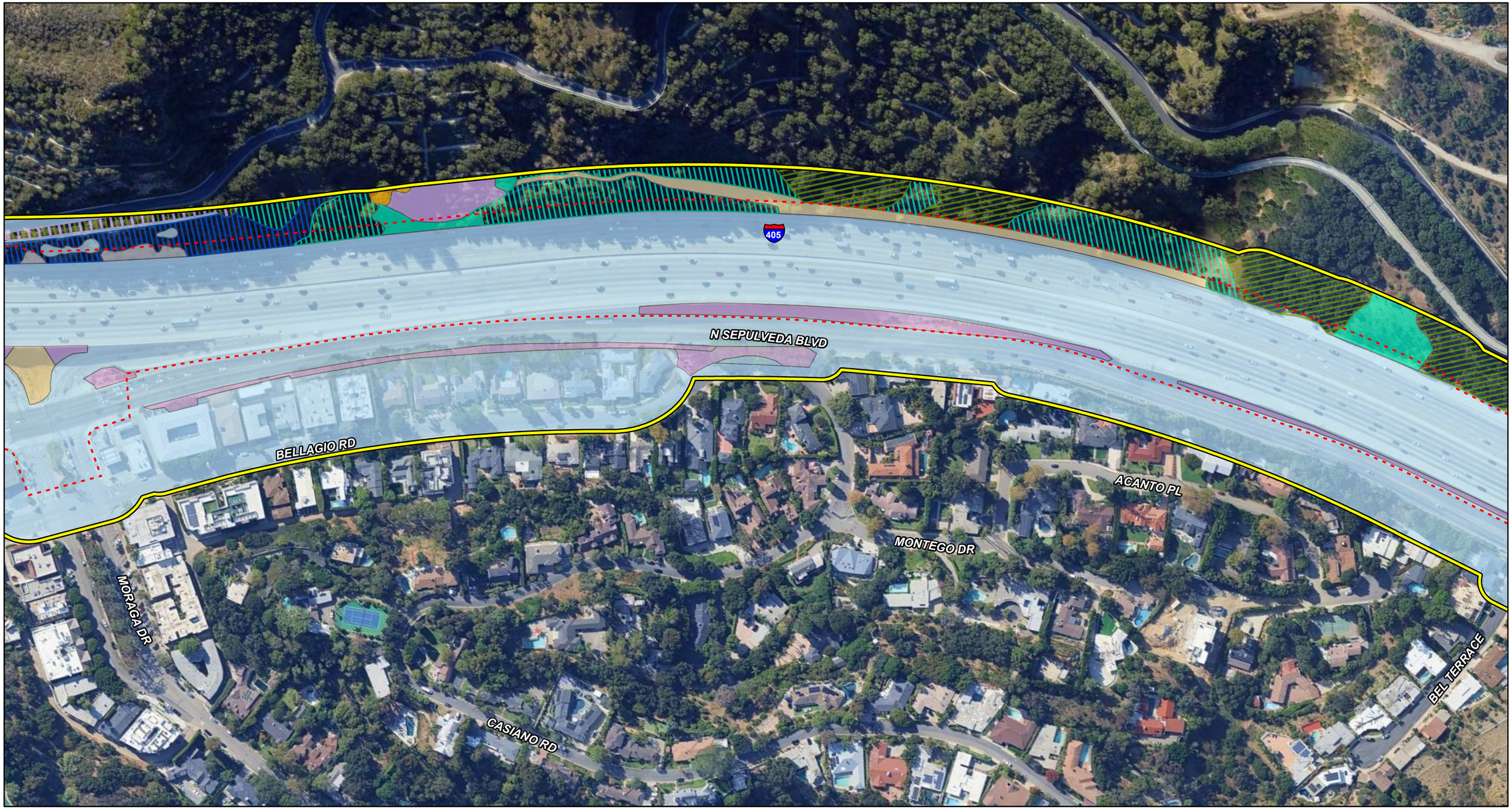

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Bare Ground
- Ornamental
- Ruderal

Native Vegetation

- Coastal Sage / Chaparral Scrub Ecotone
- Coast Live Oak Woodland / Ornamental
- Coast Live Oak Woodland and Forest; Coast Live Oak Woodland and Forest
- Mixed Mid-Elevation Chaparral

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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FIGURE 3.17-2
Sheet 16 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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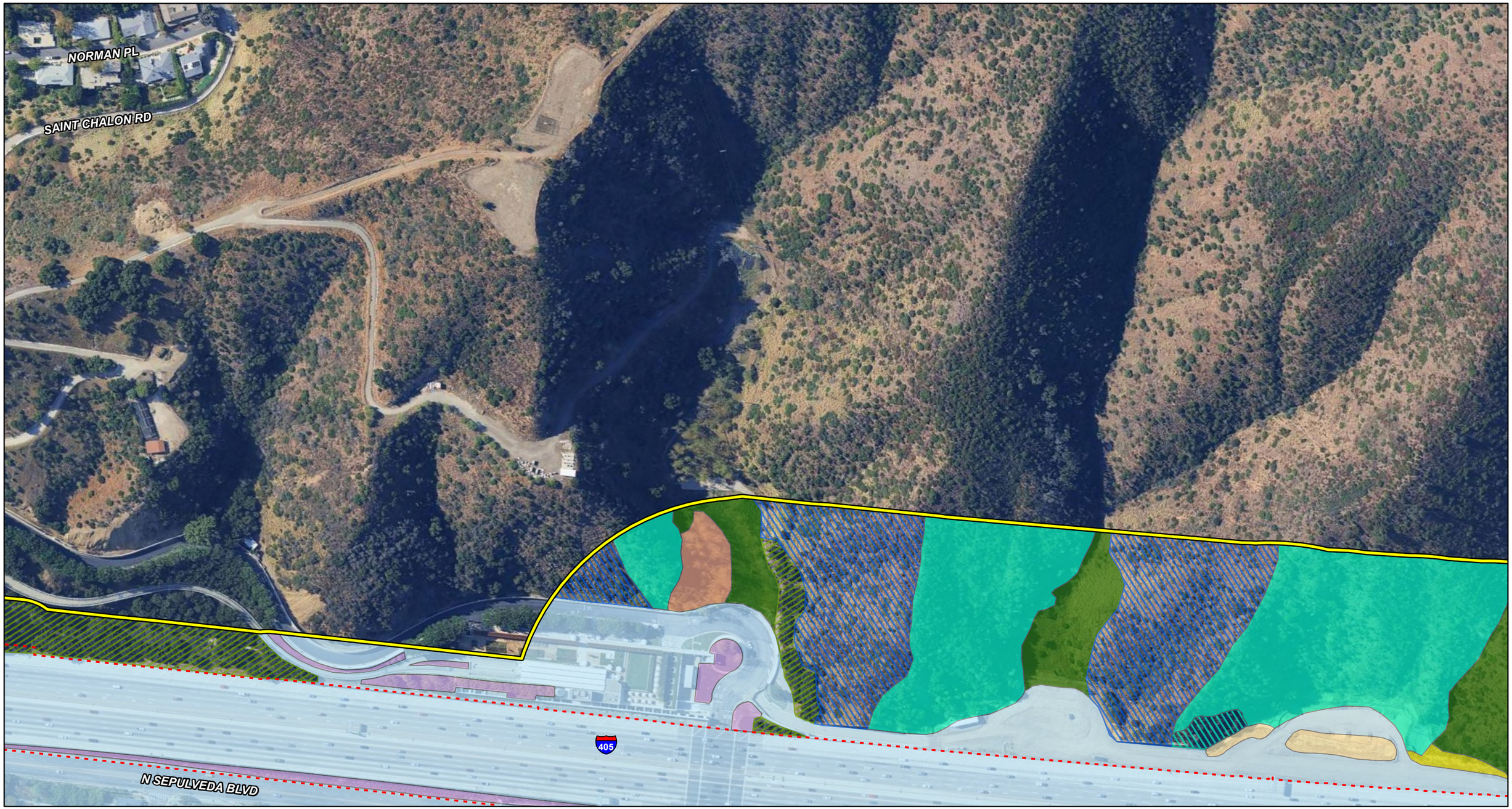

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

Native Vegetation

- Annual Brome Grassland
- Coastal Sage / Chaparral Scrub Ecotone
- Coast Live Oak Woodland and Forest; Coast Live Oak Woodland and Forest
- Mixed Mid-Elevation Chaparral
- Scrub Grassland Ecotone
- Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003 Bio\WSP2003 Bio.aprx (3/13/2025)

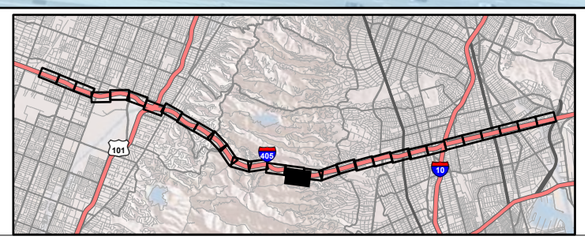

FIGURE 3.17-2
Sheet 17 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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N SEPULVEDA BLVD

405

BEL TERRACE

CASIANO RD

E SEPULVEDA FIRE RD

MORAGA DR

MORAGA LN

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Bare Ground
- Ornamental
- Ruderal

Native Vegetation

- Annual Brome Grassland
- California Buckwheat Scrub
- California Buckwheat Scrub / Annual Grasslands Ecotone
- Coastal Sage / Chaparral Scrub Ecotone
- Mixed Mid-Elevation Chaparral
- Fountain Grass Swards
- Laurel Sumac Scrub
- Scrub Grassland Ecotone
- Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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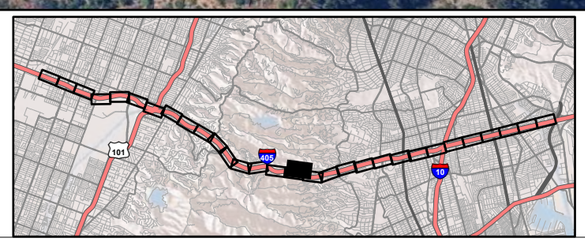

FIGURE 3.17-2
Sheet 18 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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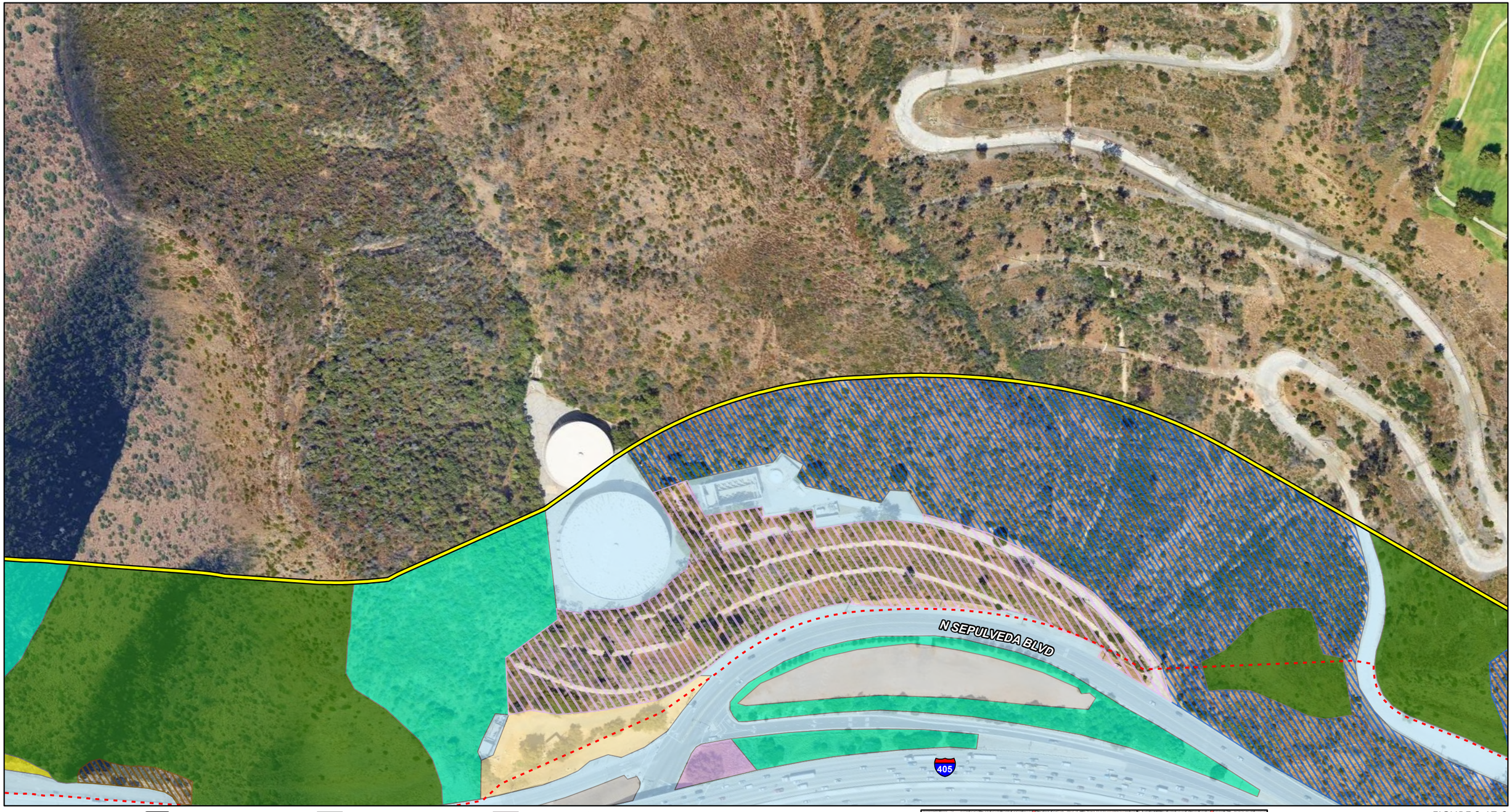

Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Bare Ground

Ornamental

Mixed Ornamental Plantings

Ruderal

Native Vegetation

Annual Brome Grassland

Coastal Sage / Chaparral Scrub Ecotone

Laurel Sumac Savannah

Scrub Grassland Ecotone

Mixed Scrub

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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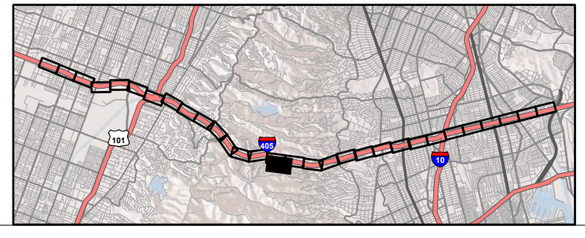

FIGURE 3.17-2
Sheet 19 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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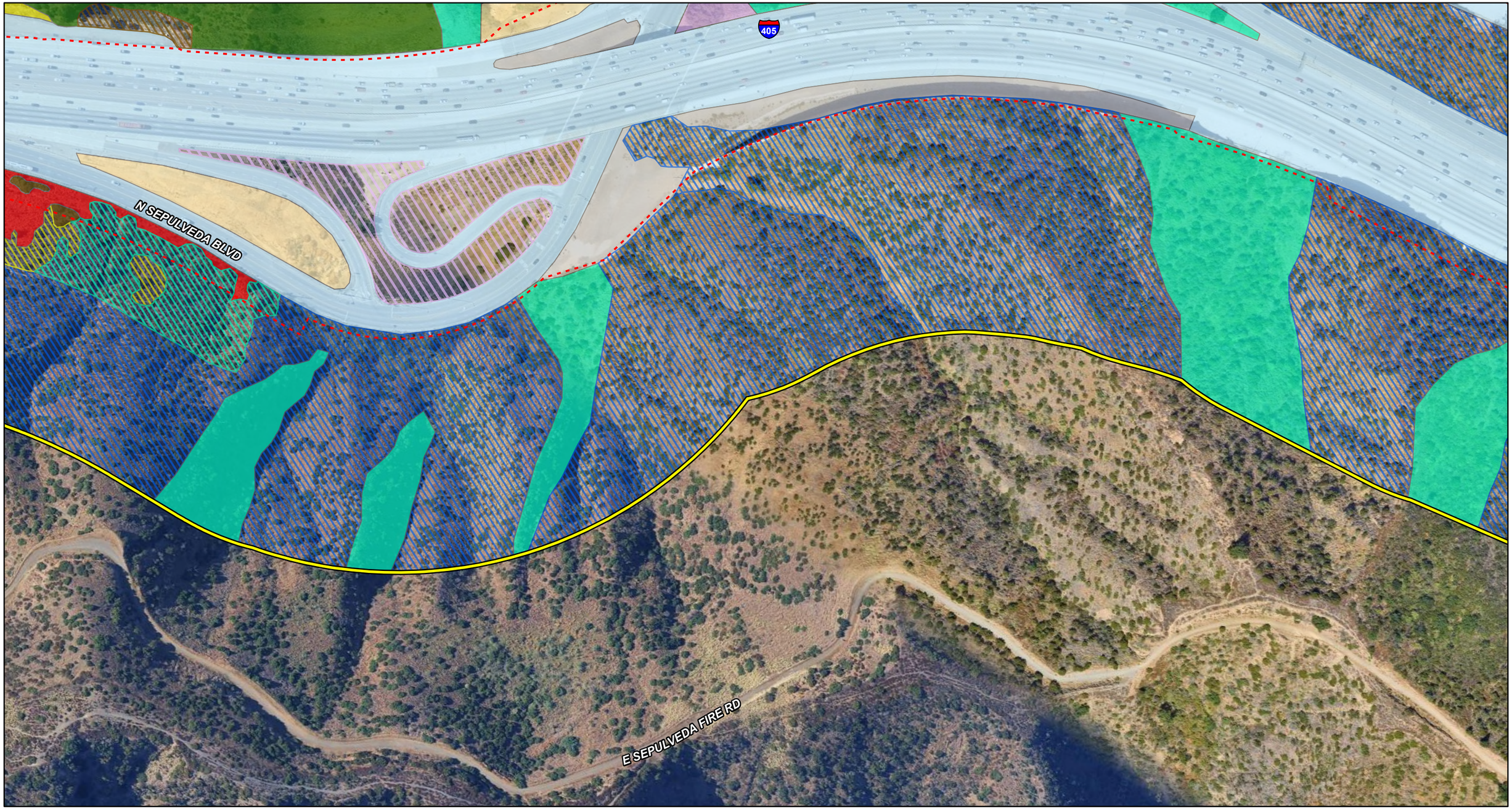
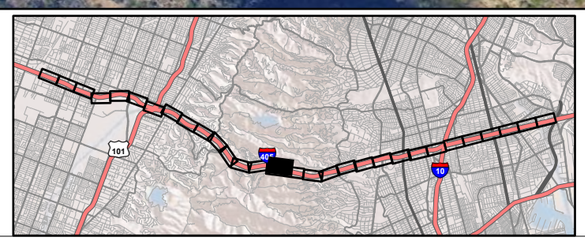


Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Bare Ground
Ornamental
Mixed Ornamental Plantings
Ruderal

Native Vegetation
Annual Brome Grassland
California Buckwheat Scrub
Coastal Sage / Chaparral Scrub Ecotone
Mixed Mid-Elevation Chaparral
Fountain Grass Swards
Laurel Sumac Scrub
Laurel Sumac Savannah
Scrub Grassland Ecotone
Mixed Scrub

0 100 200
FEET



SOURCE: Google Maps (2022); WSP (2023)

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FIGURE 3.17-2
Sheet 20 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Native Vegetation

Coastal Sage / Chaparral Scrub Ecotone

Scrub Grassland Ecotone

Mixed Scrub

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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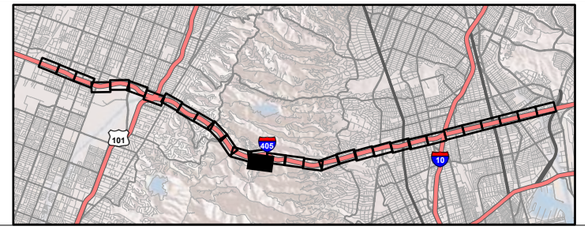

FIGURE 3.17-2
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I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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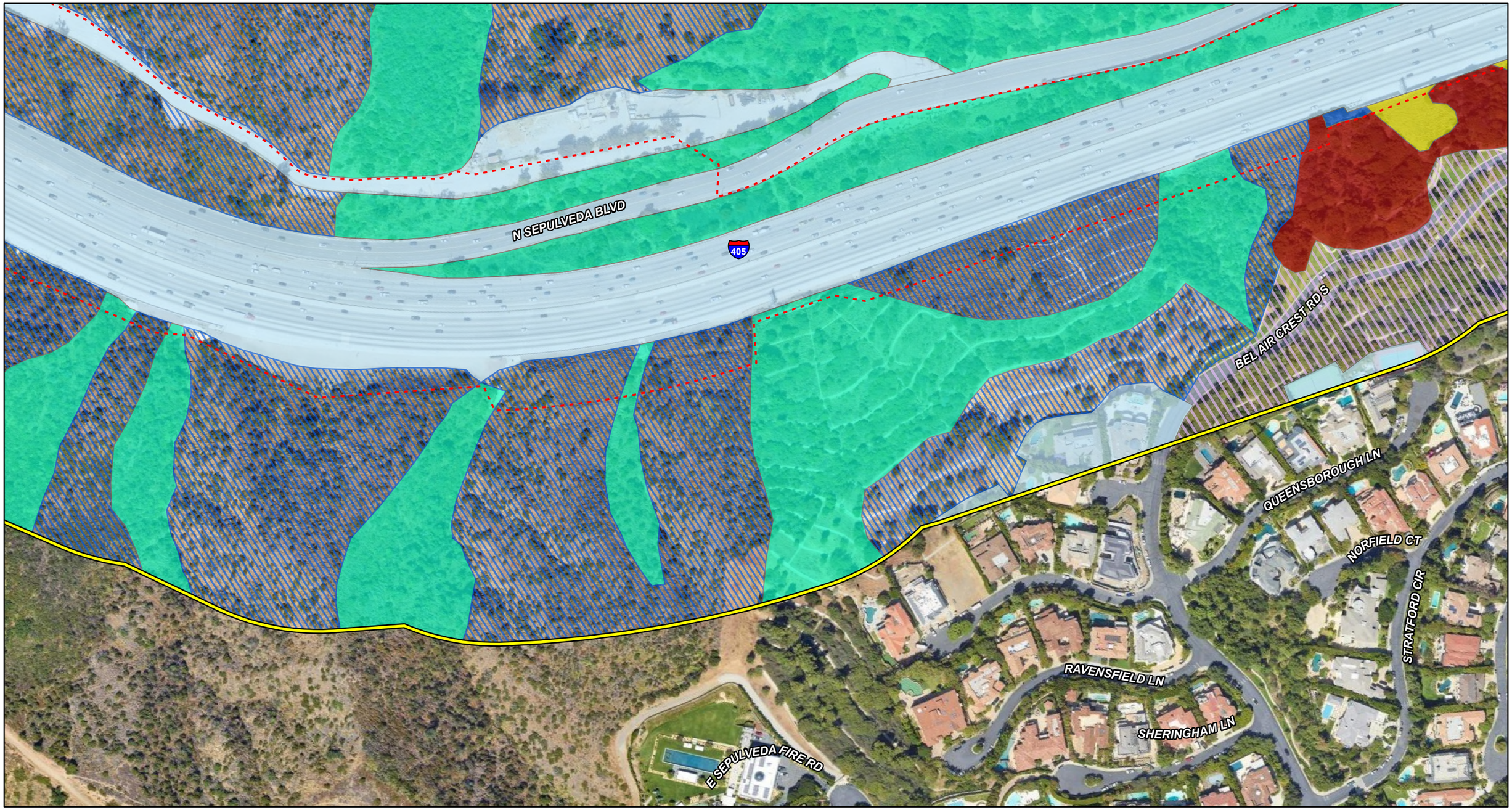

Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Mixed Ornamental Plantings

Native Vegetation

Annual Brome Grassland

Coastal Sage / Chaparral Scrub Ecotone

Scrub Grassland Ecotone

Mulefat Scrub

Mixed Scrub

Peppertree Groves

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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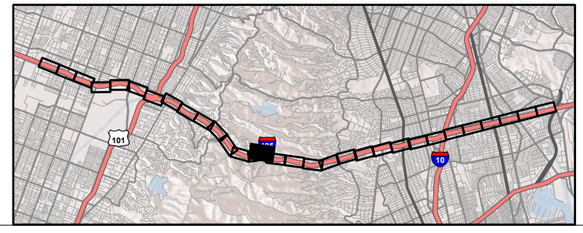

FIGURE 3.17-2

Sheet 22 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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Biological Study Area
Maximum Project Footprint

Land Cover
- Developed
- Ornamental
- Mixed Ornamental Plantings

Native Vegetation
- Annual Brome Grassland
- Coastal Sage / Chaparral Scrub Ecotone
- Coast Live Oak Woodland / Ornamental
- California Walnut Groves
- Scrub Grassland Ecotone
- Mixed Scrub
- Sycamore Woodland

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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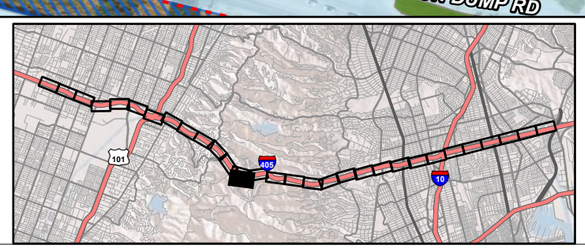

FIGURE 3.17-2
Sheet 23 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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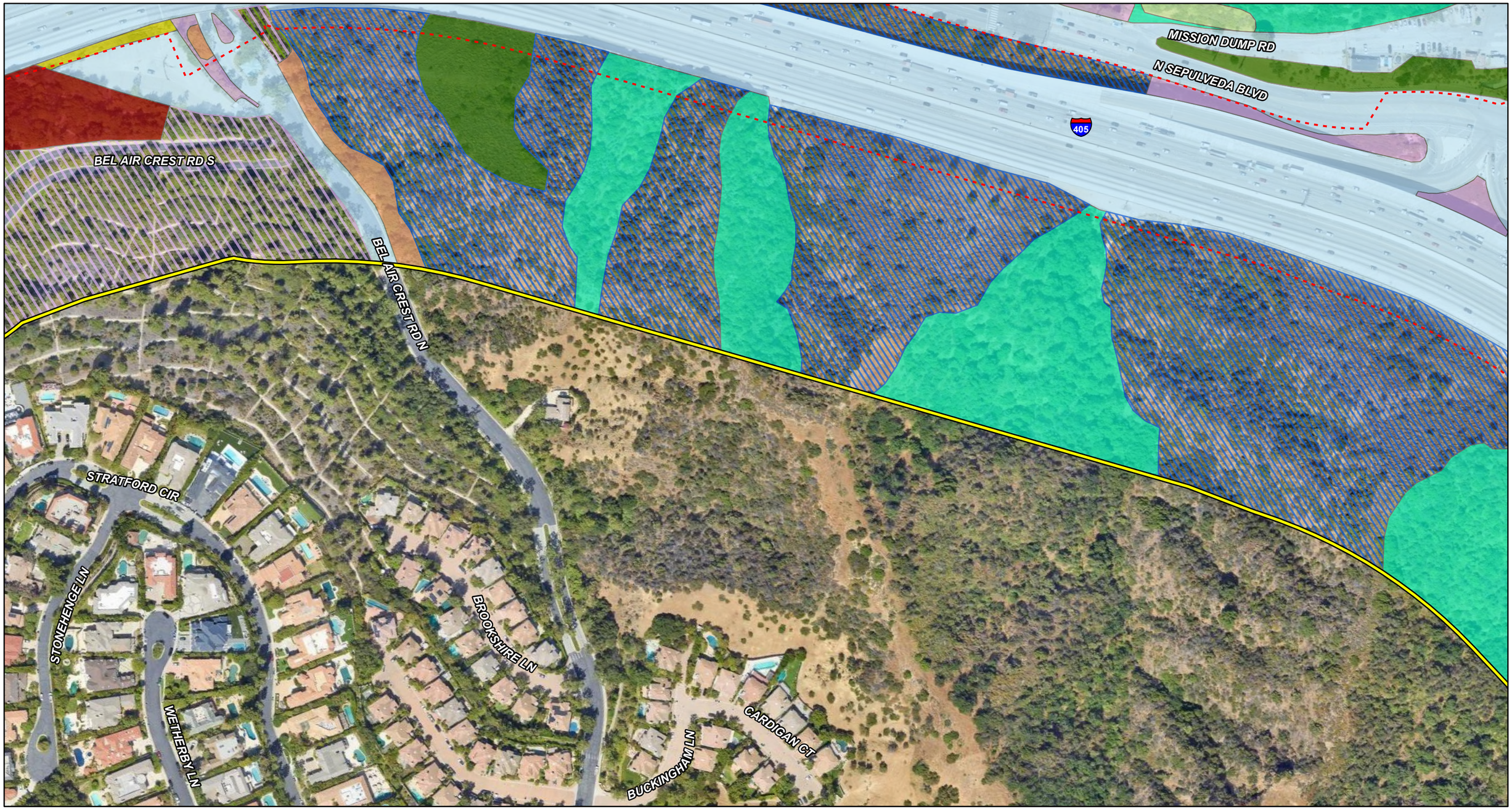

Biological Study Area
Maximum Project Footprint

Land Cover
- Developed
- Ornamental
- Mixed Ornamental Plantings
- Ruderal

Native Vegetation
- Annual Brome Grassland
- Coastal Sage / Chaparral Scrub Ecotone
- Coast Live Oak Woodland / Ornamental
- California Walnut Groves
- Scrub Grassland Ecotone
- Mixed Scrub
- Peppertree Groves
- Sycamore Woodland

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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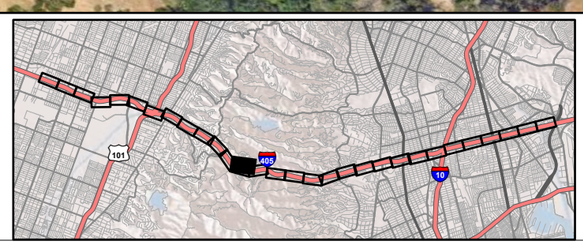

FIGURE 3.17-2
Sheet 24 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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MISSION DUMP RD

N SEPULVEDA BLVD

Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Ruderal

Native Vegetation

Coastal Sage / Chaparral Scrub Ecotone

Scrub Grassland Ecotone

Mixed Scrub

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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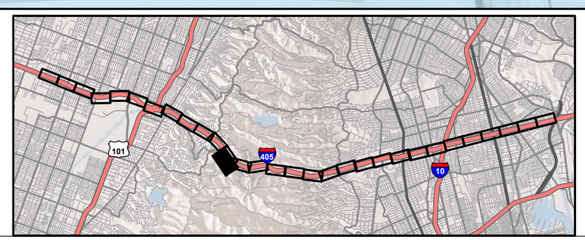

FIGURE 3.17-2
Sheet 25 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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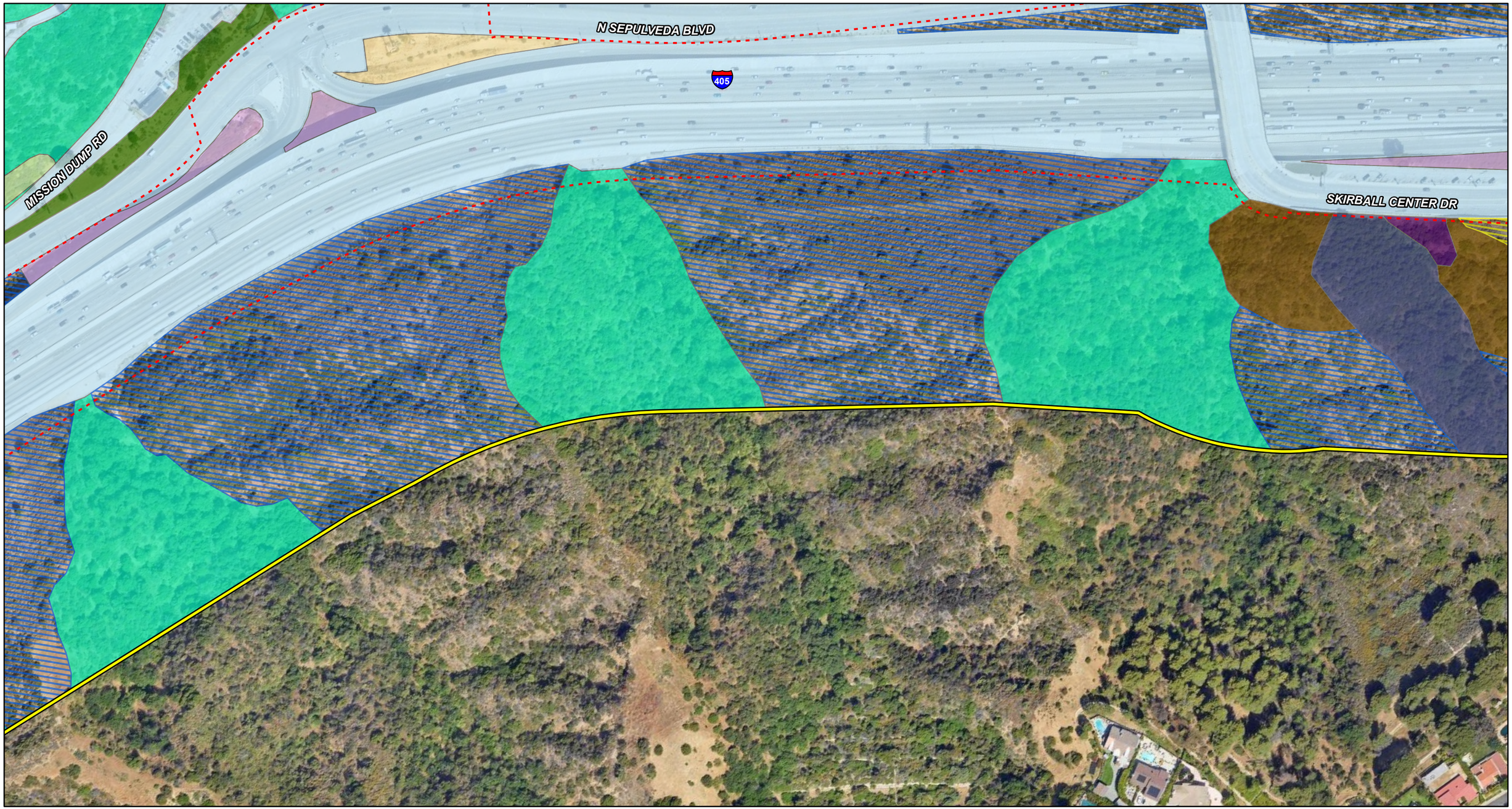


Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Ornamental

Ruderal

Native Vegetation

California Buckwheat Scrub

Coastal Sage / Chaparral Scrub Ecotone

California Walnut Groves

Elderberry Woodlands

Laurel Sumac Scrub

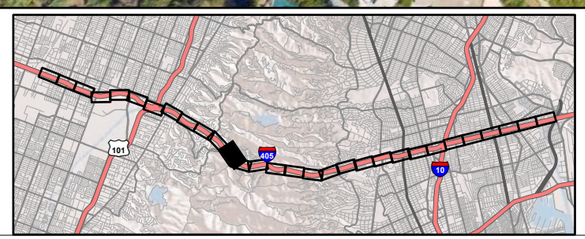
Scrub Grassland Ecotone

Mixed Scrub

Hollyleaf Redberry Chaparral

0 100 200

FEET



SOURCE: Google Maps (2022); WSP (2023)

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FIGURE 3.17-2

Sheet 26 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Bare Ground

Mixed Ornamental Plantings

Native Vegetation

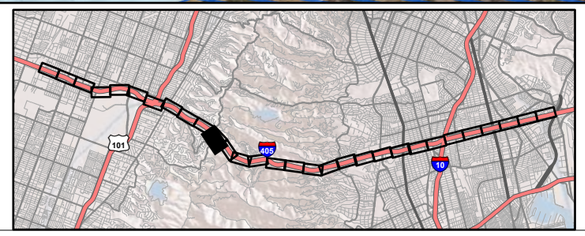
Coastal Sage / Chaparral Scrub Ecotone

Coast Live Oak Woodland and Forest; Coast Live Oak Woodland and Forest

Mixed Scrub

0 100 200

FEET



SOURCE: Google Maps (2022); WSP (2023)

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FIGURE 3.17-2

Sheet 27 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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SKIRBALL CENTER DR

MULHOLLAND DR

CASIANO RD

STEPHEN S WISE DR

MILLDALE DR

CASIANO CT

AQUA VERDE DR

Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Bare Ground

Ornamental

Mixed Ornamental Plantings

Ruderal

Native Vegetation

Annual Brome Grassland

California Buckwheat Scrub

Coastal Sage / Chaparral Scrub Ecotone

Coast Live Oak Woodland and Forest; Coast Live Oak Woodland and Fores

California Walnut Groves

Mixed Mid-Elevation Chaparral

Elderberry Woodlands

Laurel Sumac Scrub

Mixed Scrub

Hollyleaf Redberry Chaparral

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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FIGURE 3.17-2

Sheet 28 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Bare Ground

Mixed Ornamental Plantings

Native Vegetation

Coast Live Oak Woodland and Forest; Coast Live Oak Woodland and Forest

Mixed Scrub

N

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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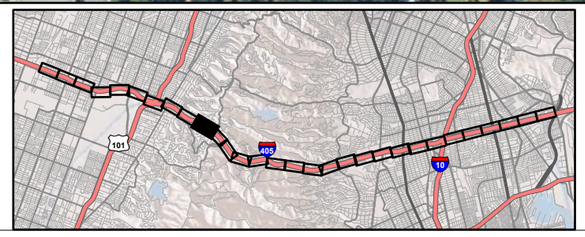

FIGURE 3.17-2
Sheet 29 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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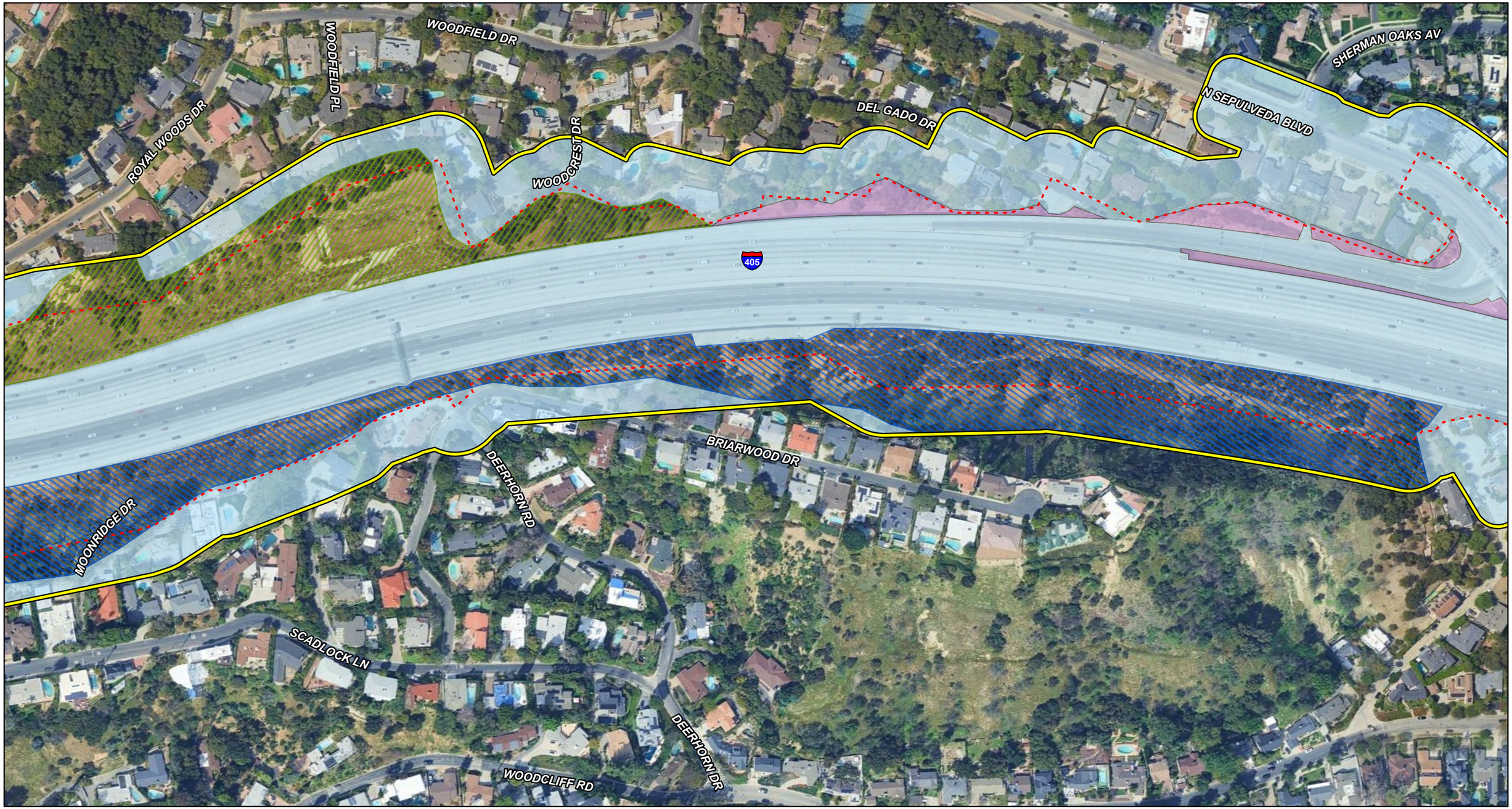

Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Ornamental

Native Vegetation

Coast Live Oak Woodland and Forest; Coast Live Oak Woodland and Forest

Mixed Scrub

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003 Bio\WSP2003 Bio.aprx (3/13/2025)



FIGURE 3.17-2
Sheet 30 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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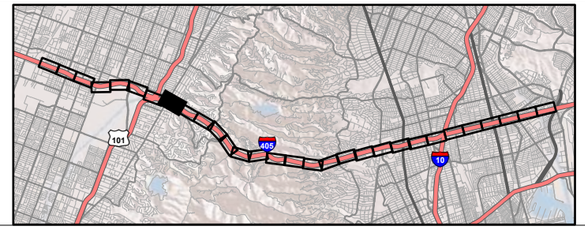

FIGURE 3.17-2
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I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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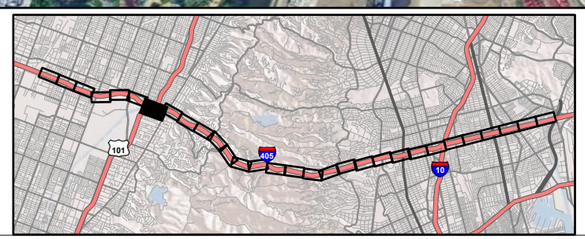

FIGURE 3.17-2

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I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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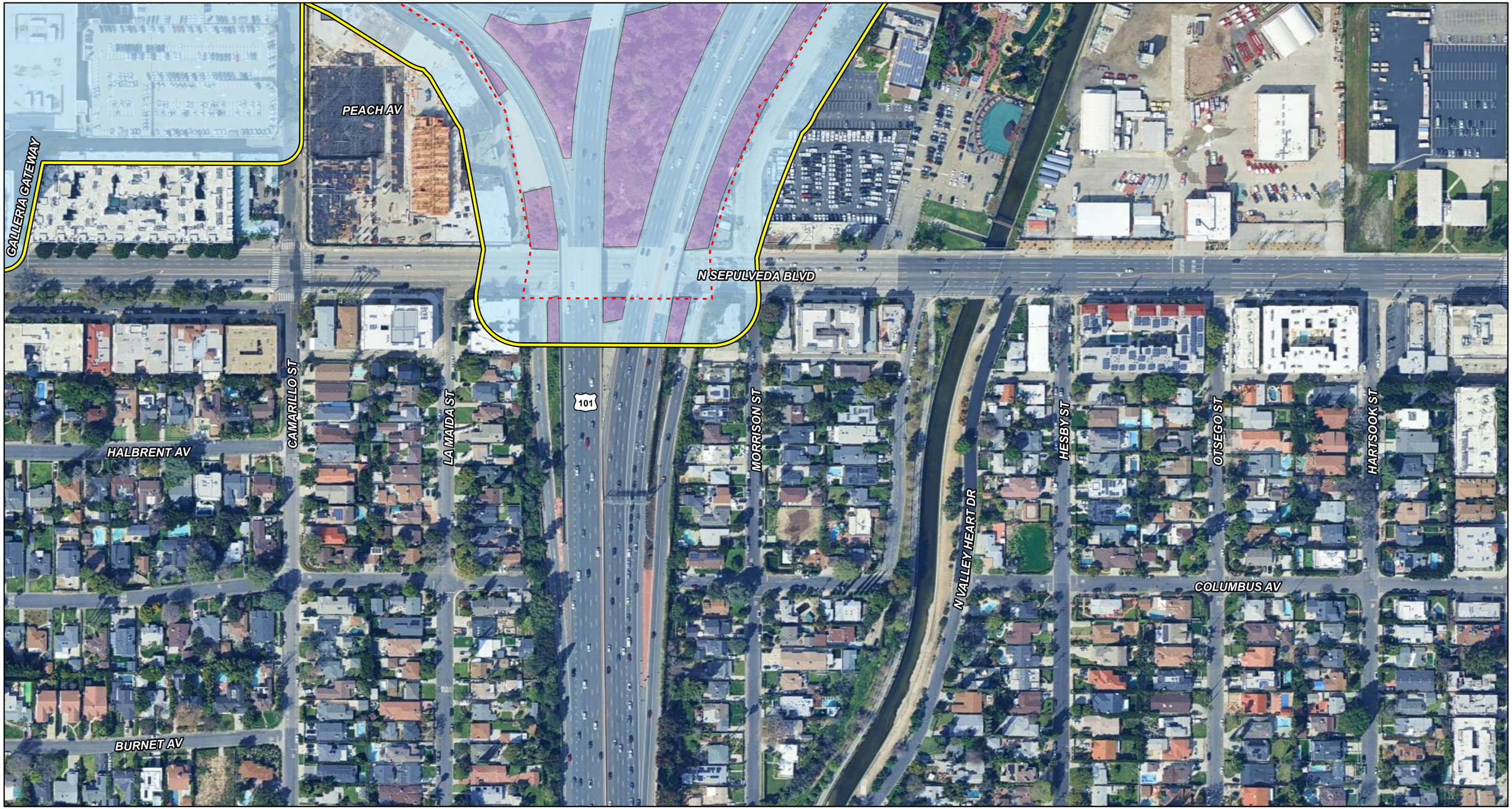

Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Ornamental

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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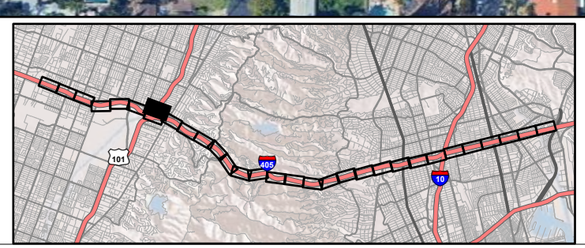

FIGURE 3.17-2
Sheet 33 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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BURBANK BLVD

405

MAGNOLIA BLVD

WEDDINGTON ST

Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Bare Ground

Ornamental

Ruderal

Native Vegetation

Coast Live Oak Woodland and Forest; Coast Live Oak Woodland and Forest

Scrub Grassland Ecotone

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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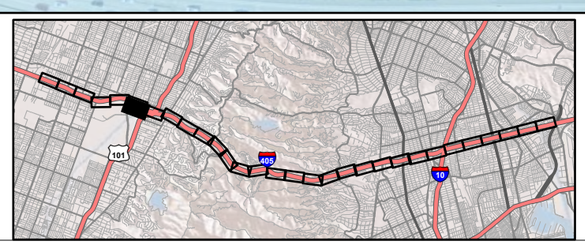

FIGURE 3.17-2
Sheet 34 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Biological Study Area

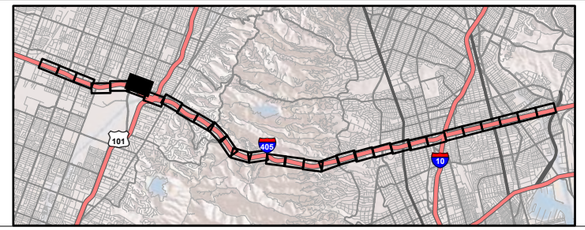
Maximum Project Footprint

Land Cover

Developed

Ornamental





SOURCE: Google Maps (2022); WSP (2023)

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FIGURE 3.17-2
Sheet 35 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Ornamental

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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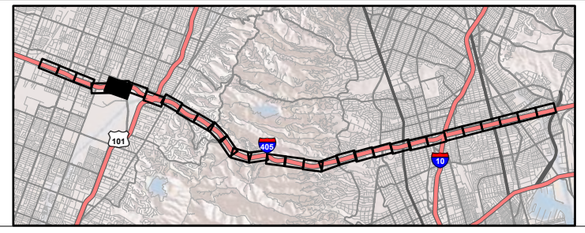

FIGURE 3.17-2

Sheet 36 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Ornamental

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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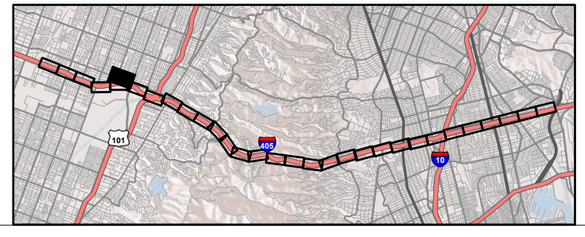

FIGURE 3.17-2

Sheet 37 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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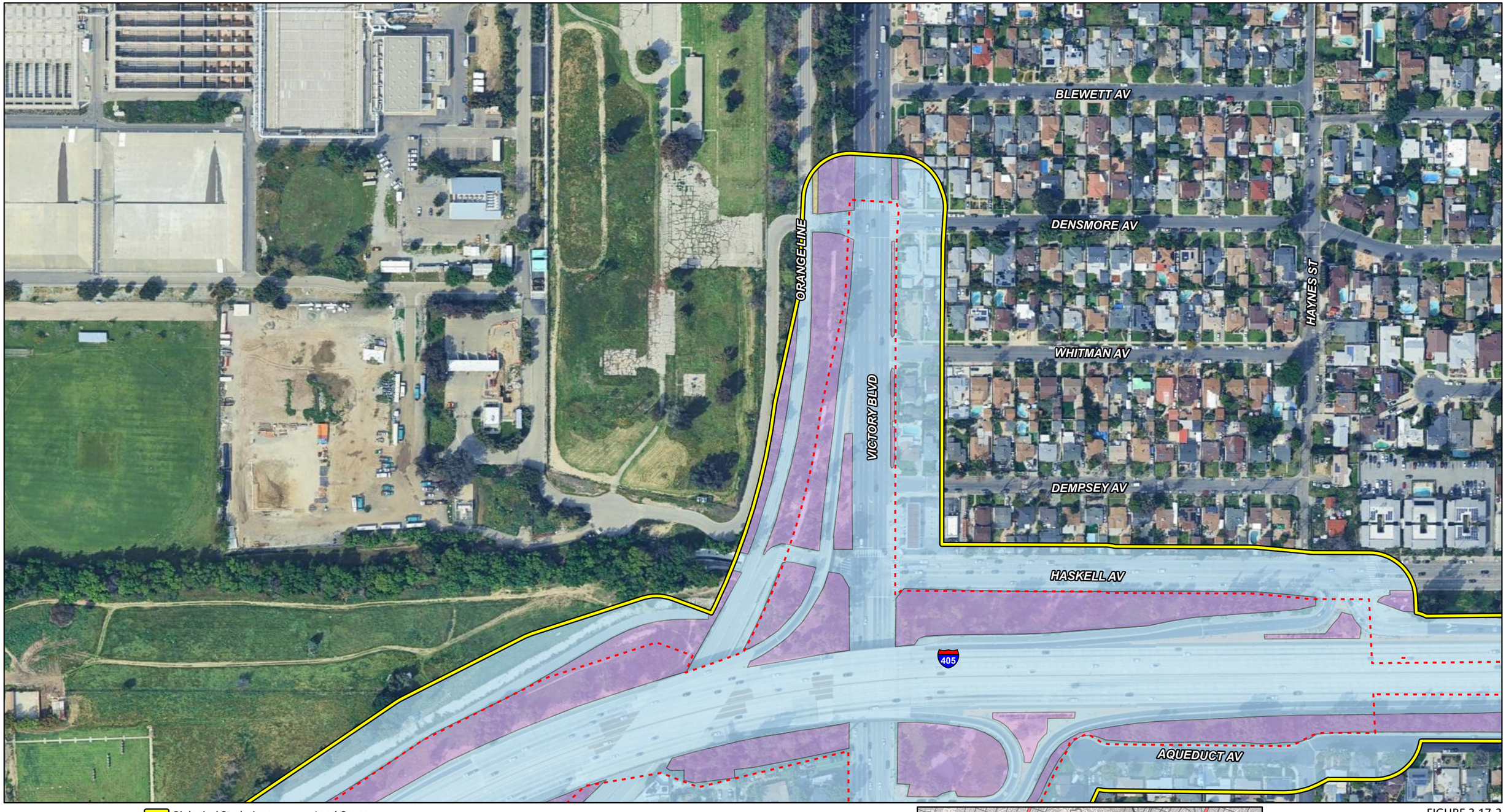

Biological Study Area

Maximum Project Footprint

Land Cover

- Developed
- Ornamental
- Ruderal

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003 Bio\WSP2003 Bio.aprx (3/13/2025)

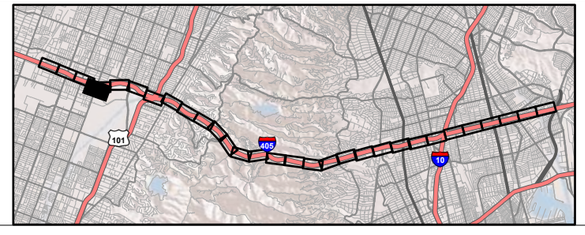

FIGURE 3.17-2
Sheet 38 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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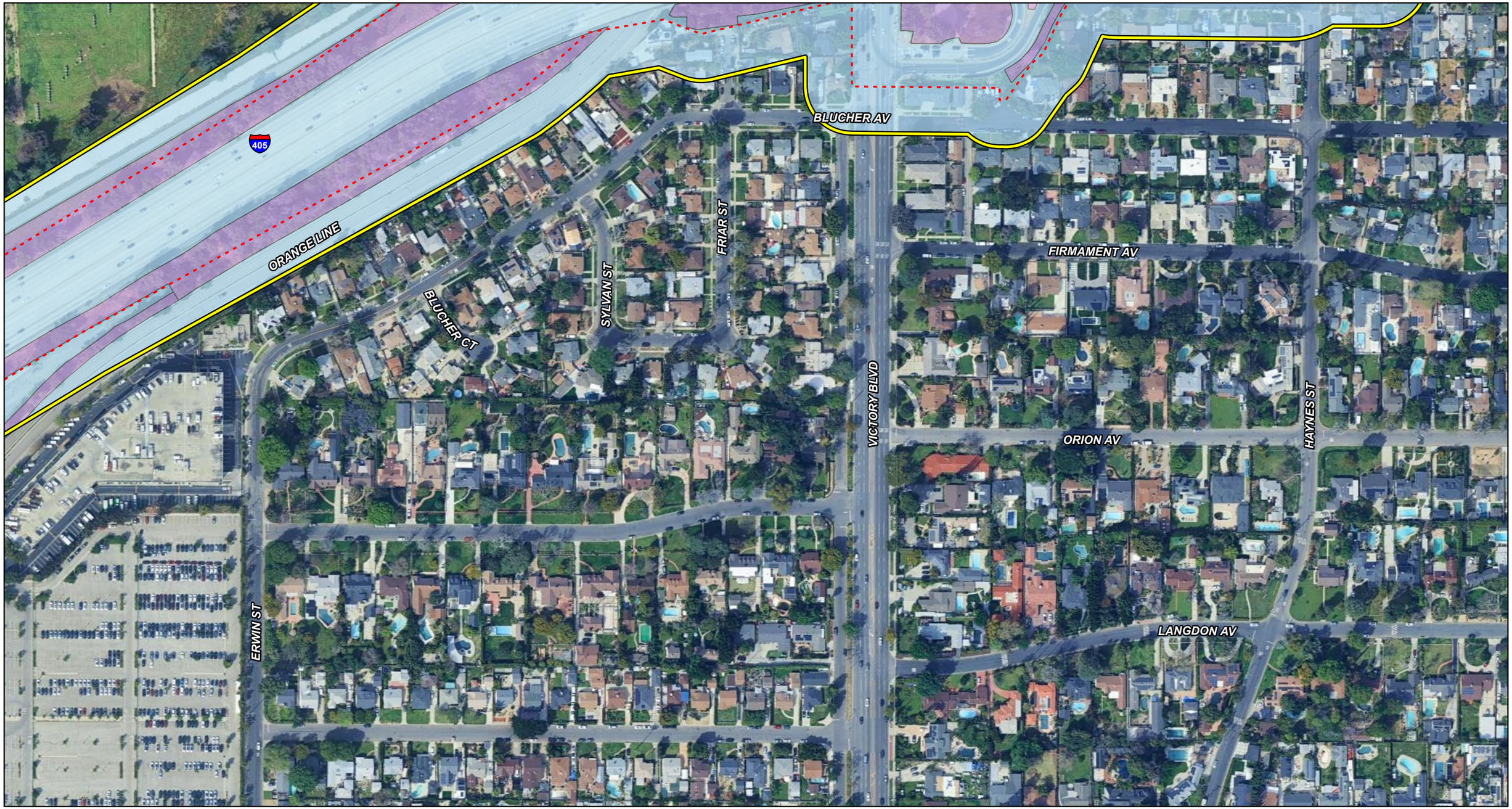

Biological Study Area

Maximum Project Footprint

Land Cover

Developed

Ornamental

0 100 200

FEET

SOURCE: Google Maps (2022); WSP (2023)

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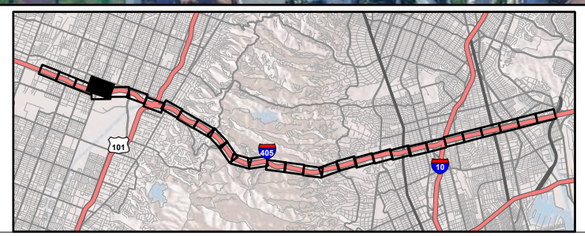

FIGURE 3.17-2

Sheet 39 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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WHITMAN AV
BASSETT ST
MARLIN PL
VOSE ST
HASKELL AV
405
VANOWEN ST
AQUEDUCT AV
FIRMAMENT AV
BLUCHER AV
LEMAY ST
HART ST
CHISHOLM AV

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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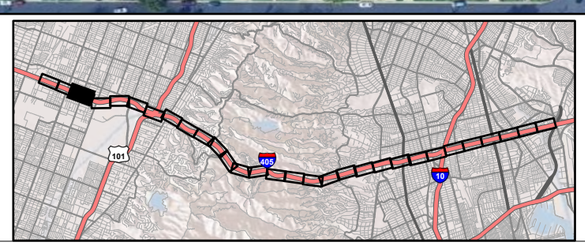

FIGURE 3.17-2
Sheet 40 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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WHITMAN AV
DEMPSEY AV
GAULT ST
HASKELL AV
LEADWELL ST
VALERIO ST
COHASSET ST
SHERMAN WY
AQUEDUCT AV
405
FIRMAMENT AV
LETICIA PL
WYANDOTTE ST
COVELLO ST

Biological Study Area
Maximum Project Footprint

Land Cover
Developed
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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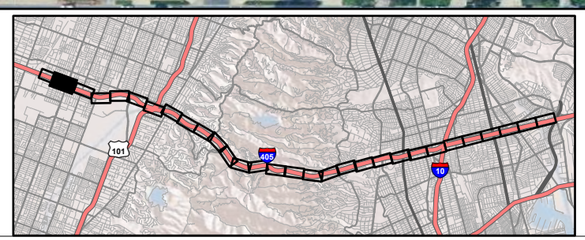

FIGURE 3.17-2
Sheet 41 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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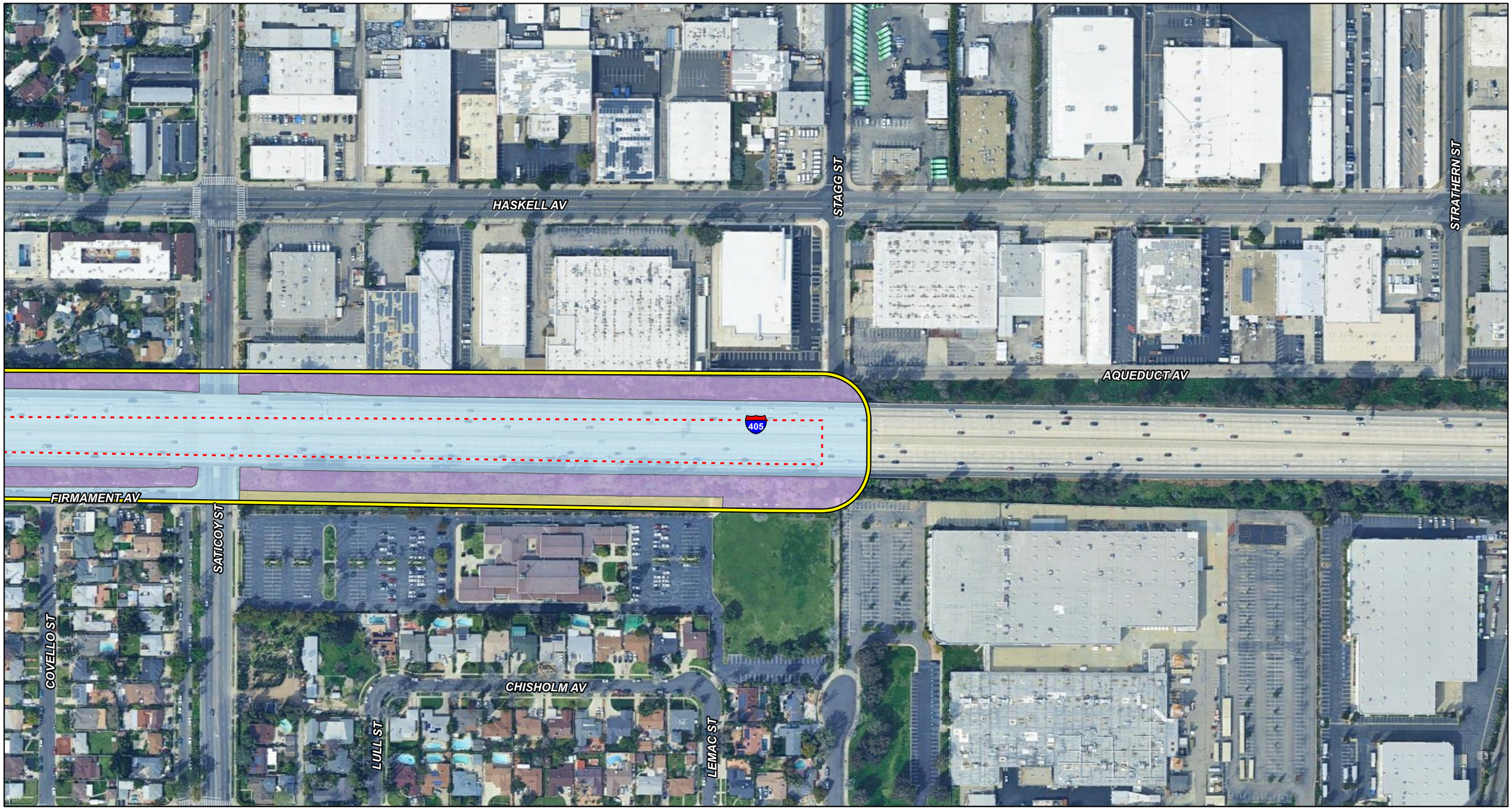


Biological Study Area

Maximum Project Footprint

Land Cover

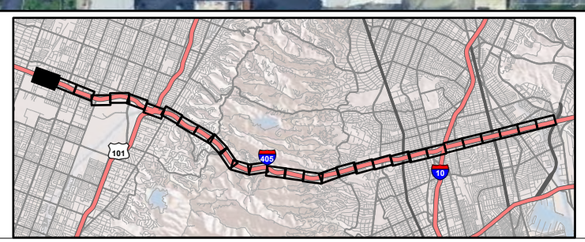
Developed

Ornamental

Ruderal

0 100 200

FEET



SOURCE: Google Maps (2022); WSP (2023)

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FIGURE 3.17-2
Sheet 42 of 42

I-405 Sepulveda Pass ExpressLanes Project

Vegetation and Land Cover

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

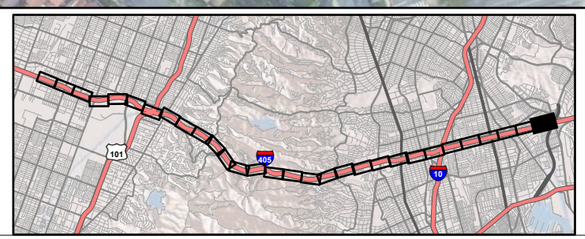

Fig 3.17-3
Sheet 1 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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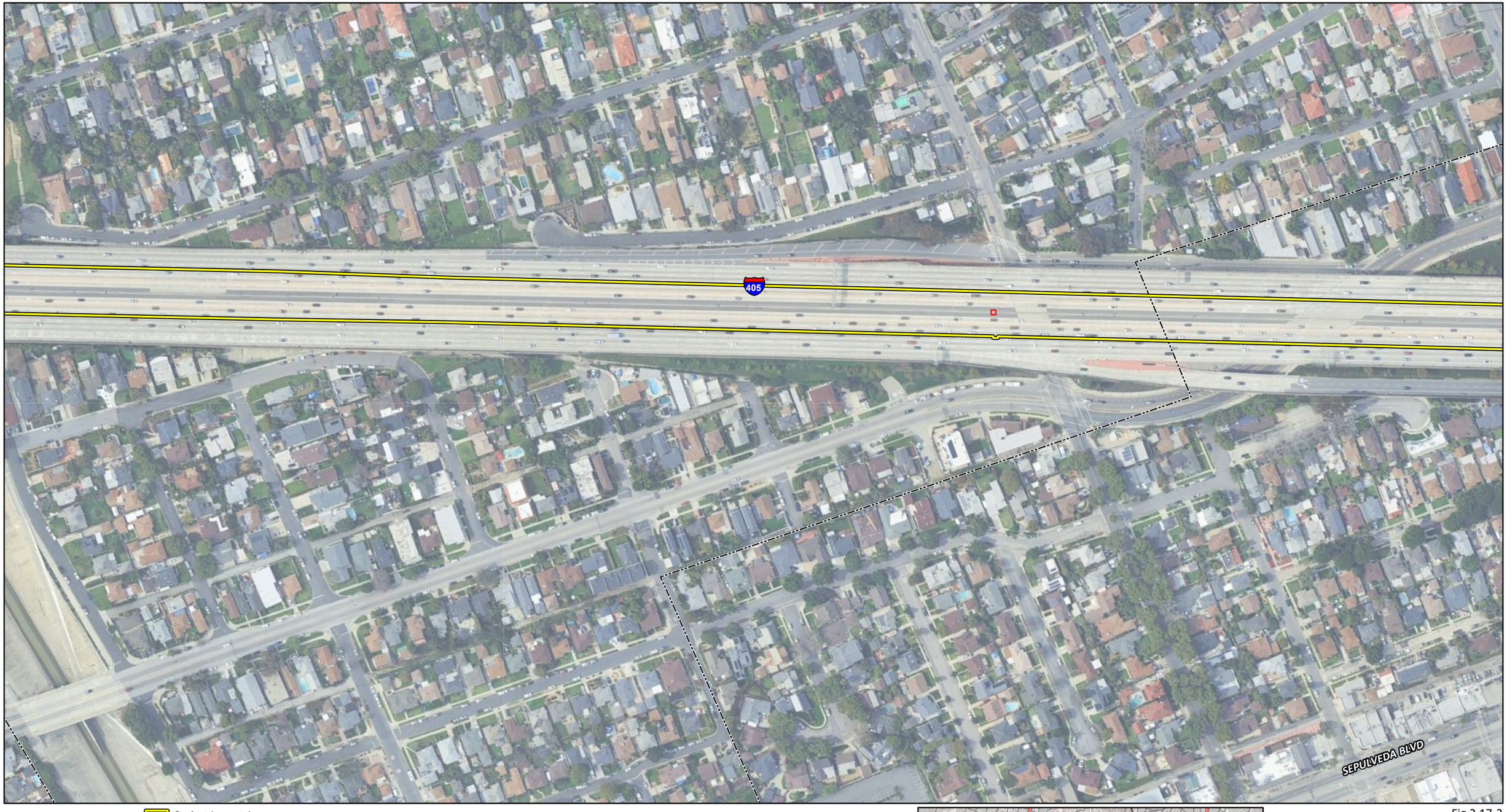

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003 Bio\WSP2003 Bio.aprx (3/13/2025)

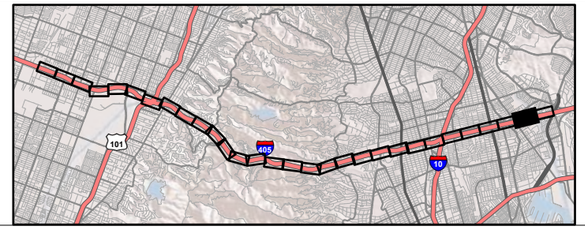

Fig 3.17-3
Sheet 2 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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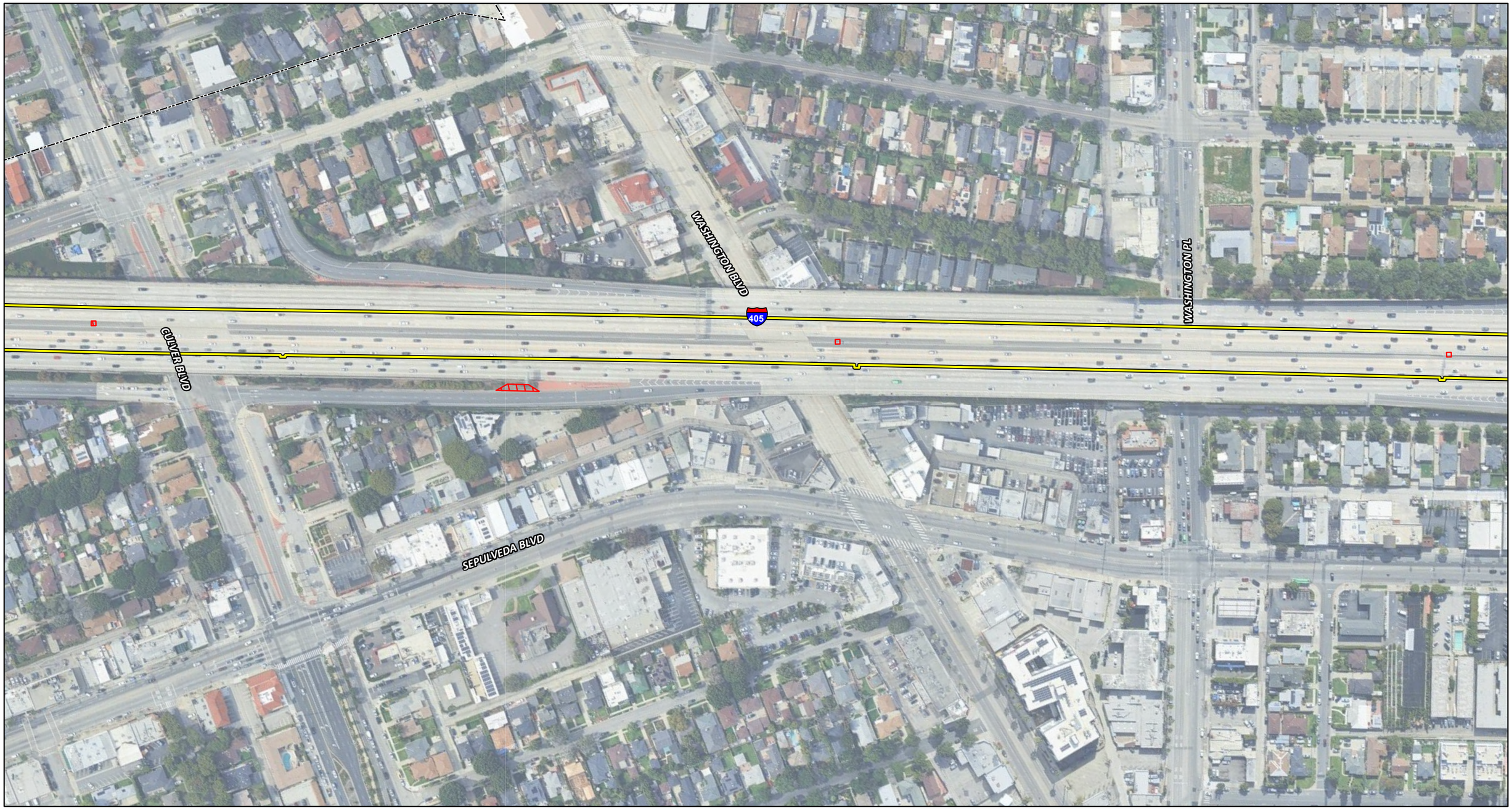

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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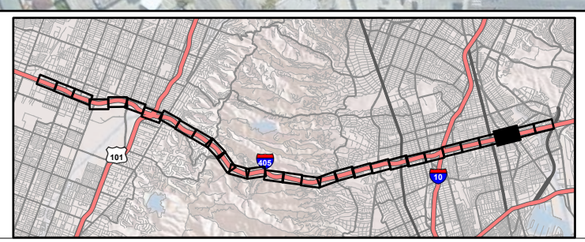

Fig 3.17-3
Sheet 3 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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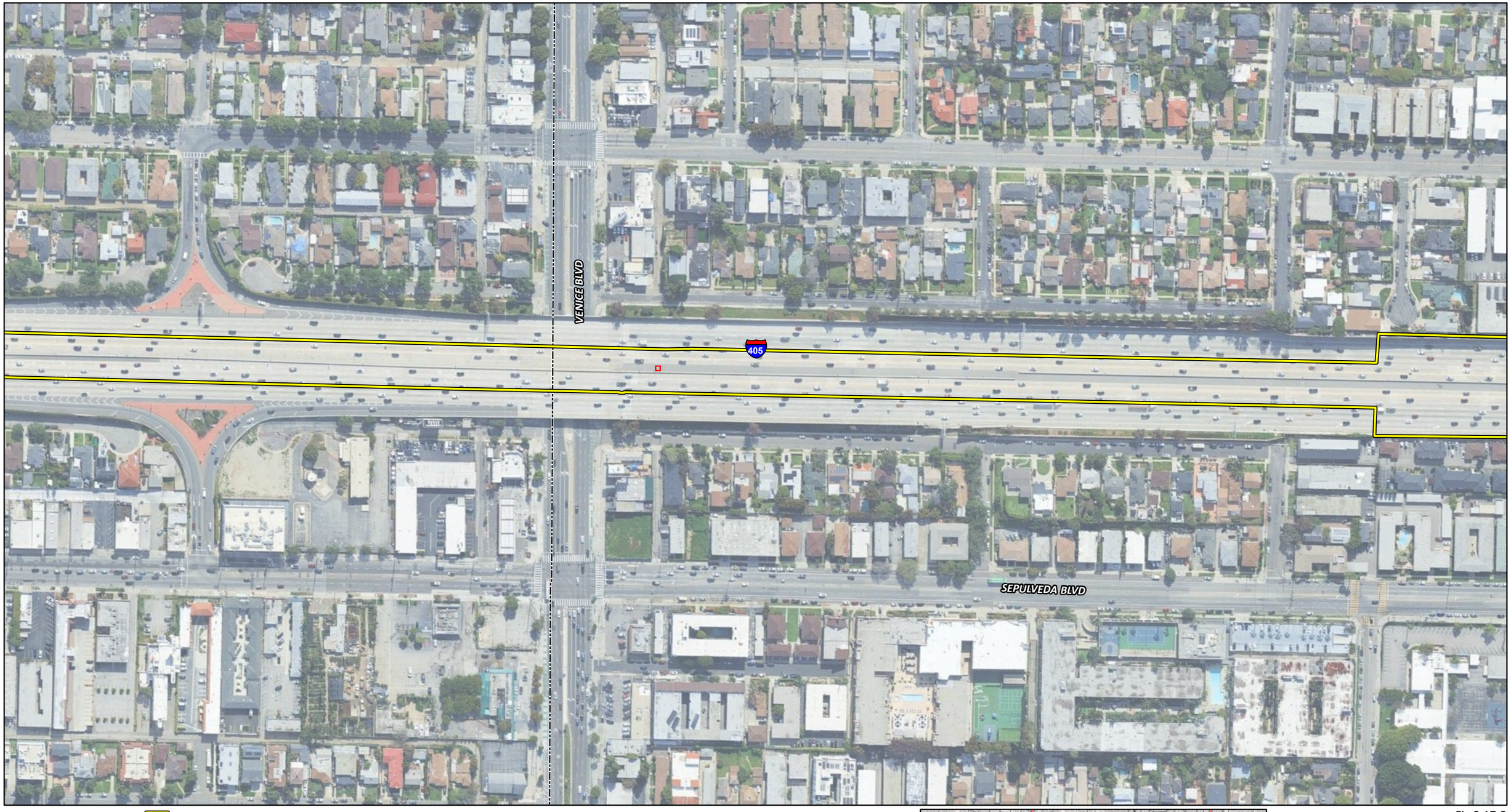

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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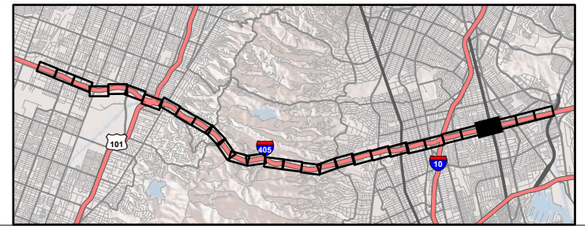

Fig 3.17-3
Sheet 4 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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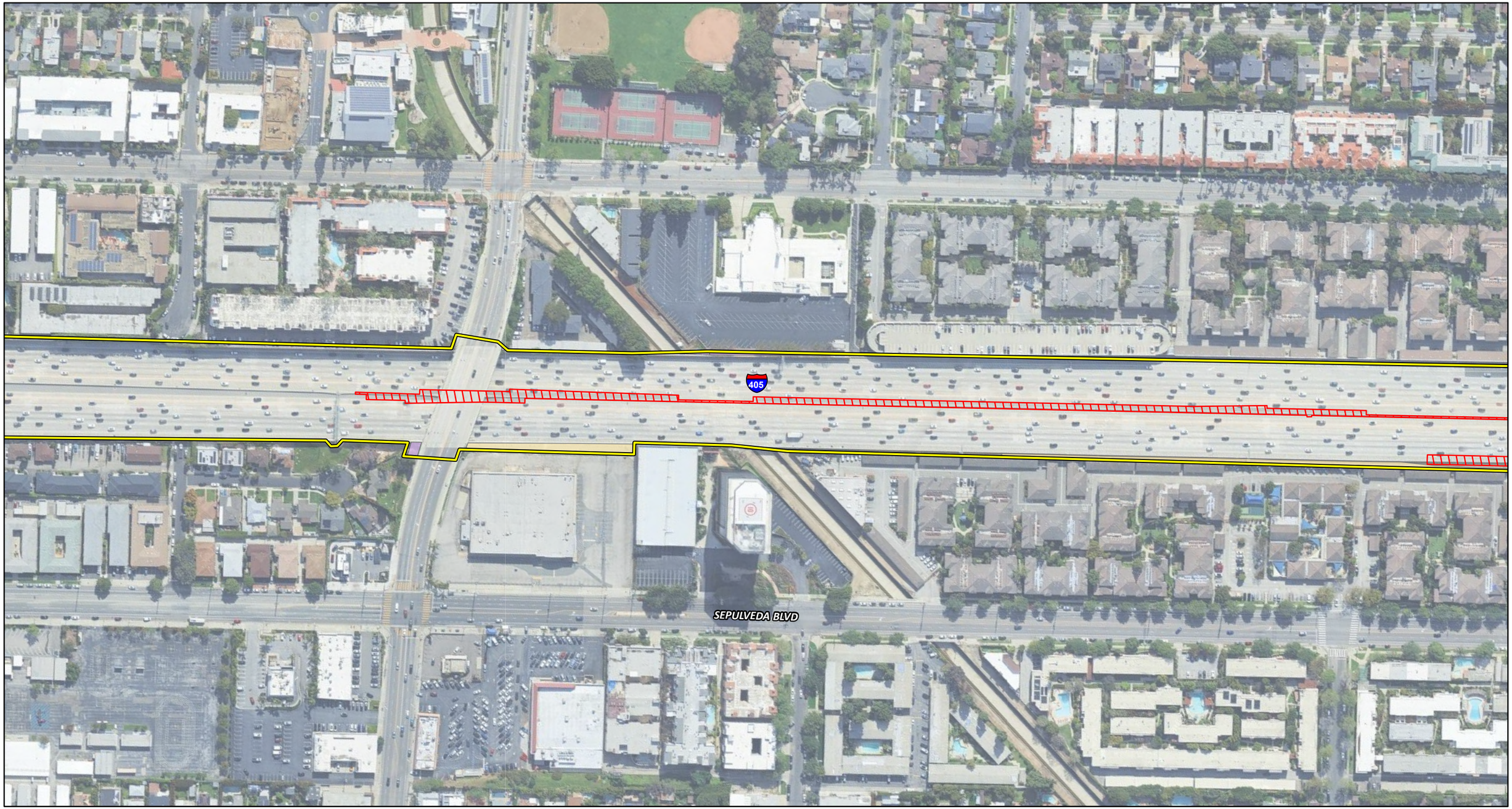

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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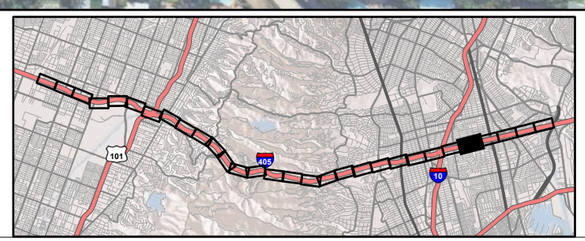

Fig 3.17-3
Sheet 5 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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NATIONAL BLVD

SEPULVEDA BLVD

405

10

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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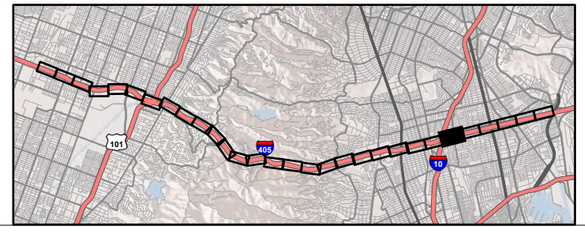

Fig 3.17-3
Sheet 6 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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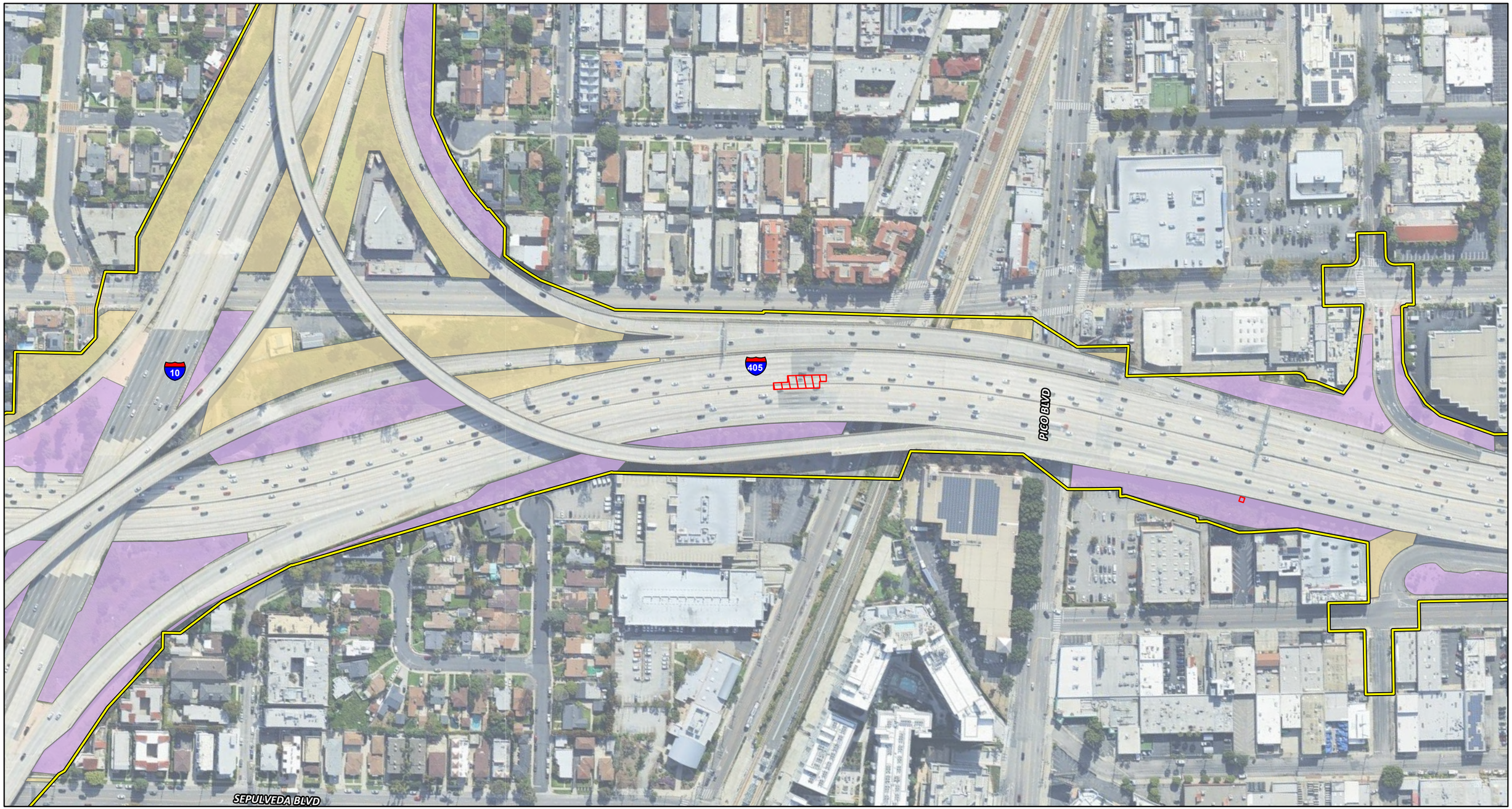

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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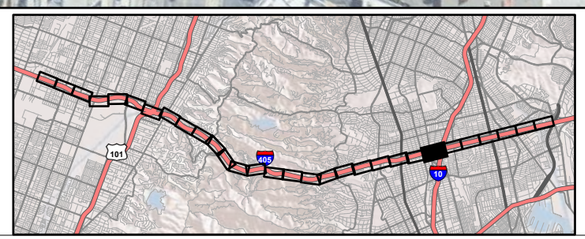

Fig 3.17-3
Sheet 7 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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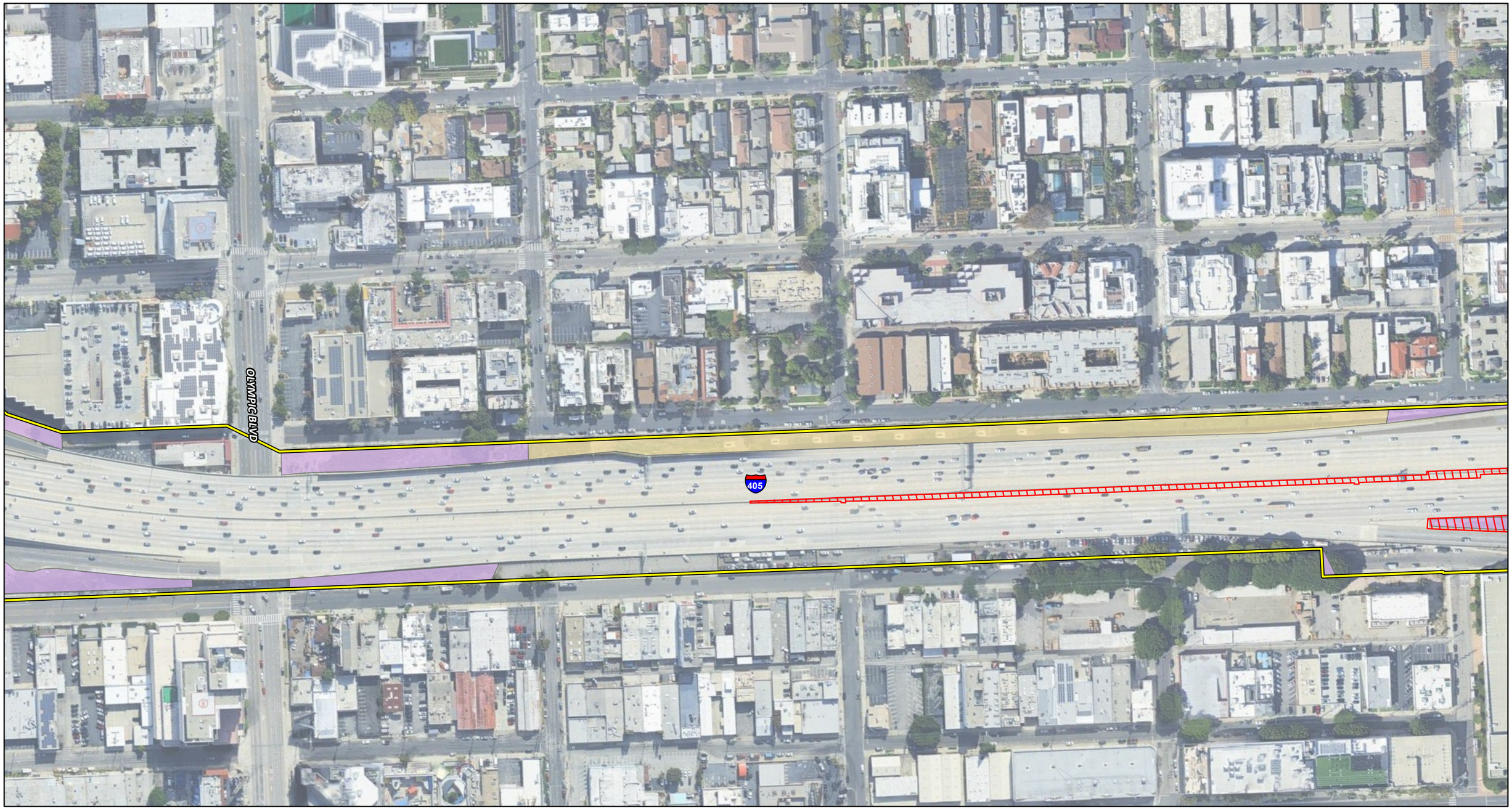

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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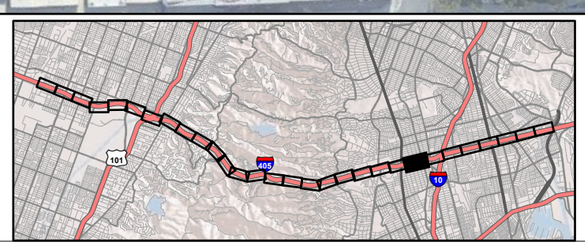

Fig 3.17-3
Sheet 8 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

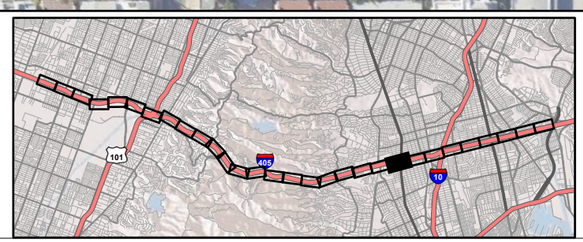

Fig 3.17-3
Sheet 9 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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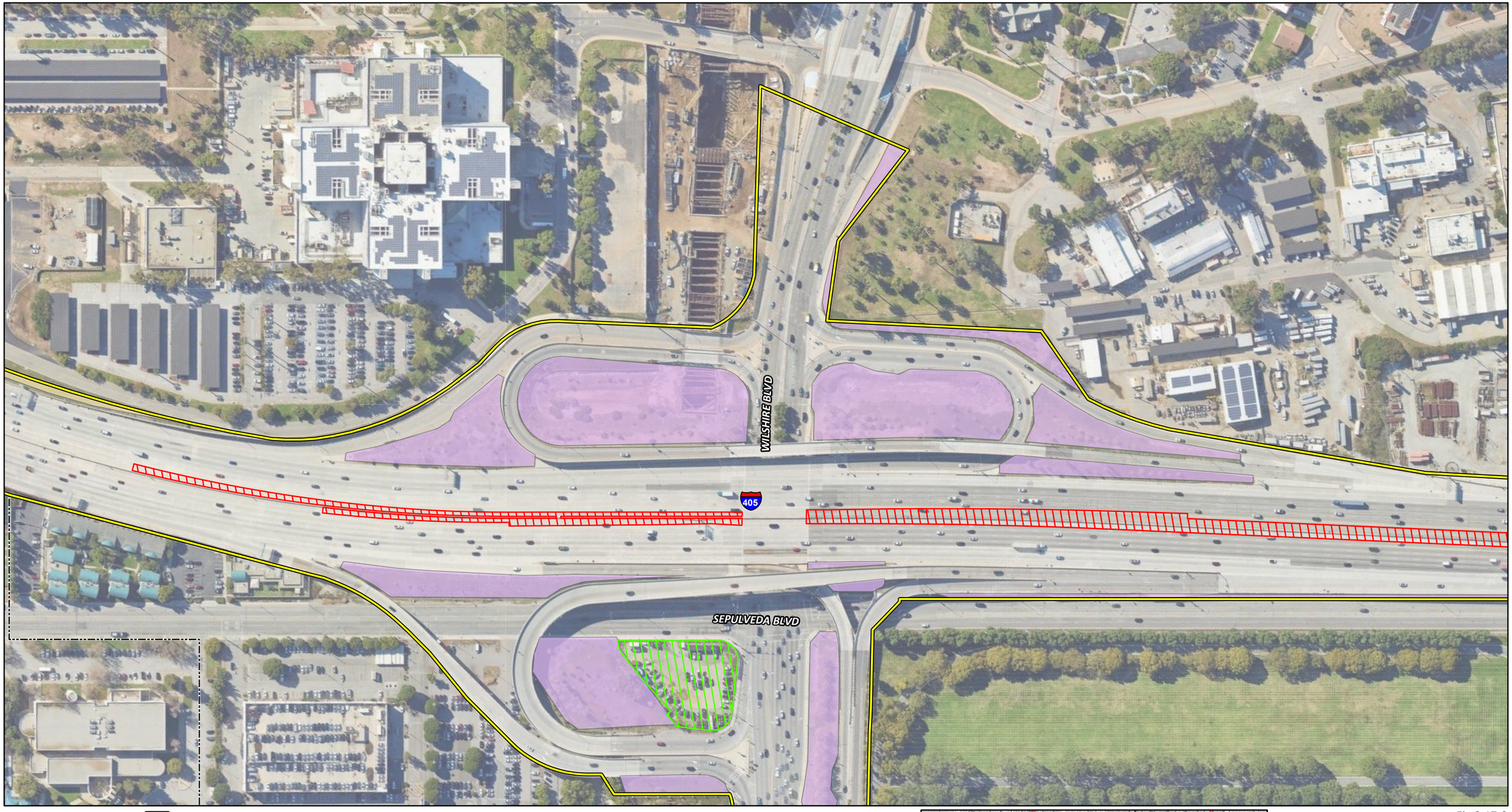

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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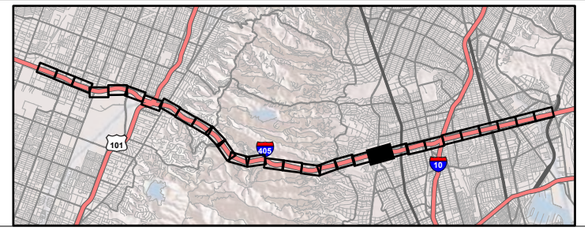

Fig 3.17-3
Sheet 10 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003 Bio\WSP2003 Bio.aprx (3/13/2025)

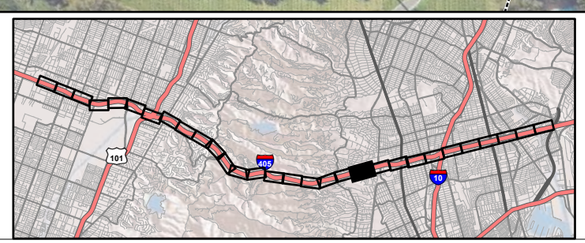

Fig 3.17-3
Sheet 11 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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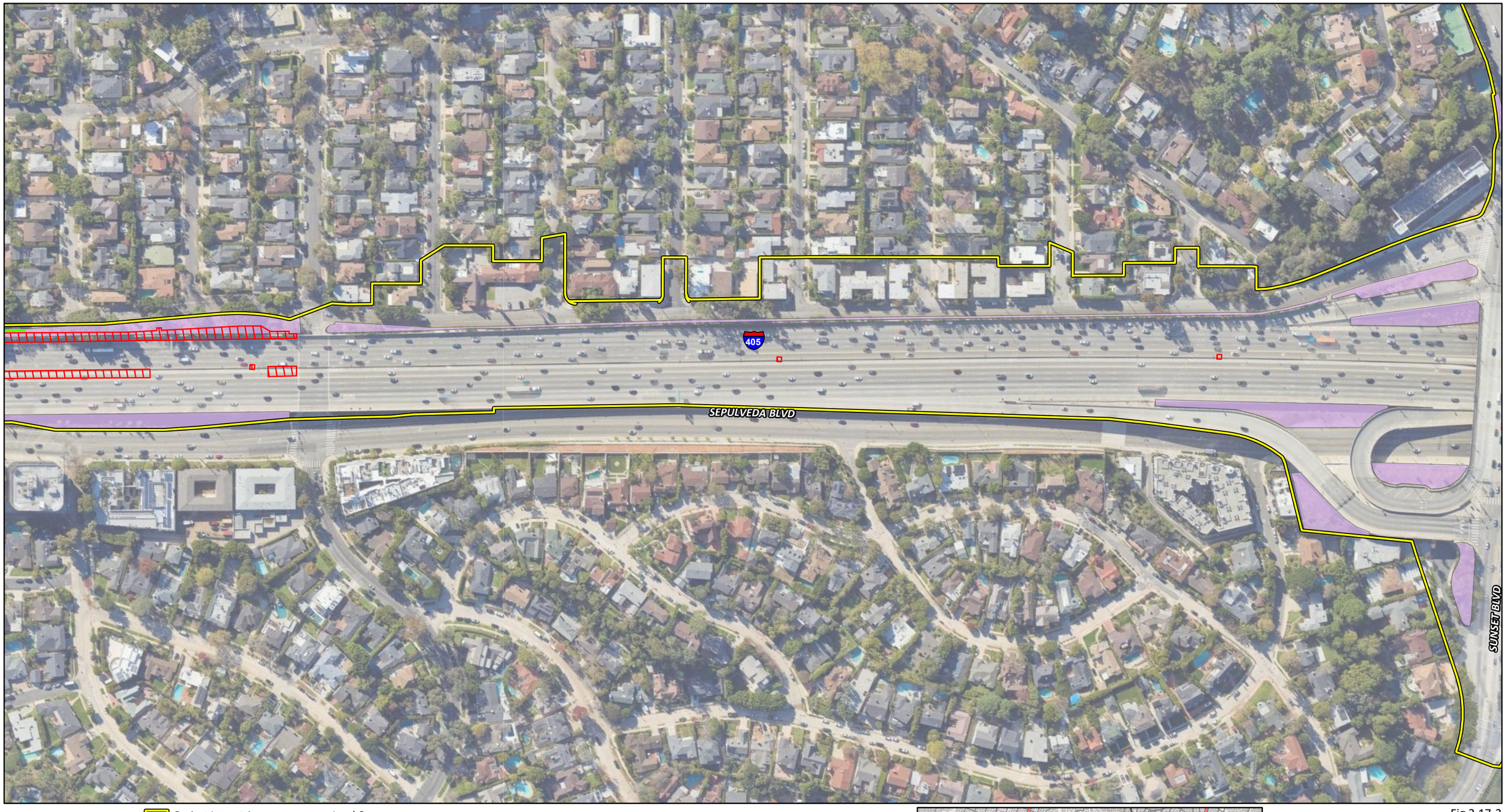

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

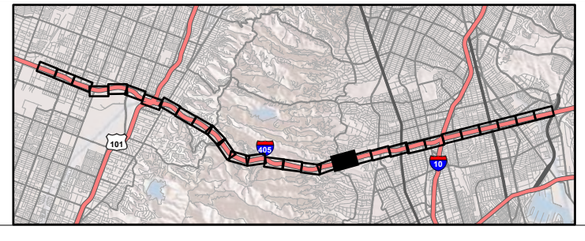

Fig 3.17-3
Sheet 12 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Ornamental
Ruderal

Native Vegetation
Coastal Sage / Chaparral Scrub Ecotone
Mixed Mid-Elevation Chaparral
Laurel Sumac Scrub
Mixed Scrub
Sycamore

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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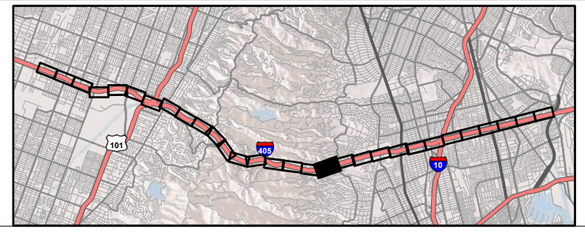

Fig 3.17-3
Sheet 13 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal
Native Vegetation
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland and Forest
Mixed Mid-Elevation Chaparral
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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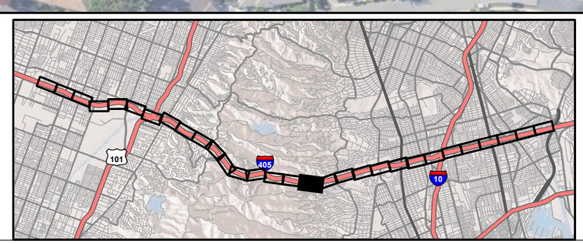

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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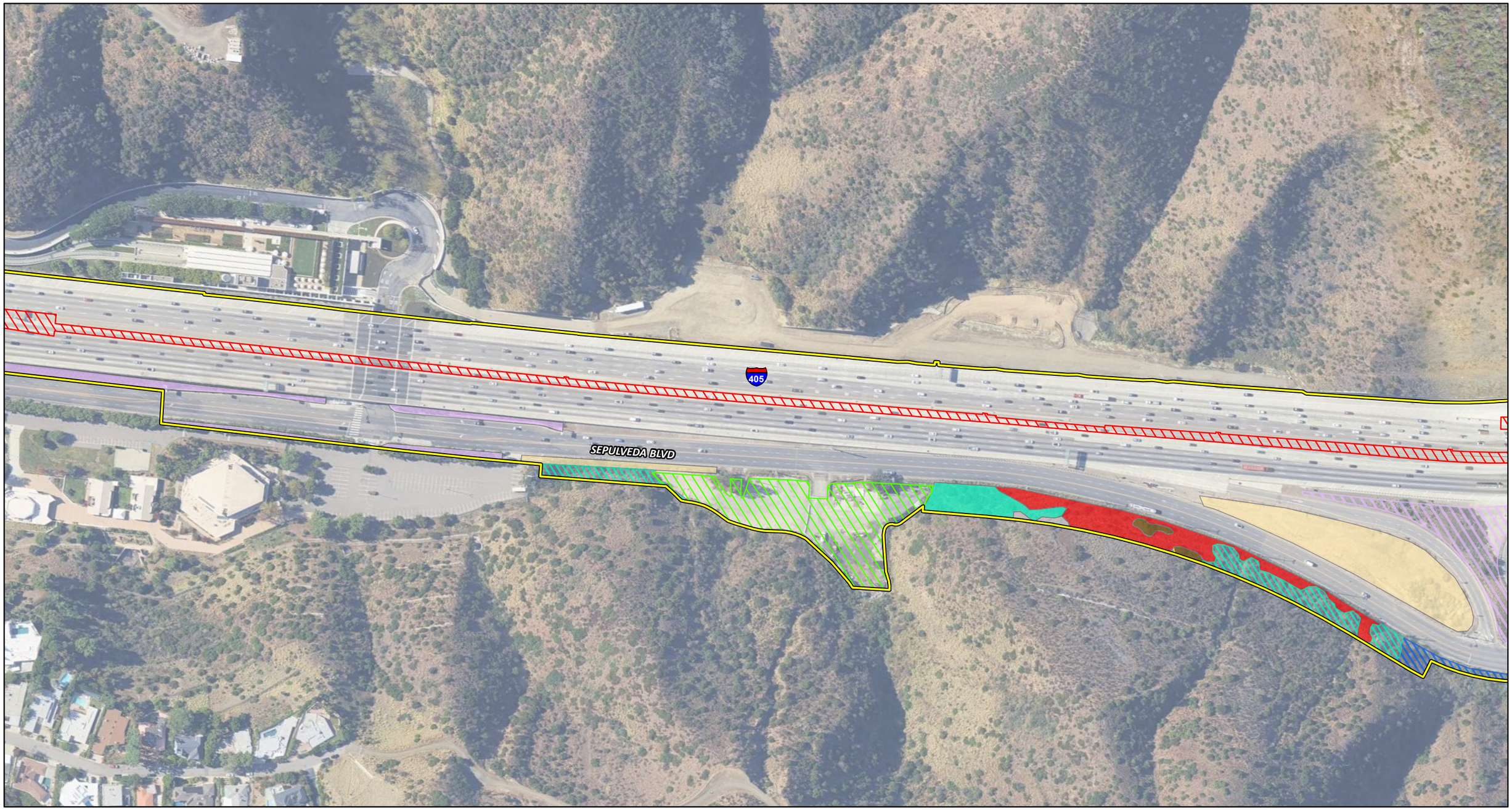

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Ornamental
Mixed Ornamental Plantings
Ruderal

Native Vegetation
California Buckwheat Scrub
California Buckwheat Scrub / Annual Grasslands
Coastal Sage / Chaparral Scrub Ecotone
Mixed Mid-Elevation Chaparral
Fountain Grass Swards
Laurel Sumac Scrub
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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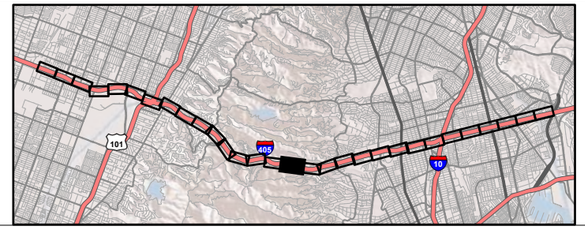

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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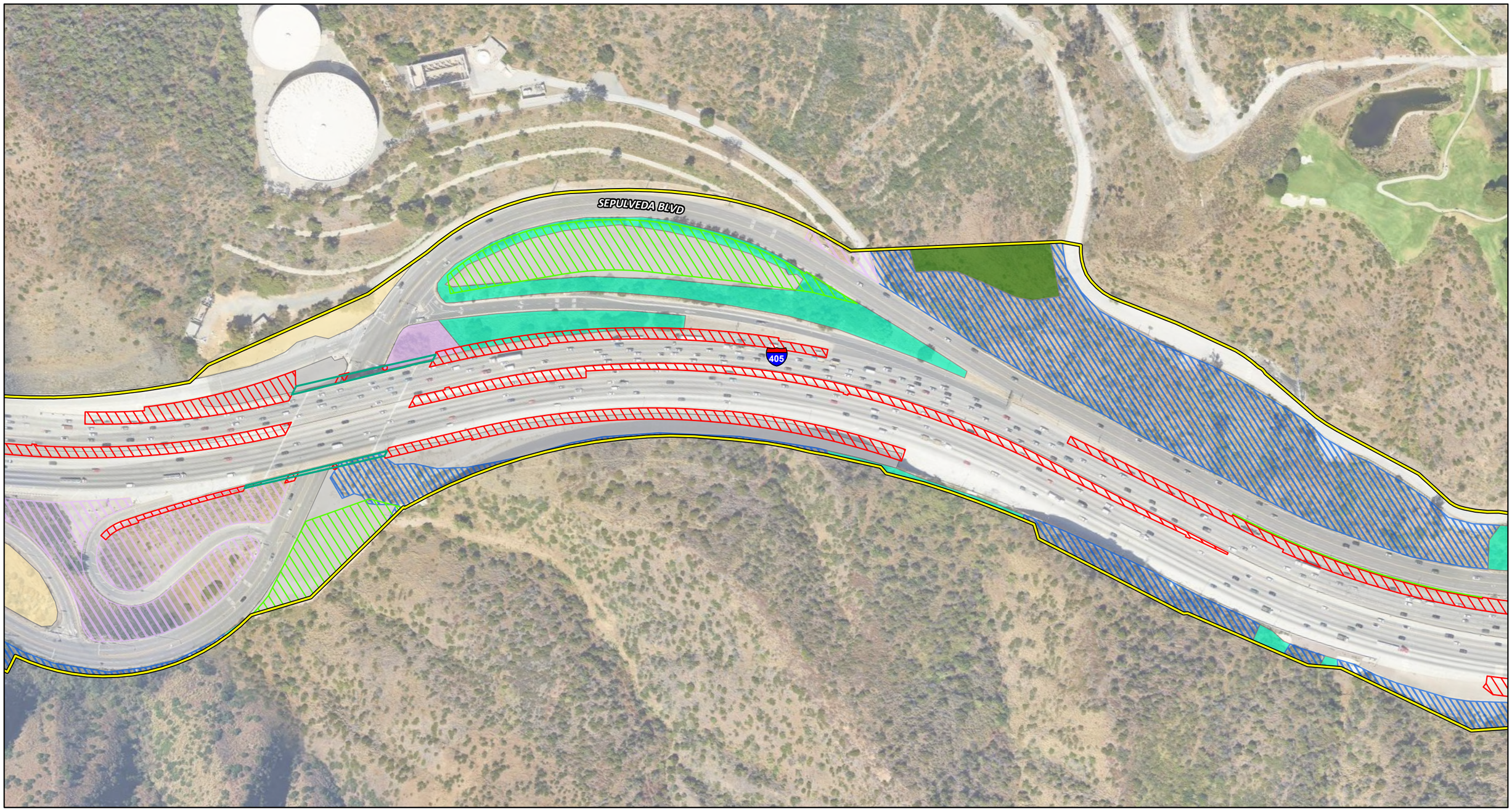

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Ornamental
Mixed Ornamental Plantings
Ruderal

Native Vegetation
Coastal Sage / Chaparral Scrub Ecotone
Scrub Grassland Ecotone
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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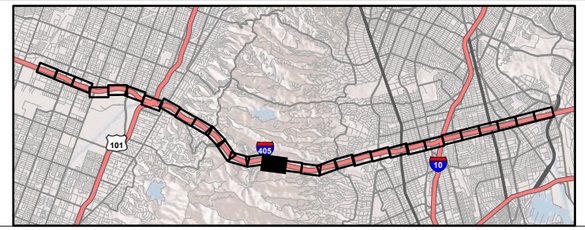

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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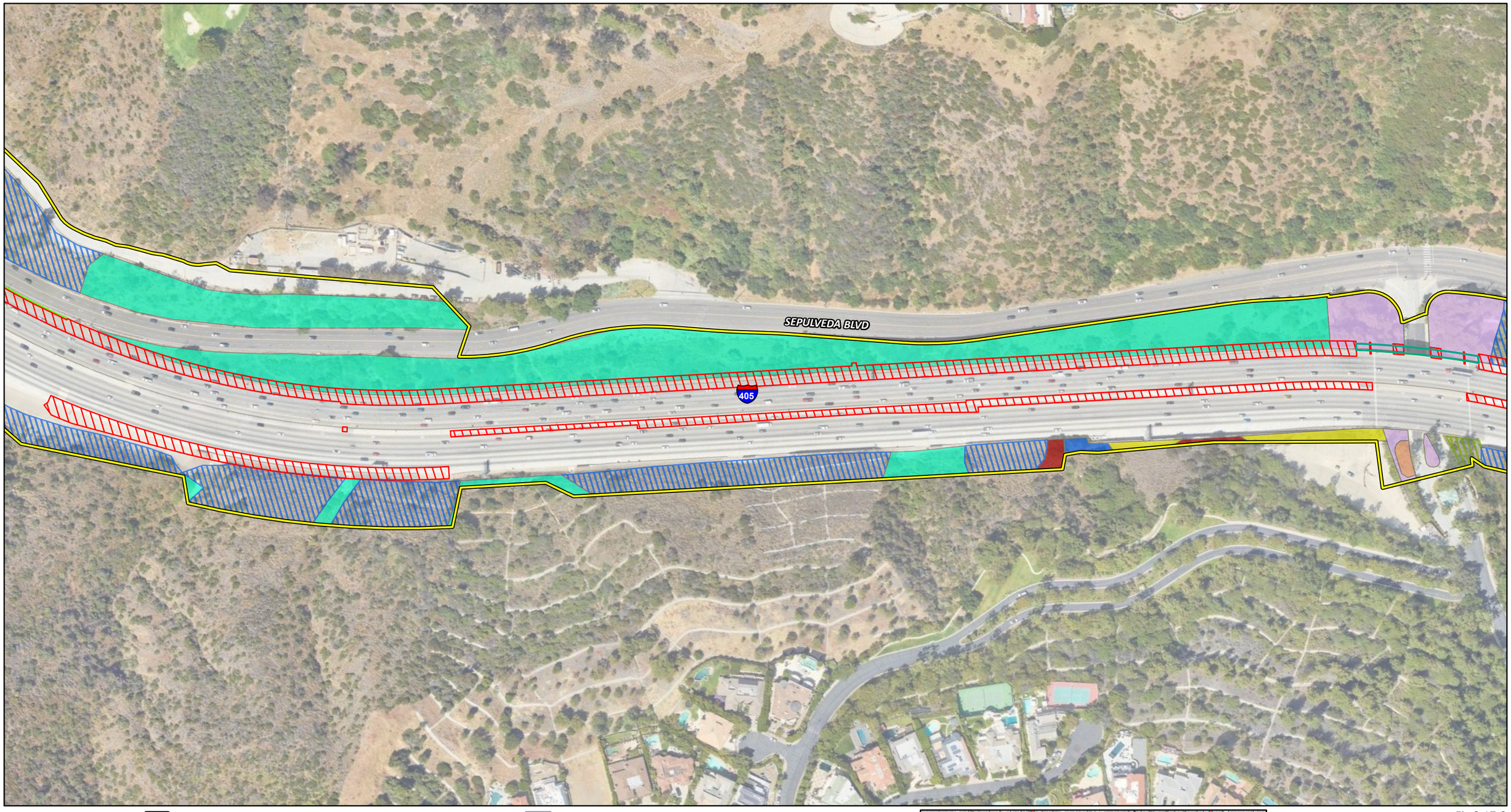

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Annual Brome Grassland
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland / Ornamental
Mulefat Scrub
Mixed Scrub
Peppertree Groves
Sycamore

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

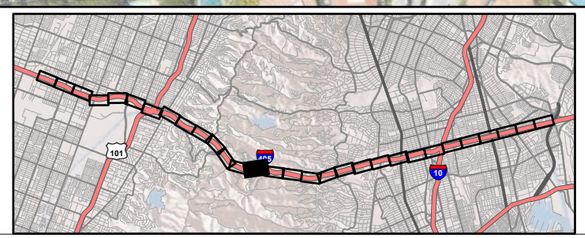

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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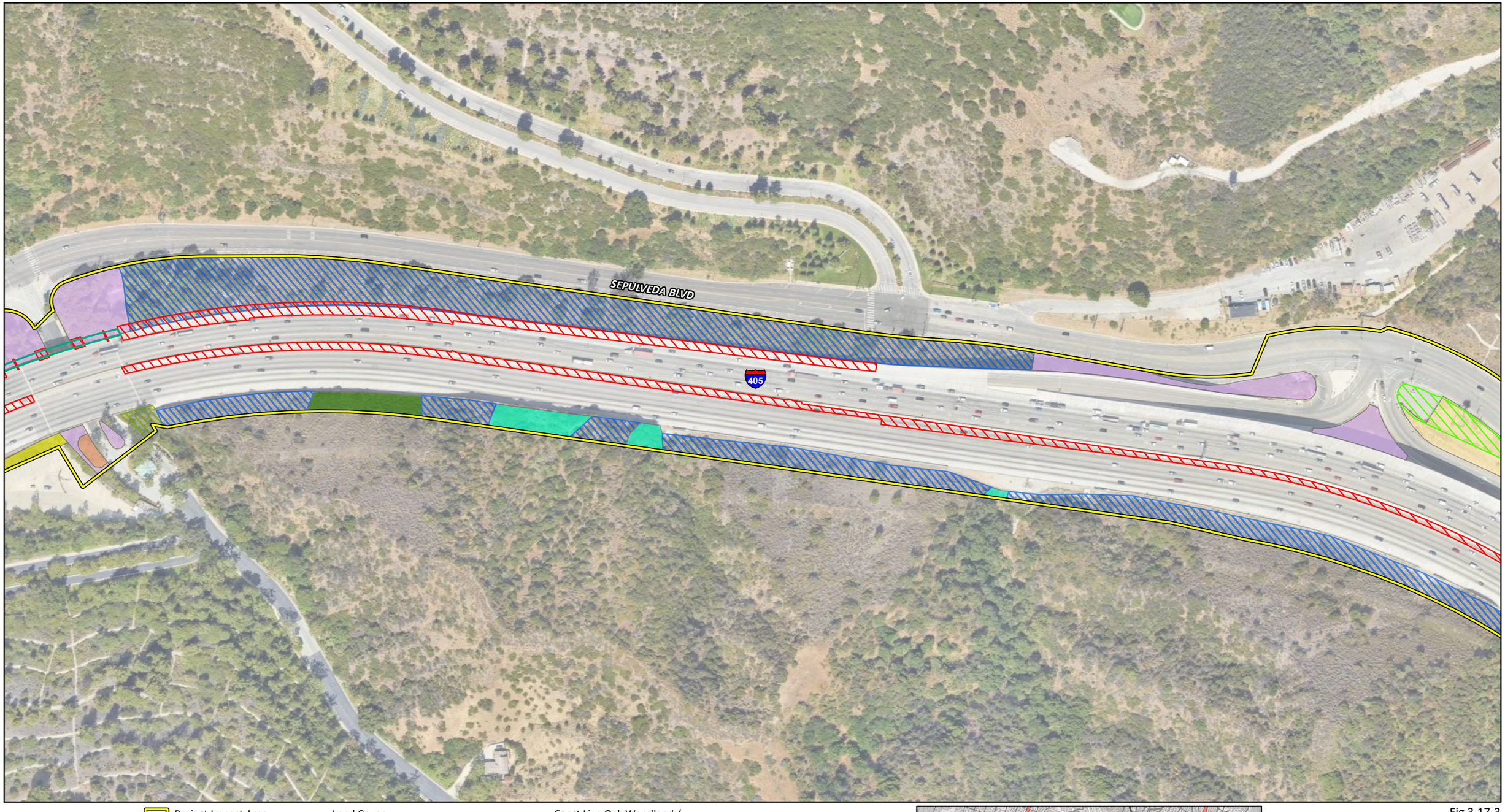

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

Native Vegetation
Annual Brome Grassland
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland / Ornamental
Scrub Grassland Ecotone
Mixed Scrub
Sycamore

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

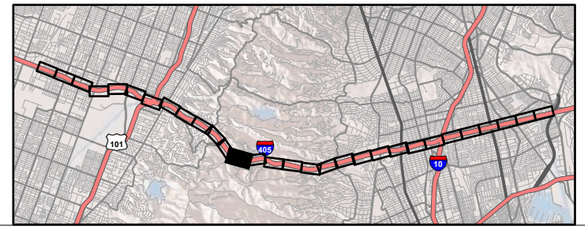

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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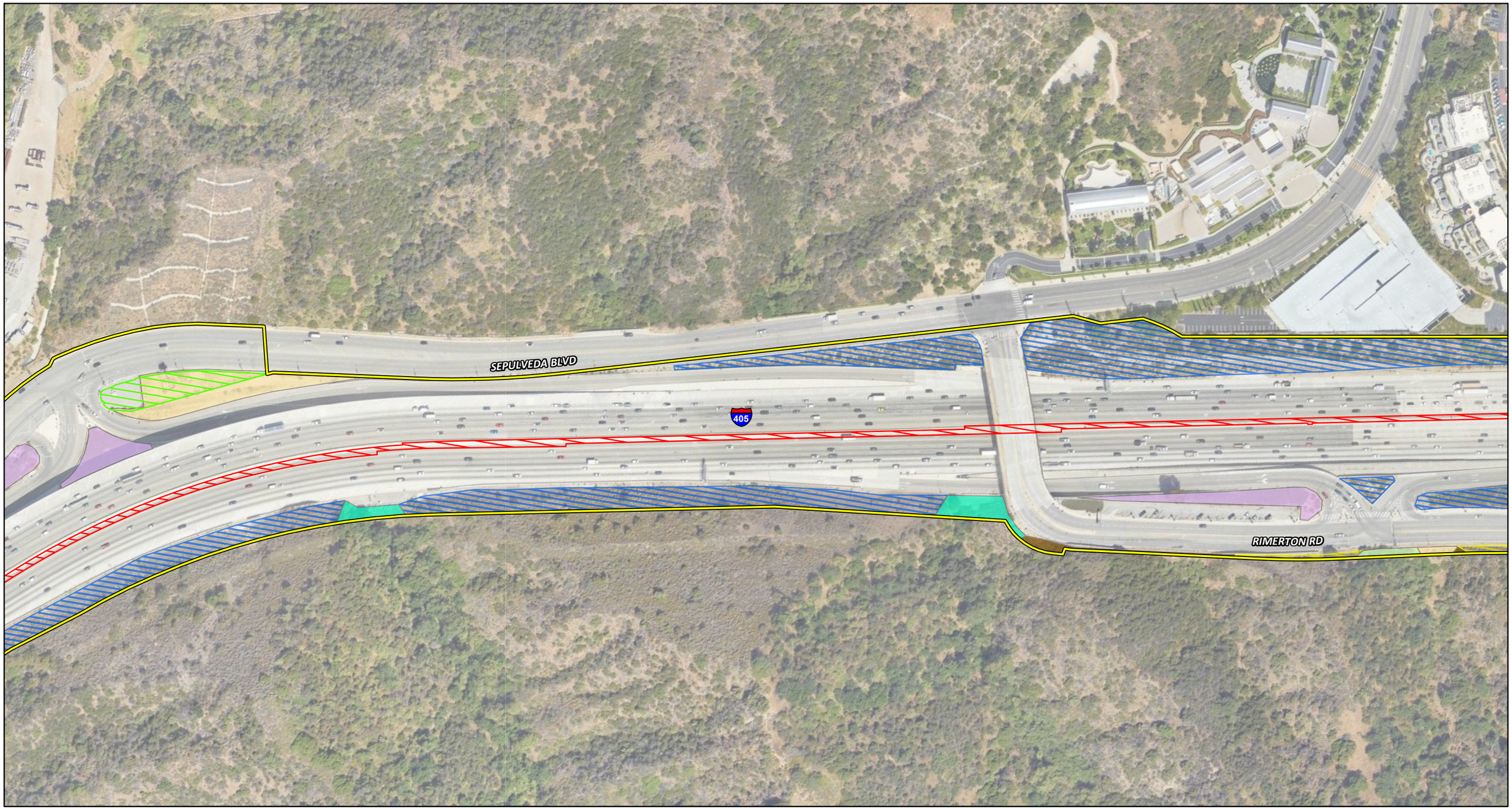

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal
Native Vegetation
California Buckwheat Scrub
Coastal Sage / Chaparral Scrub Ecotone
California Walnut Groves
Mixed Mid-Elevation Chaparral
Elderberry Woodlands
Laurel Sumac Scrub
Mixed Scrub
Hollyleaf Redberry Chaparral

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

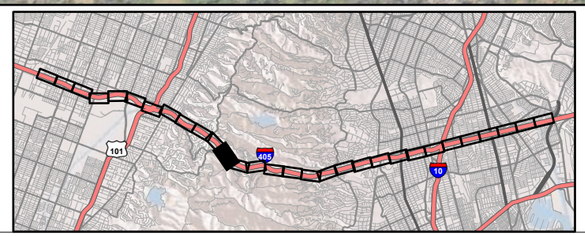

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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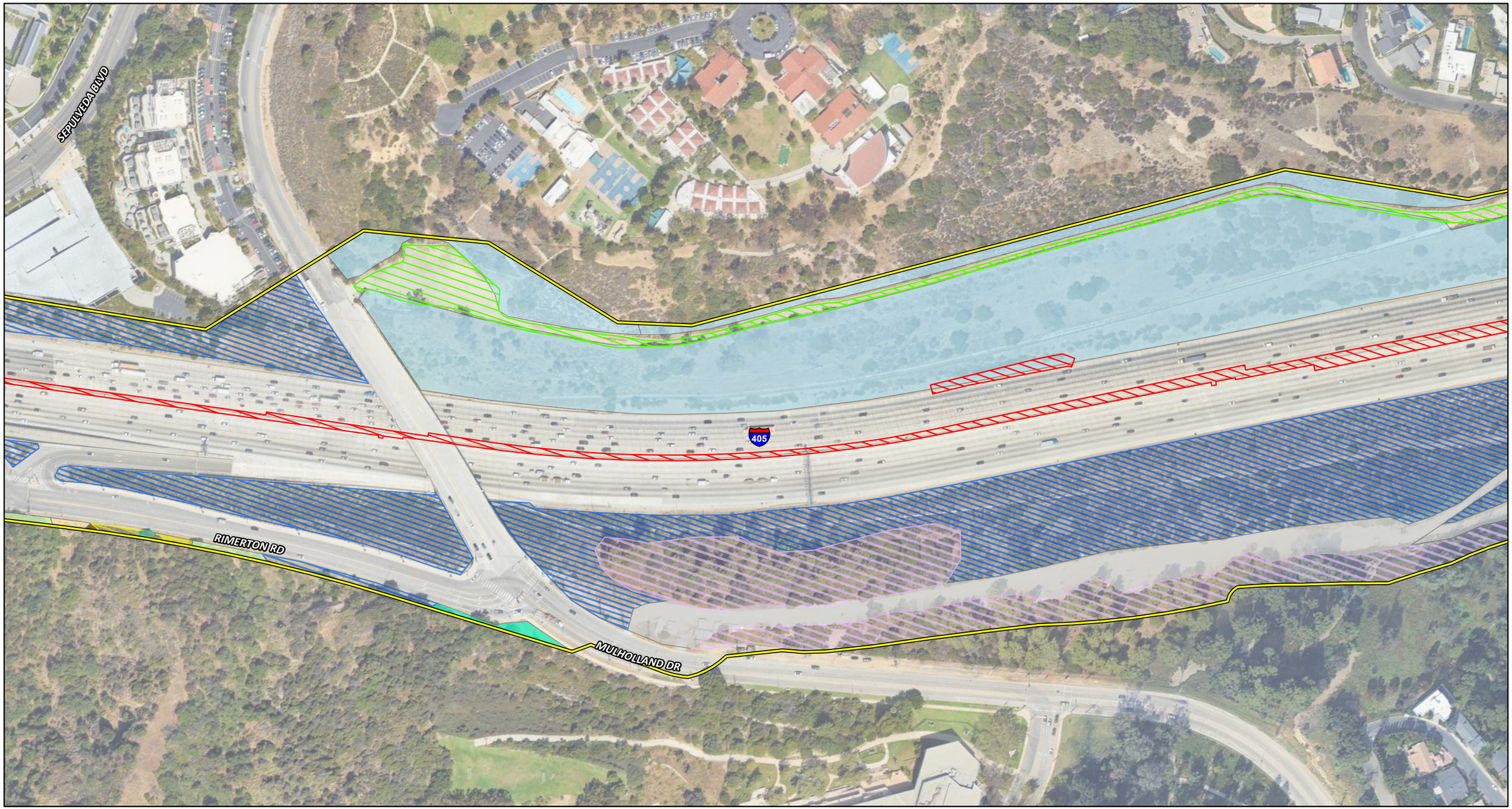

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Mixed Ornamental Plantings
Ruderal

Native Vegetation
Annual Brome Grassland
California Buckwheat Scrub
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland and Forest
California Walnut Groves
Mixed Mid-Elevation Chaparral
Laurel Sumac Scrub
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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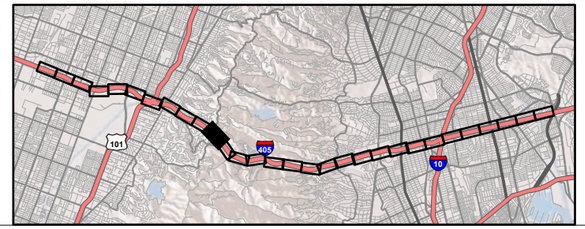

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Mixed Ornamental Plantings
Native Vegetation
Coast Live Oak Woodland and Forest
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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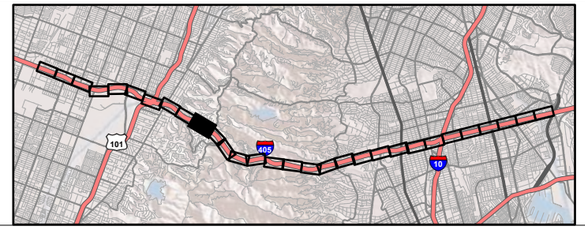

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Coast Live Oak Woodland and Forest
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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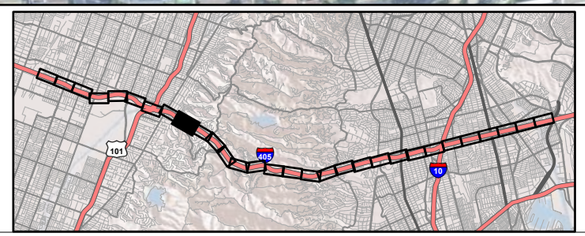

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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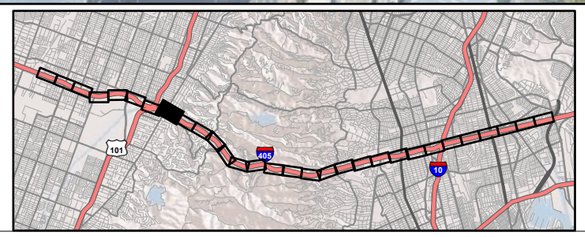

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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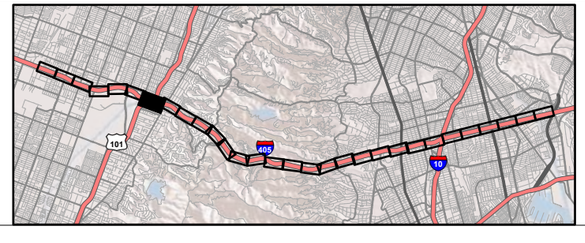

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Scrub Grassland Ecotone

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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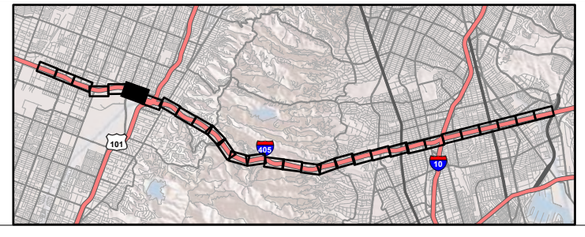

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Scrub Grassland Ecotone

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

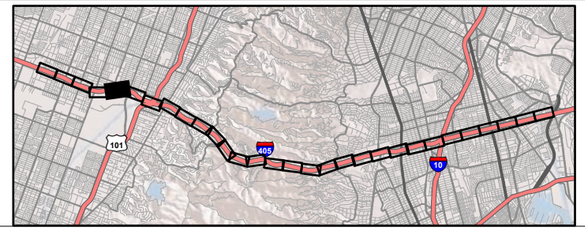

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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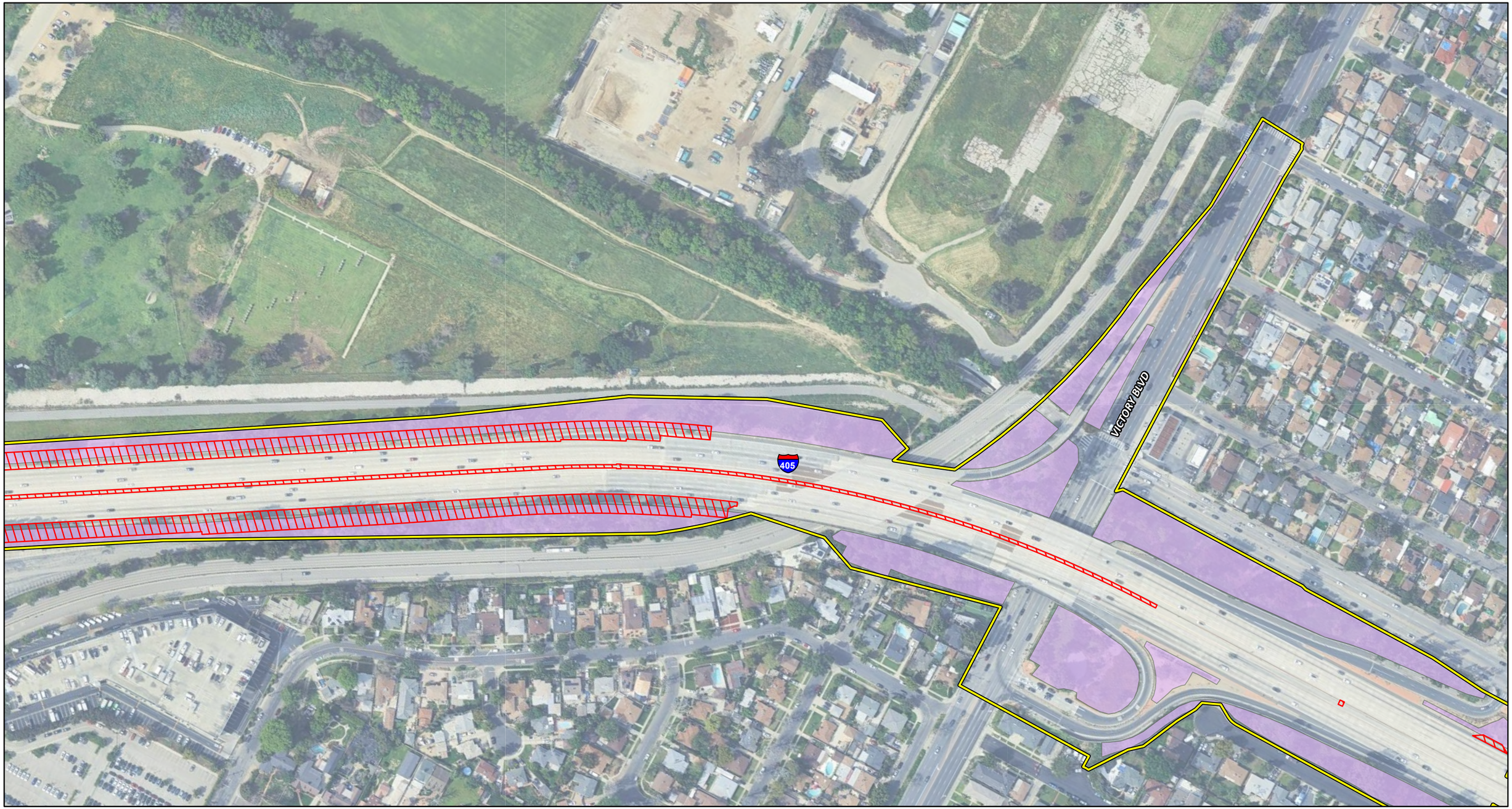

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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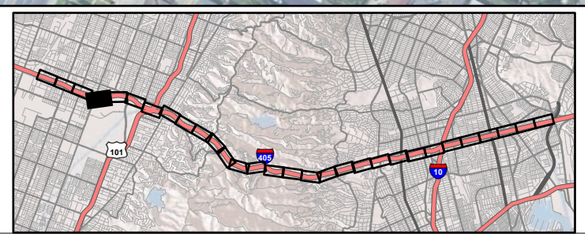

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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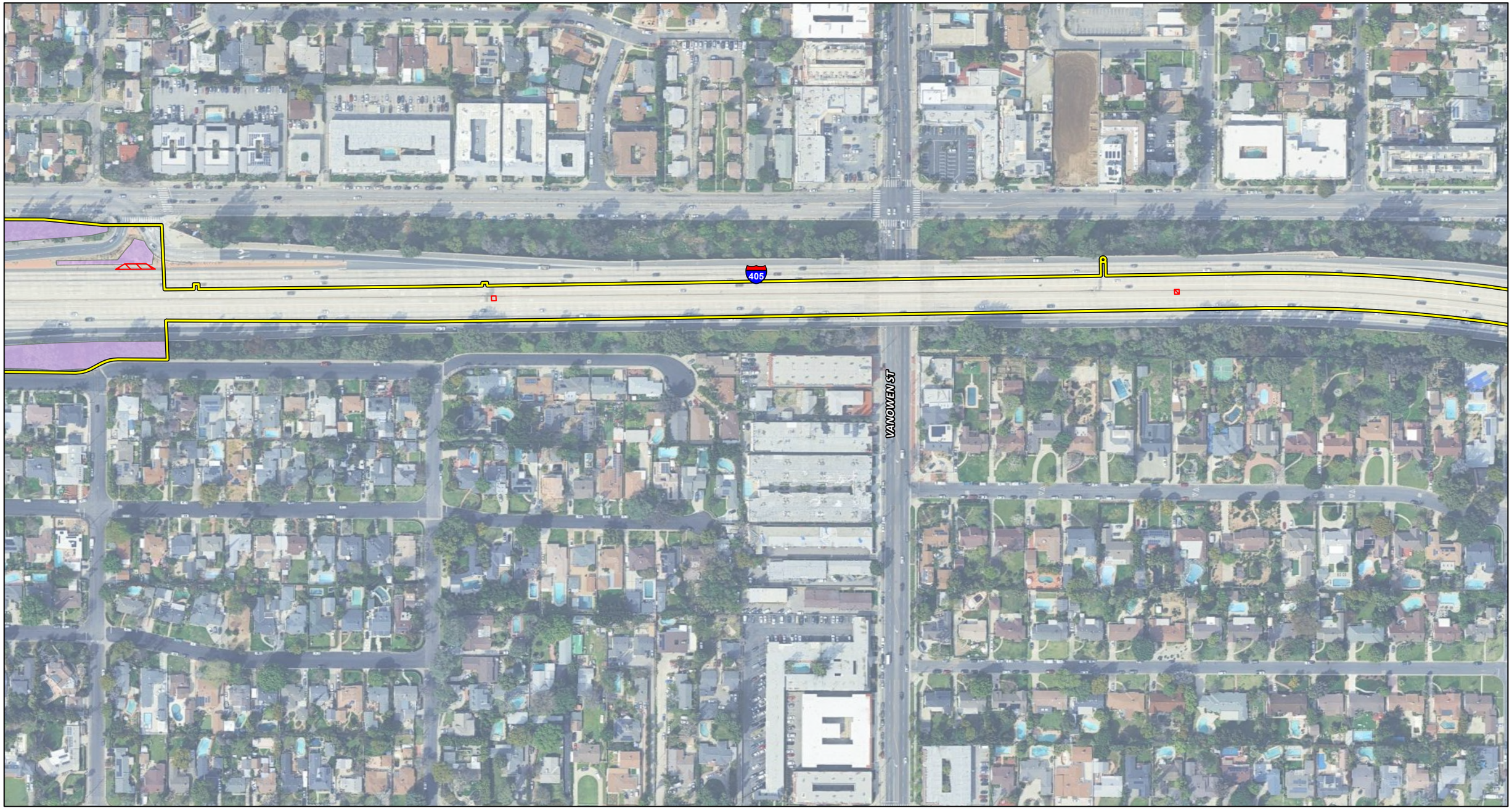

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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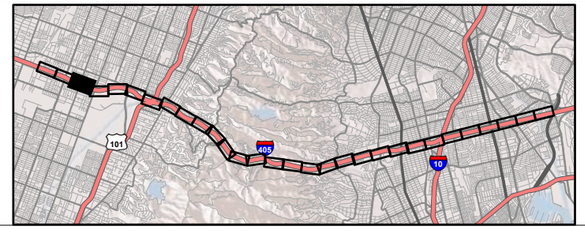

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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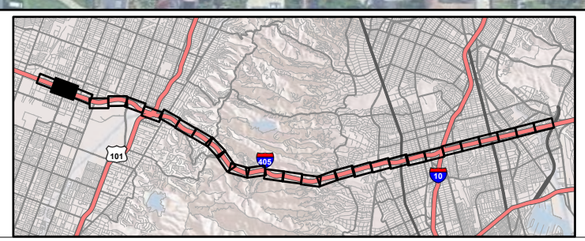

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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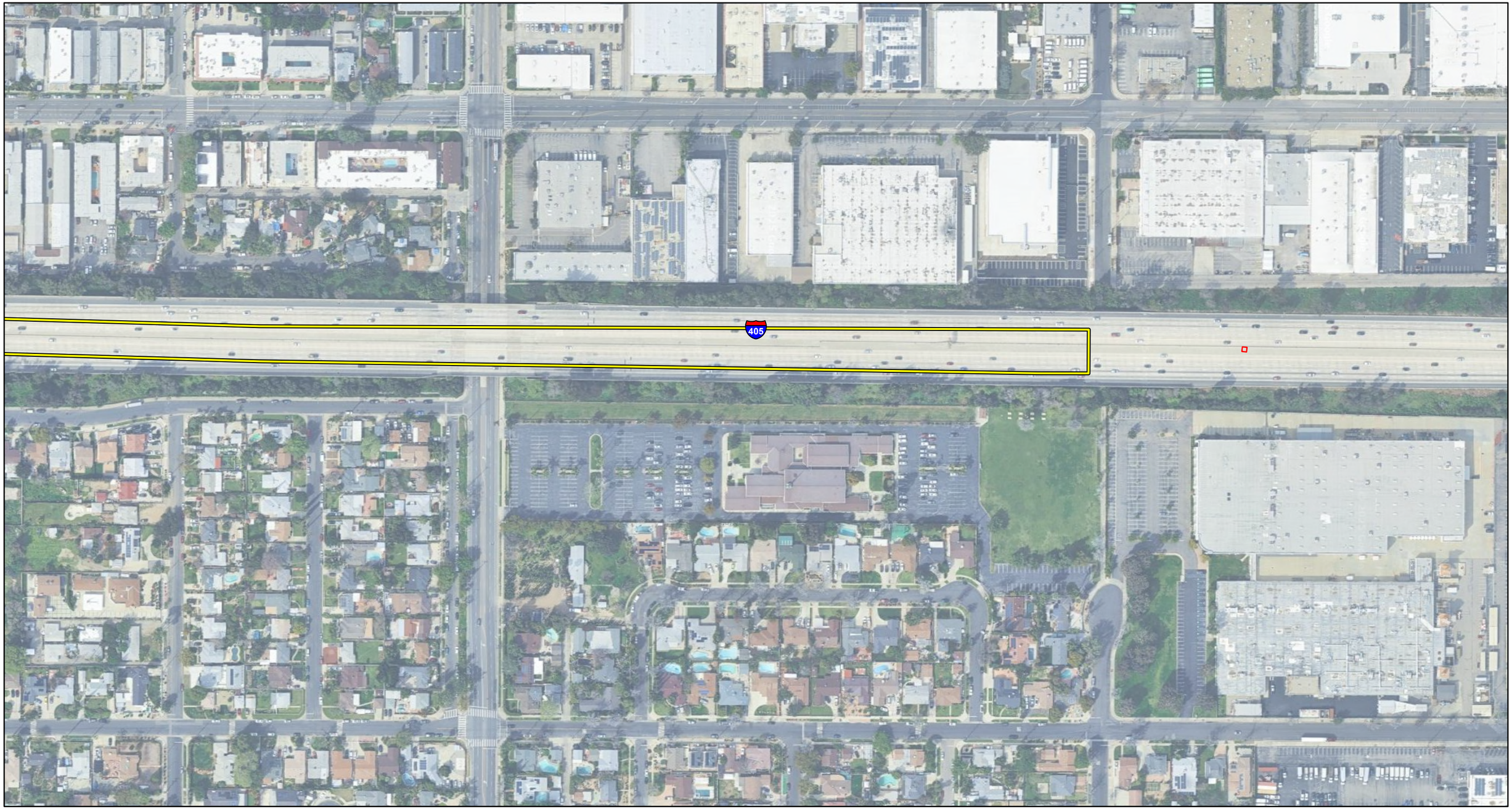

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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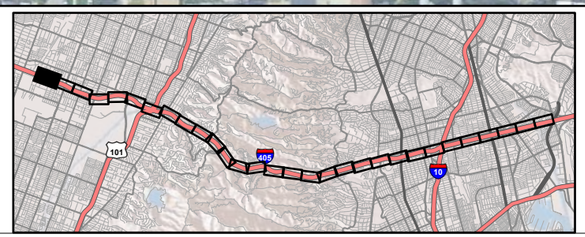

Fig 3.17-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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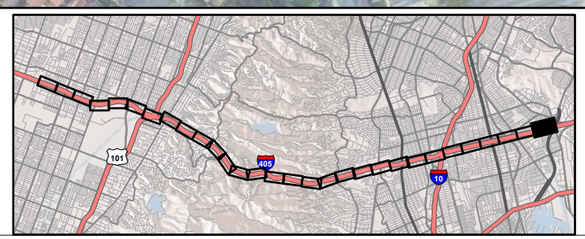

Fig 3.17-4
Sheet 1 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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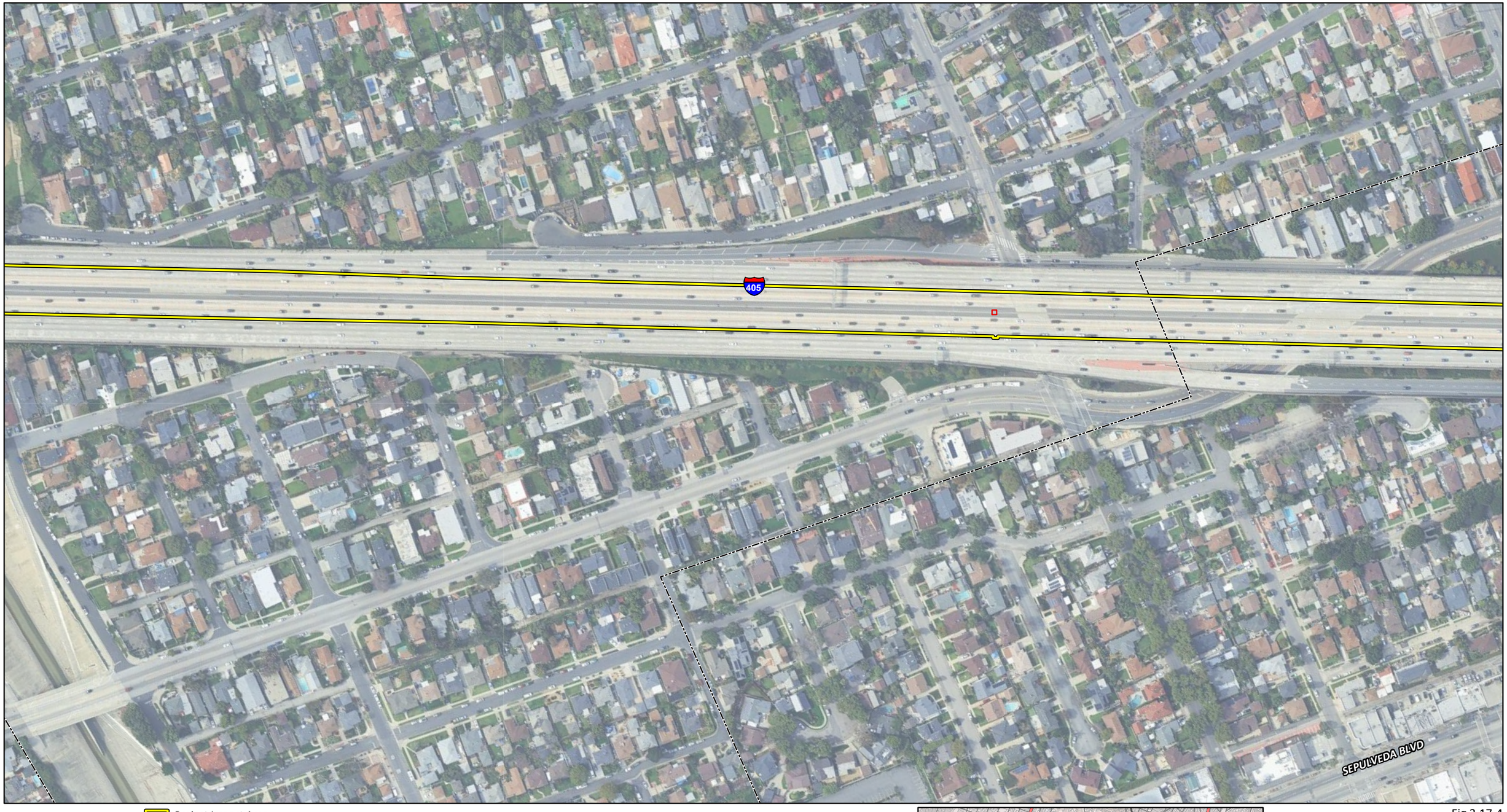

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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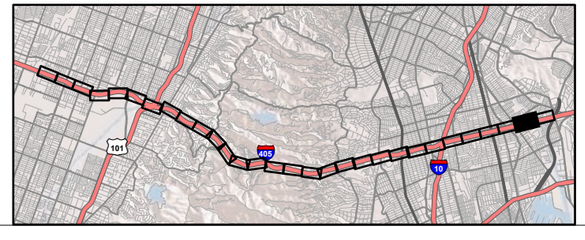

Fig 3.17-4
Sheet 2 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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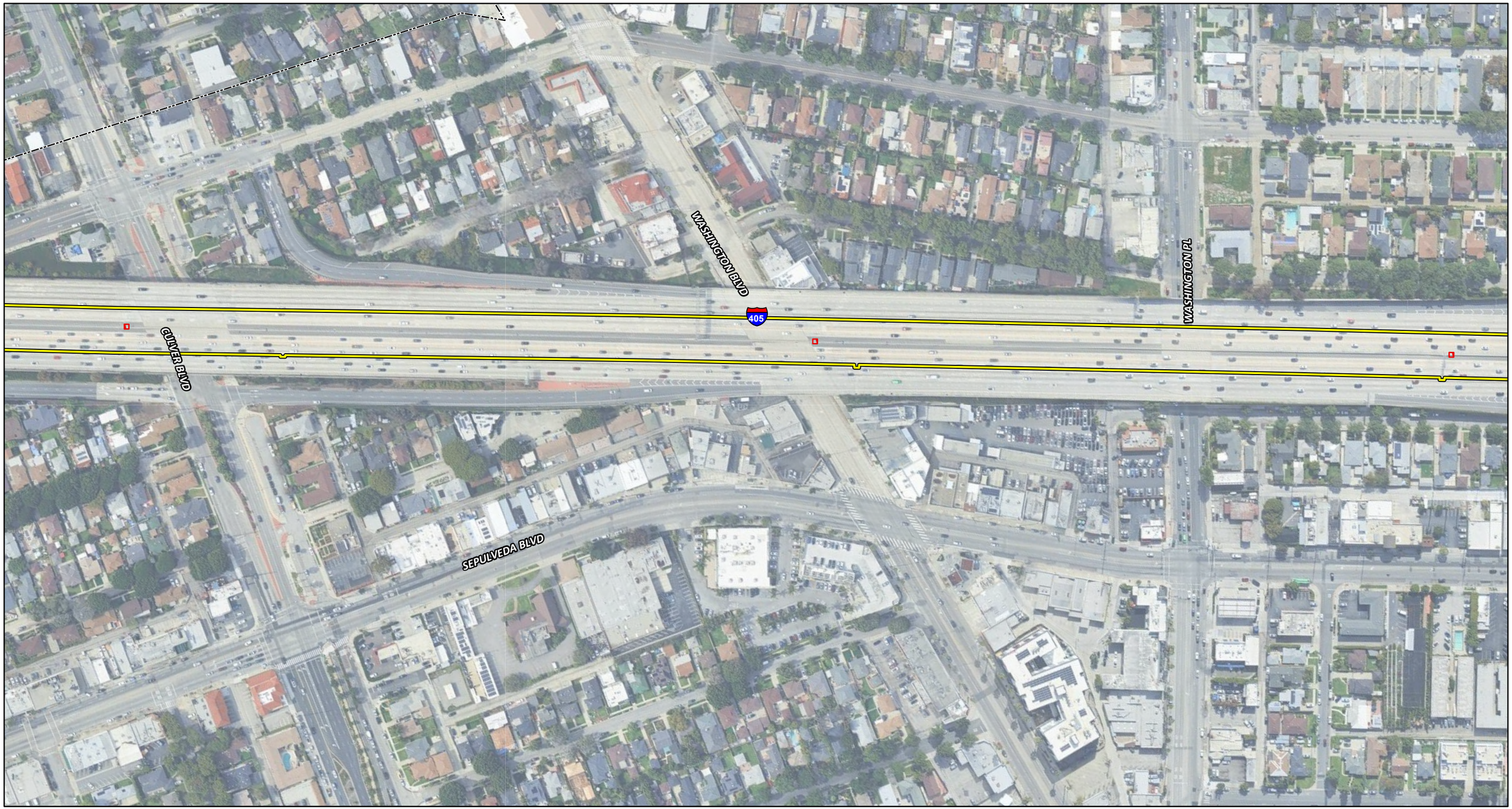

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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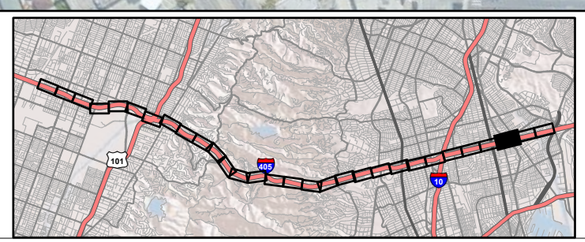

Fig 3.17-4
Sheet 3 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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VENICE BLVD

405

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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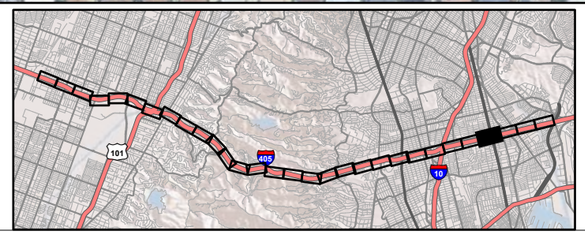

Fig 3.17-4
Sheet 4 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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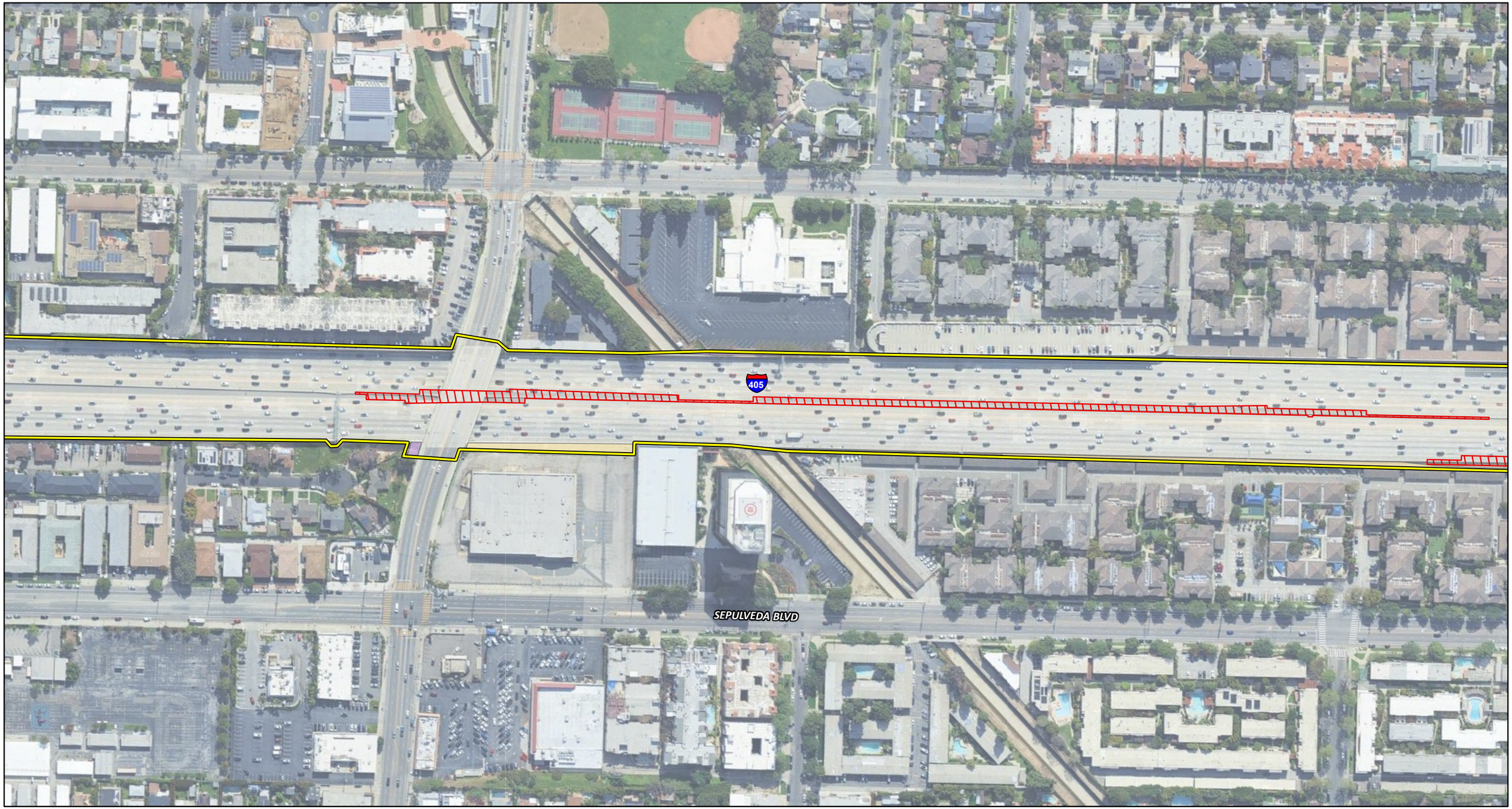

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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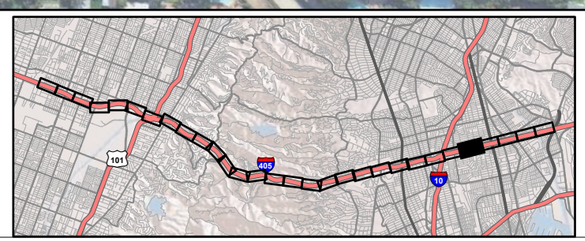

Fig 3.17-4
Sheet 5 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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NATIONAL BLVD

SEPULVEDA BLVD

405

10

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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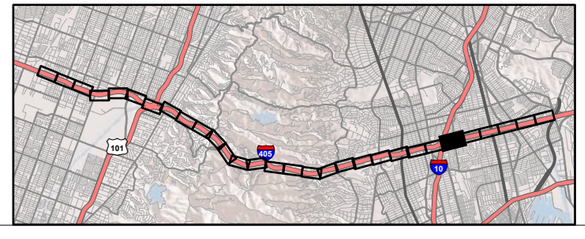

Fig 3.17-4
Sheet 6 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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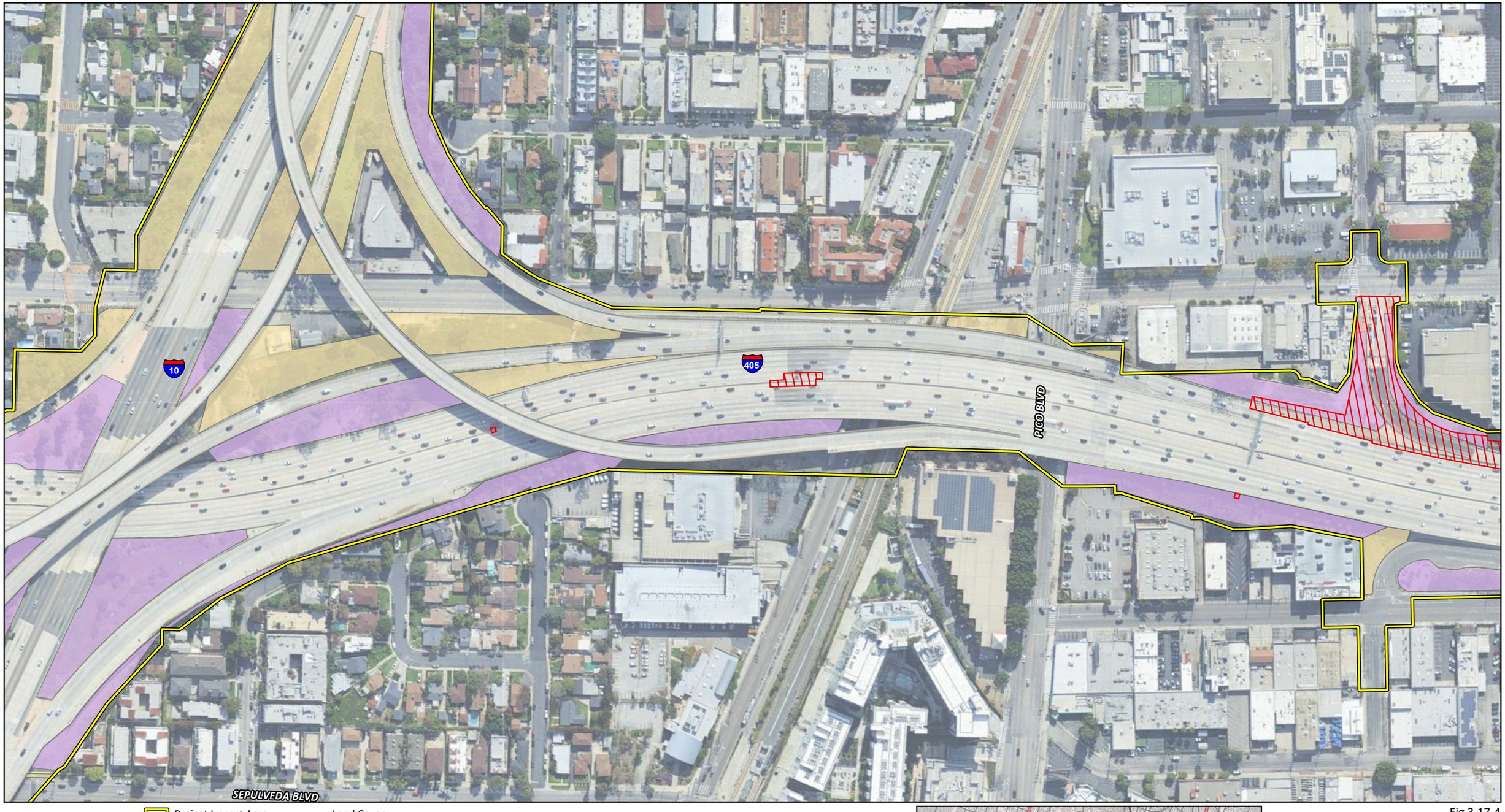

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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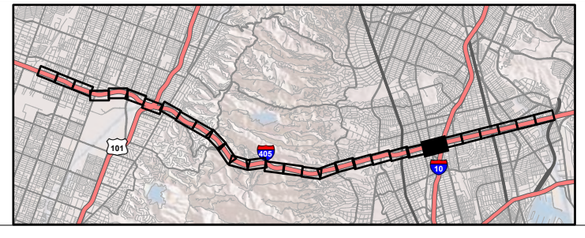

Fig 3.17-4
Sheet 7 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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OLYMPIC BLVD

405

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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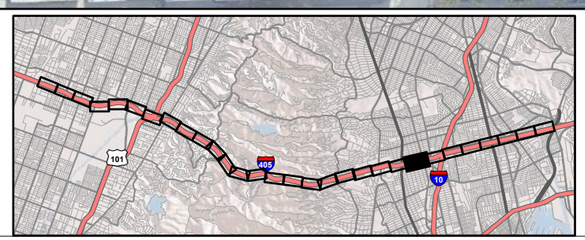

Fig 3.17-4
Sheet 8 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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SEPULVEDA BLVD

405

2

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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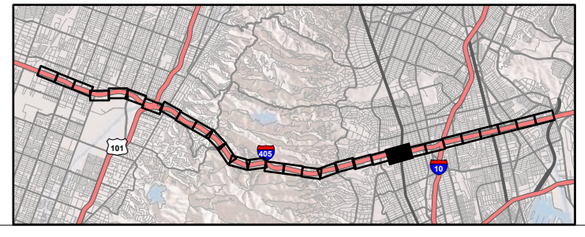

Fig 3.17-4
Sheet 9 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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WILSHIRE BLVD

405

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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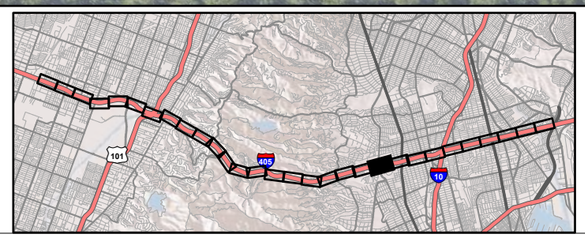

Fig 3.17-4
Sheet 10 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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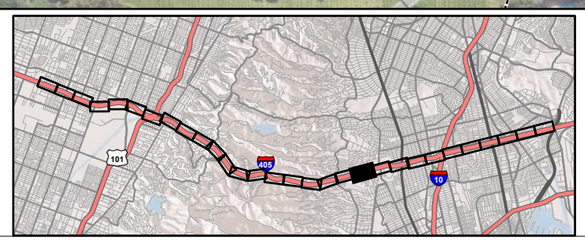

Fig 3.17-4
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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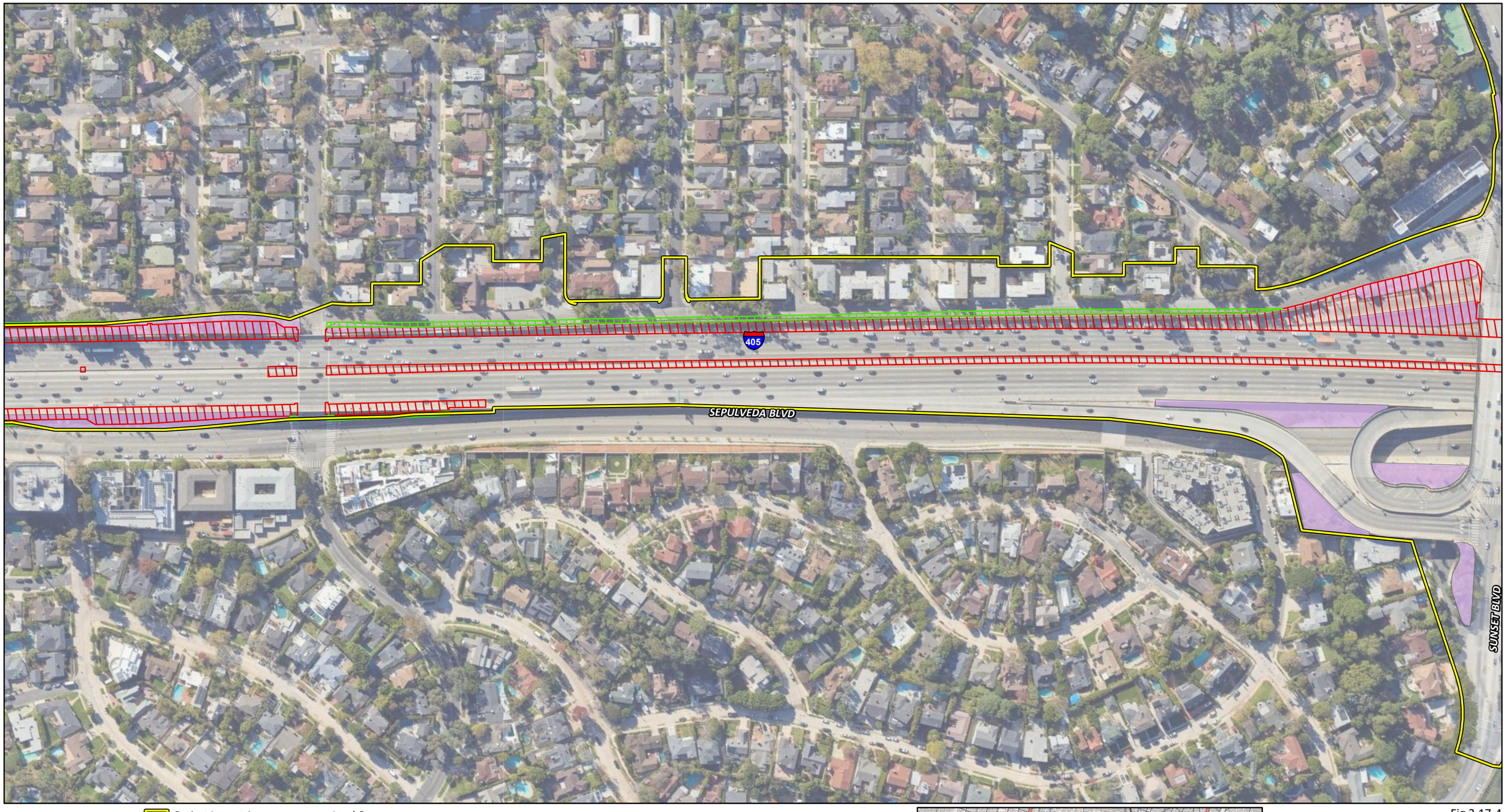

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

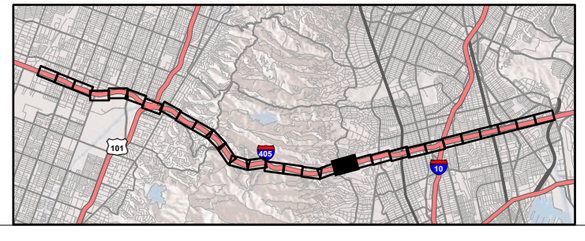

Fig 3.17-4
Sheet 12 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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CHURCH LN

SUNSET BLVD

405

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Ornamental
Ruderal

Native Vegetation
Coastal Sage / Chaparral Scrub Ecotone
Mixed Mid-Elevation Chaparral
Laurel Sumac Scrub
Mixed Scrub
Sycamore

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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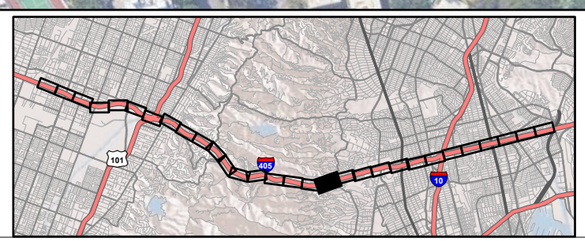

Fig 3.17-4
Sheet 13 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

Native Vegetation
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland and Forest
Mixed Mid-Elevation Chaparral
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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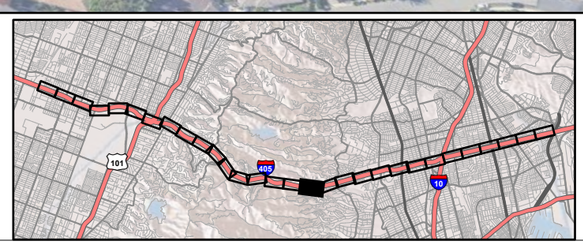

Fig 3.17-4
Sheet 14 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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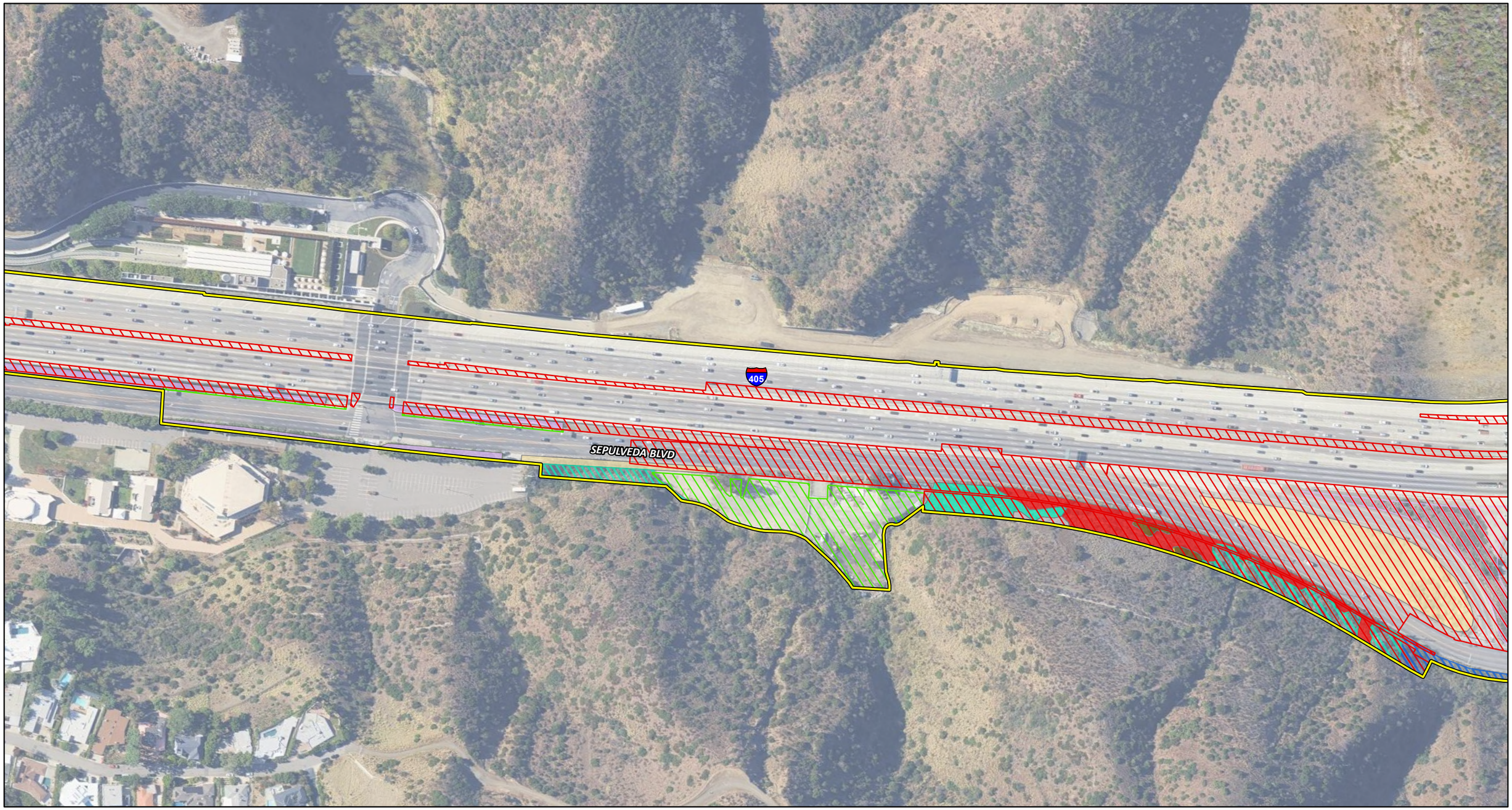

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Ornamental
Mixed Ornamental Plantings
Ruderal

Native Vegetation
California Buckwheat Scrub
California Buckwheat Scrub / Annual Grasslands
Coastal Sage / Chaparral Scrub Ecotone
Mixed Mid-Elevation Chaparral
Fountain Grass Swards
Laurel Sumac Scrub
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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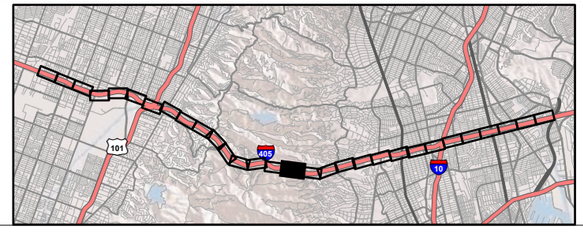

Fig 3.17-4
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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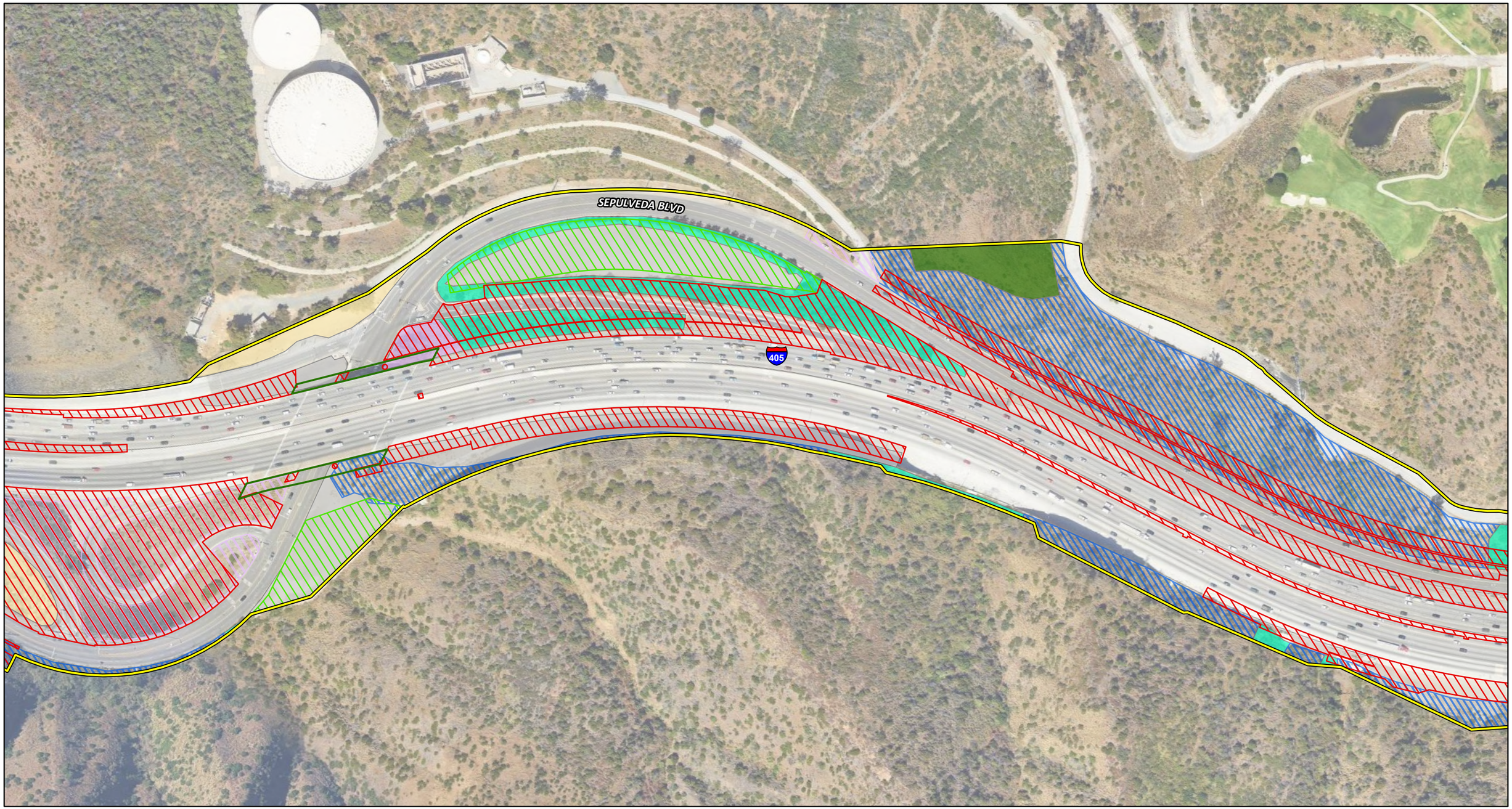

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Ornamental
Mixed Ornamental Plantings
Ruderal

Native Vegetation
Coastal Sage / Chaparral Scrub Ecotone
Scrub Grassland Ecotone
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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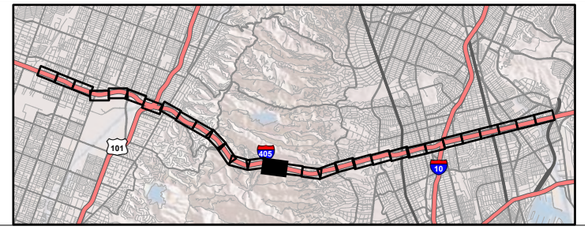

Fig 3.17-4
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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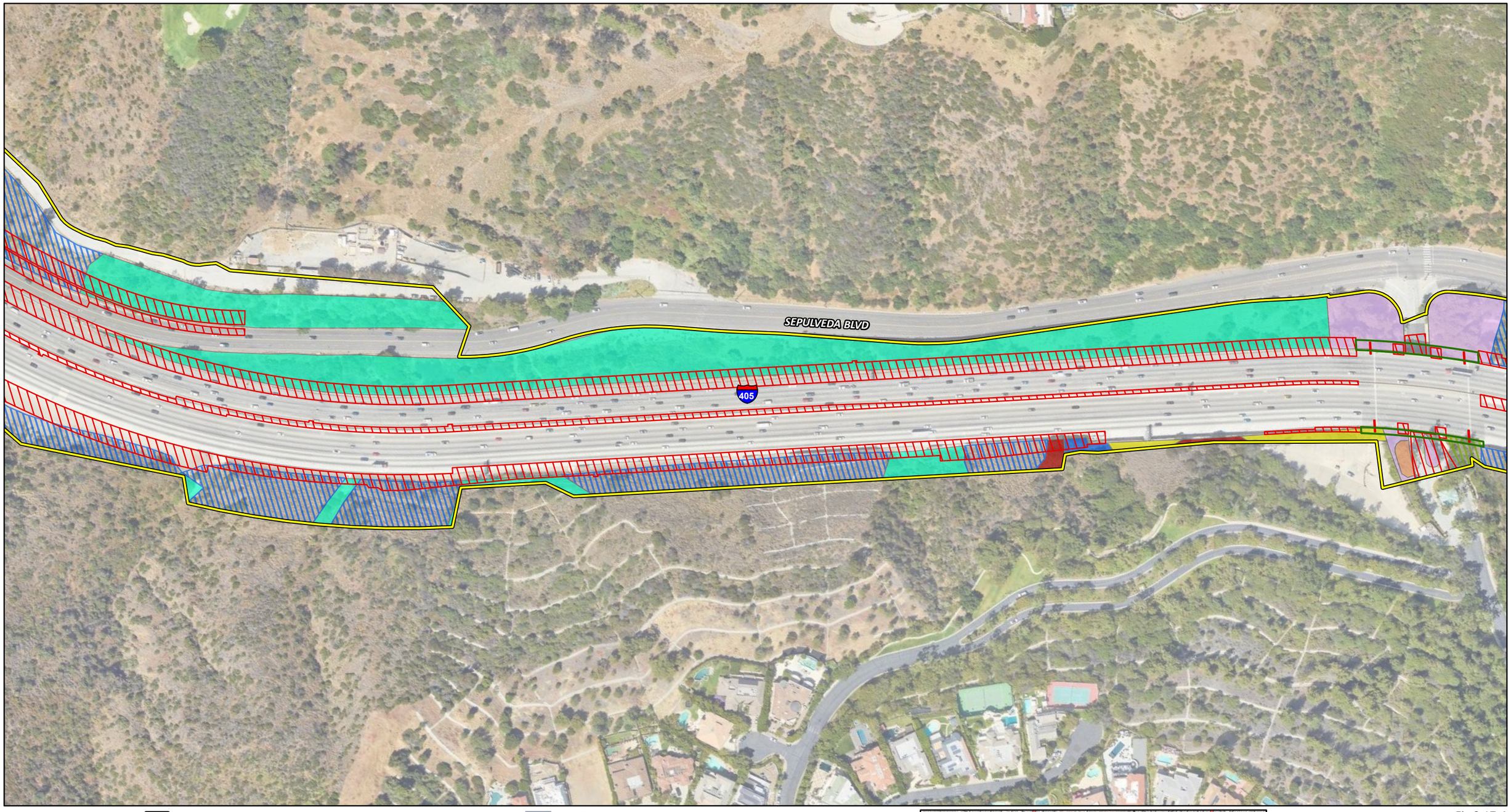

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Annual Brome Grassland
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland / Ornamental
Mulefat Scrub
Mixed Scrub
Peppertree Groves
Sycamore

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

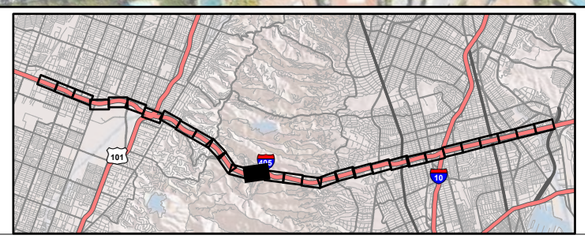

Fig 3.17-4
Sheet 17 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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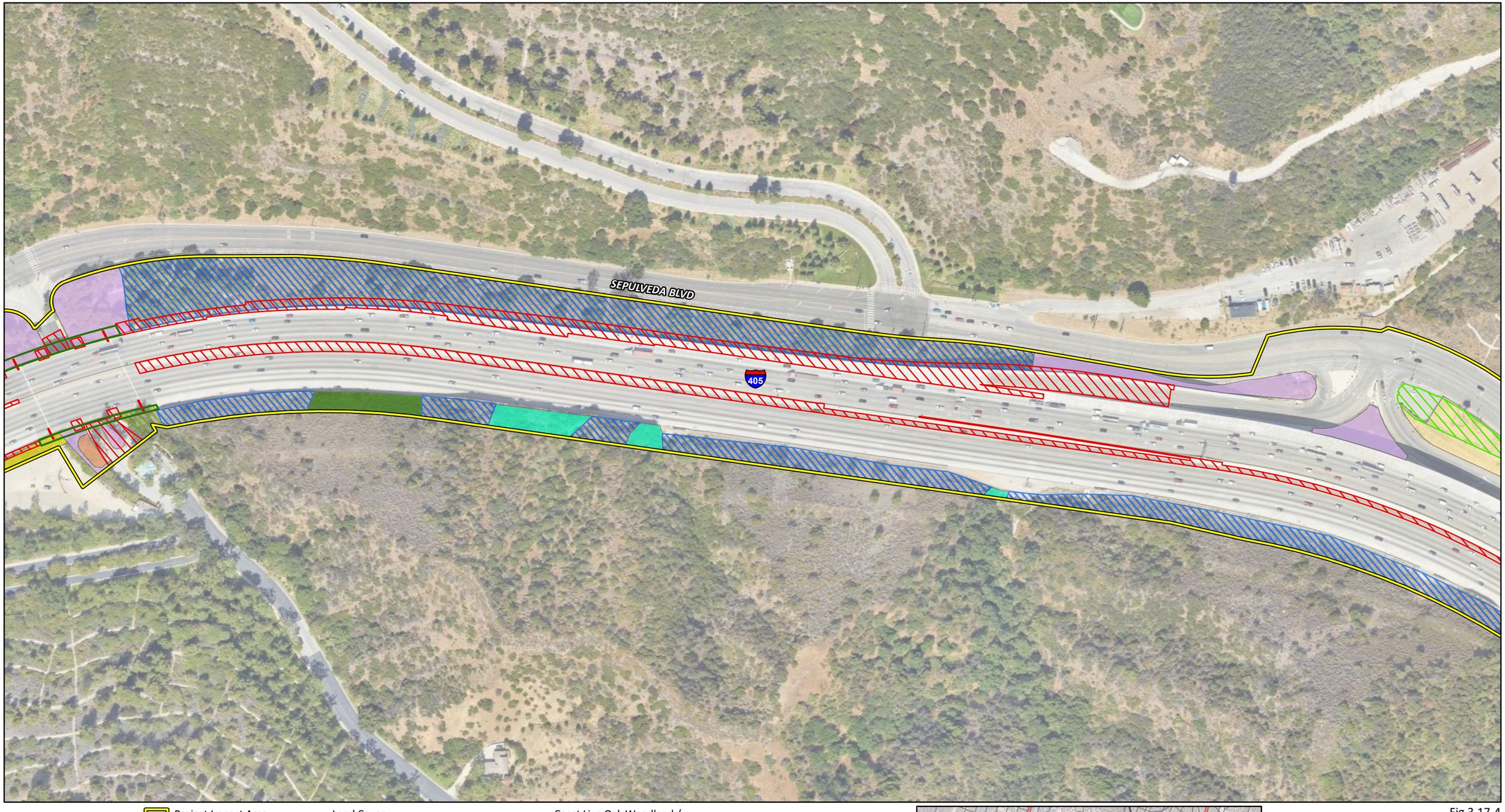

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

Native Vegetation
Annual Brome Grassland
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland / Ornamental
Scrub Grassland Ecotone
Mixed Scrub
Sycamore

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

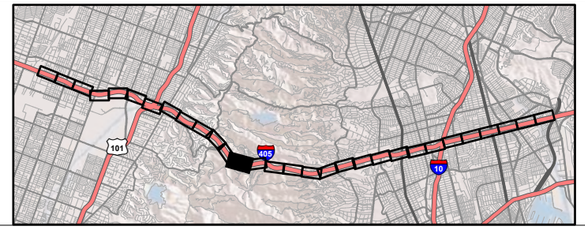

Fig 3.17-4
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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SEPULVEDA BLVD

405

RIMERTON RD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

Native Vegetation
California Buckwheat Scrub
Coastal Sage / Chaparral Scrub Ecotone
California Walnut Groves
Mixed Mid-Elevation Chaparral
Elderberry Woodlands
Laurel Sumac Scrub
Mixed Scrub
Hollyleaf Redberry Chaparral

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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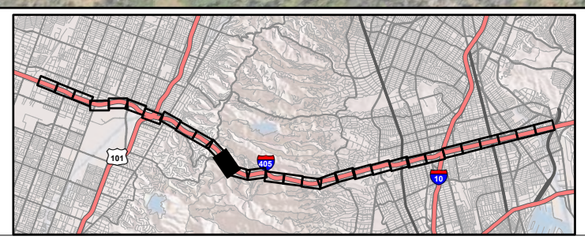

Fig 3.17-4
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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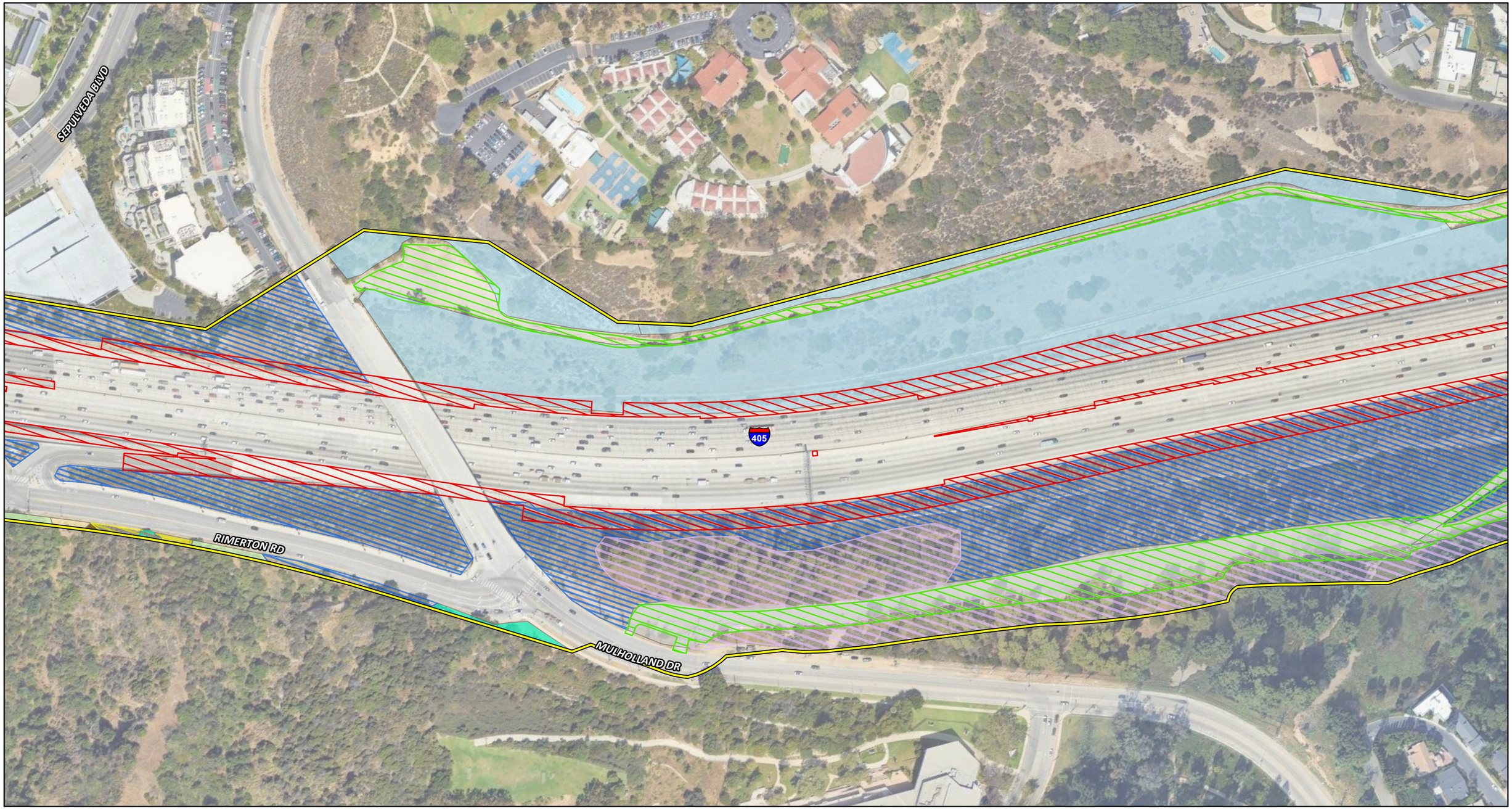

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Mixed Ornamental Plantings
Ruderal

Native Vegetation
Annual Brome Grassland
California Buckwheat Scrub
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland and Forest
California Walnut Groves
Mixed Mid-Elevation Chaparral
Laurel Sumac Scrub
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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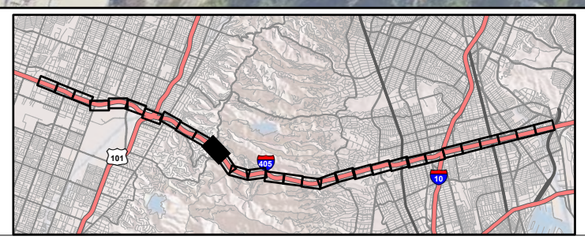

Fig 3.17-4
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Mixed Ornamental Plantings
Native Vegetation
Coast Live Oak Woodland and Forest
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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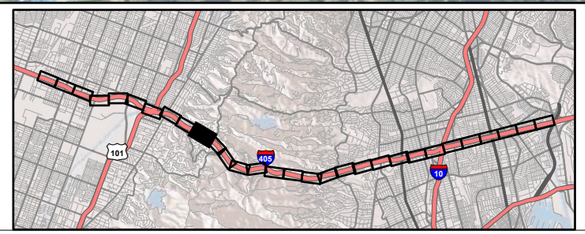

Fig 3.17-4
Sheet 21 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Coast Live Oak Woodland and Forest
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003 Bio\WSP2003 Bio.aprx (3/13/2025)

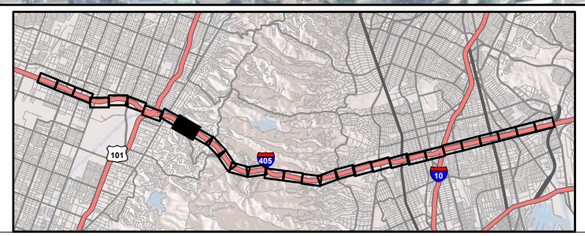

Fig 3.17-4
Sheet 22 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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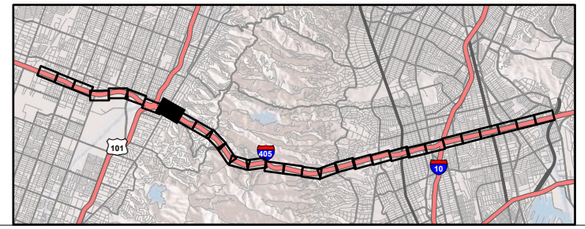

Fig 3.17-4
Sheet 23 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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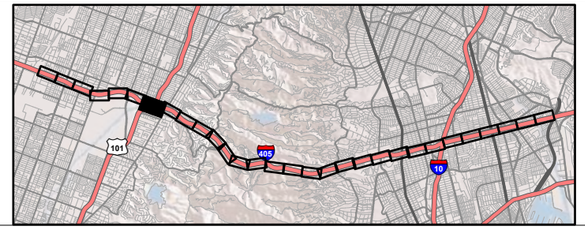

Fig 3.17-4
Sheet 24 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Scrub Grassland Ecotone

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003 Bio\WSP2003 Bio.aprx (3/13/2025)

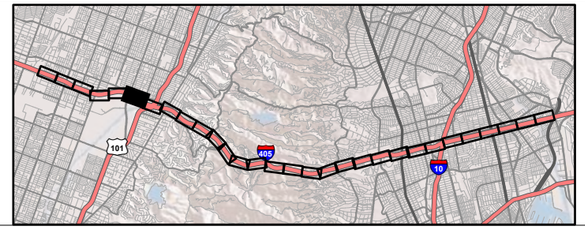

Fig 3.17-4
Sheet 25 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Scrub Grassland Ecotone

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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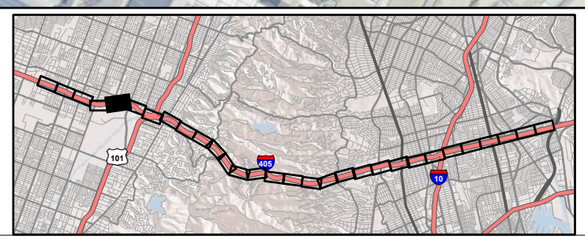

Fig 3.17-4
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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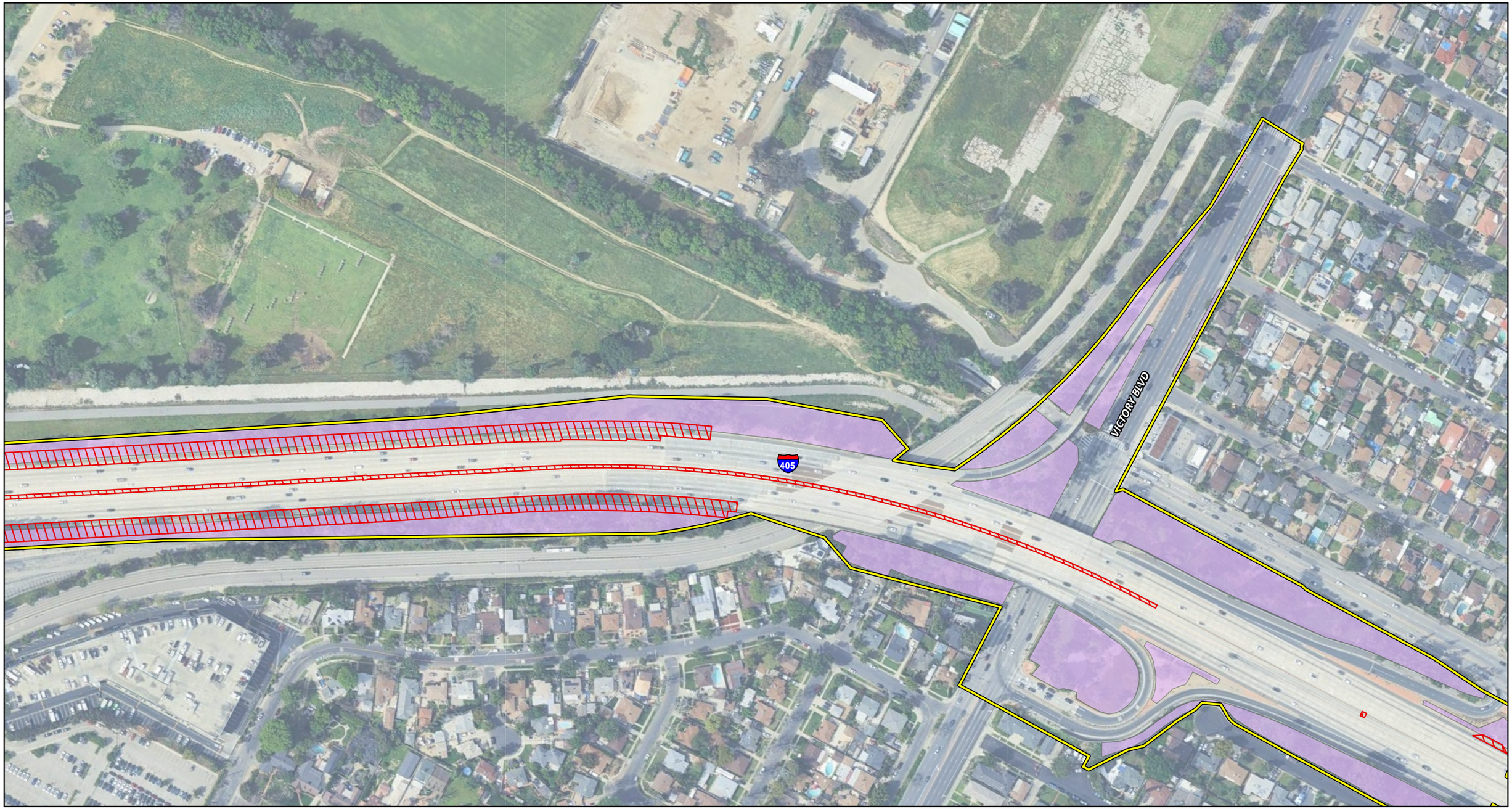

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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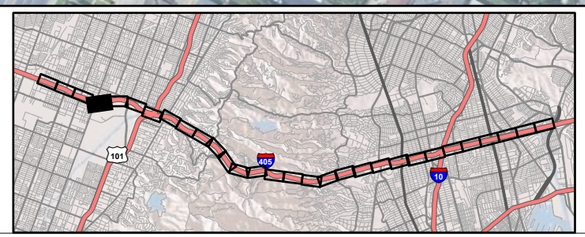

Fig 3.17-4
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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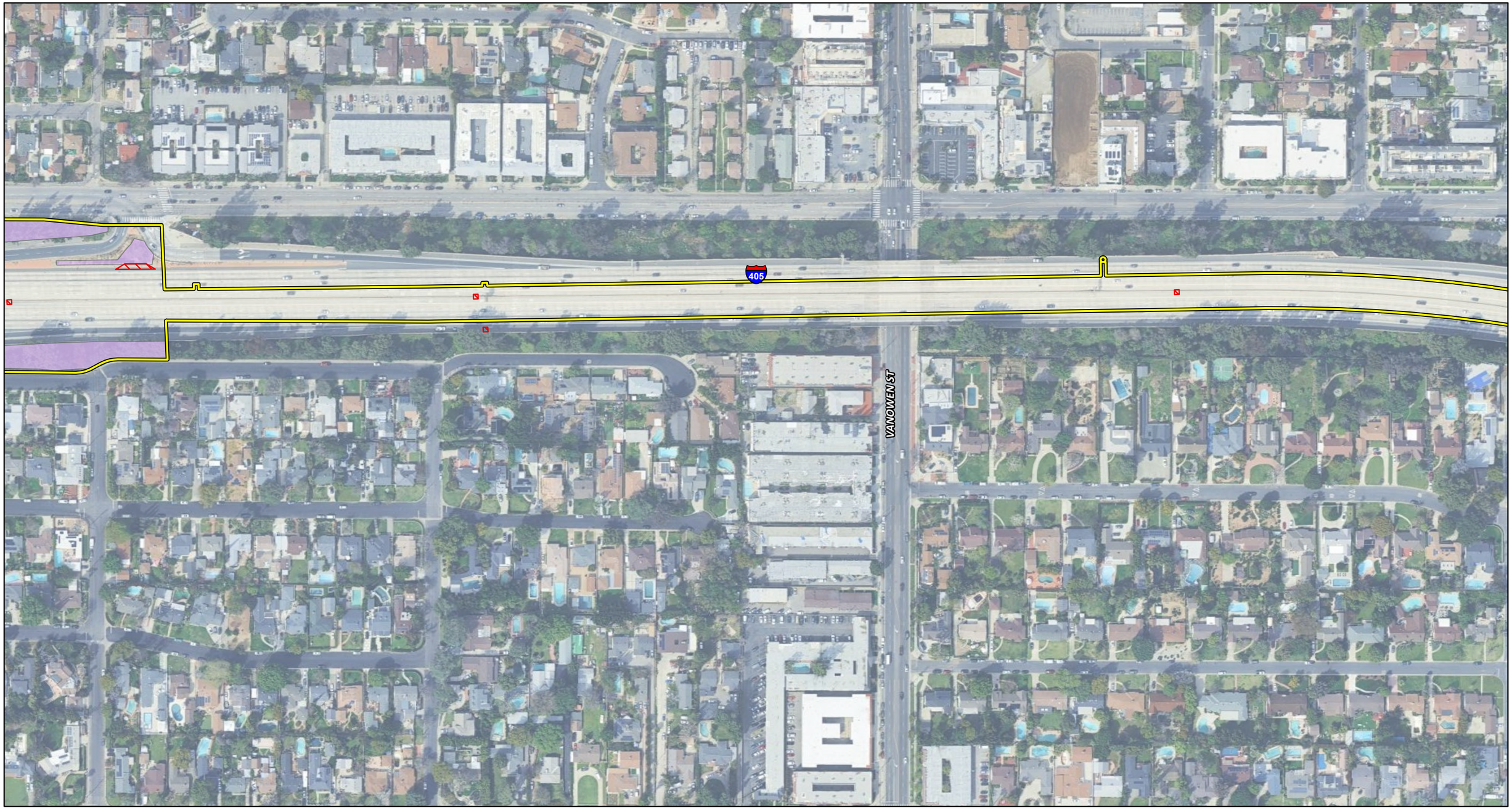

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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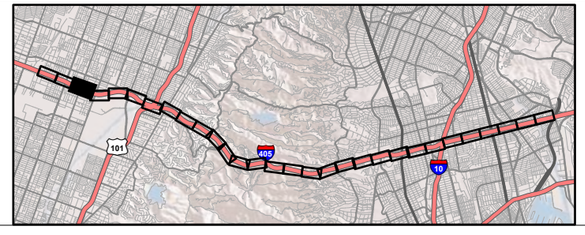

Fig 3.17-4
Sheet 28 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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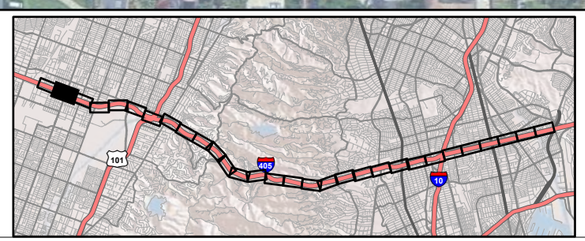

Fig 3.17-4
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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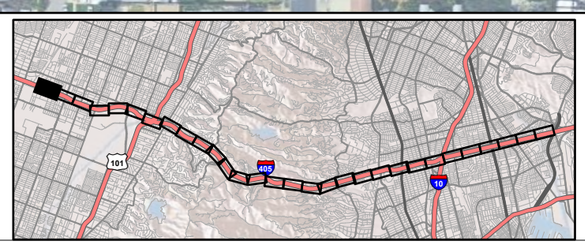

Fig 3.17-4
Sheet 30 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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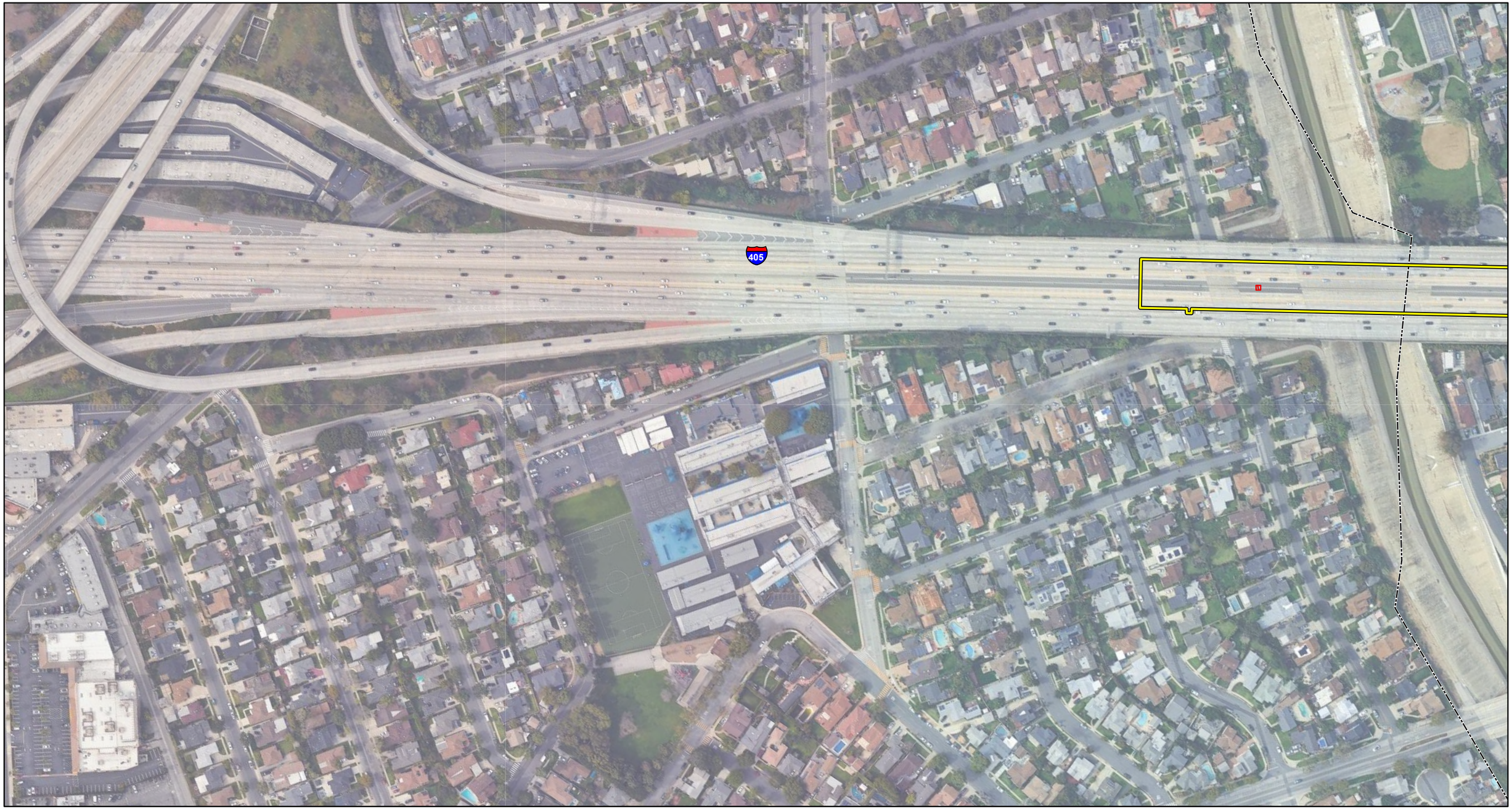

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

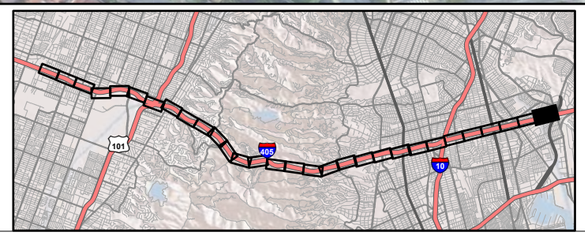

Fig 3.17-5
Sheet 1 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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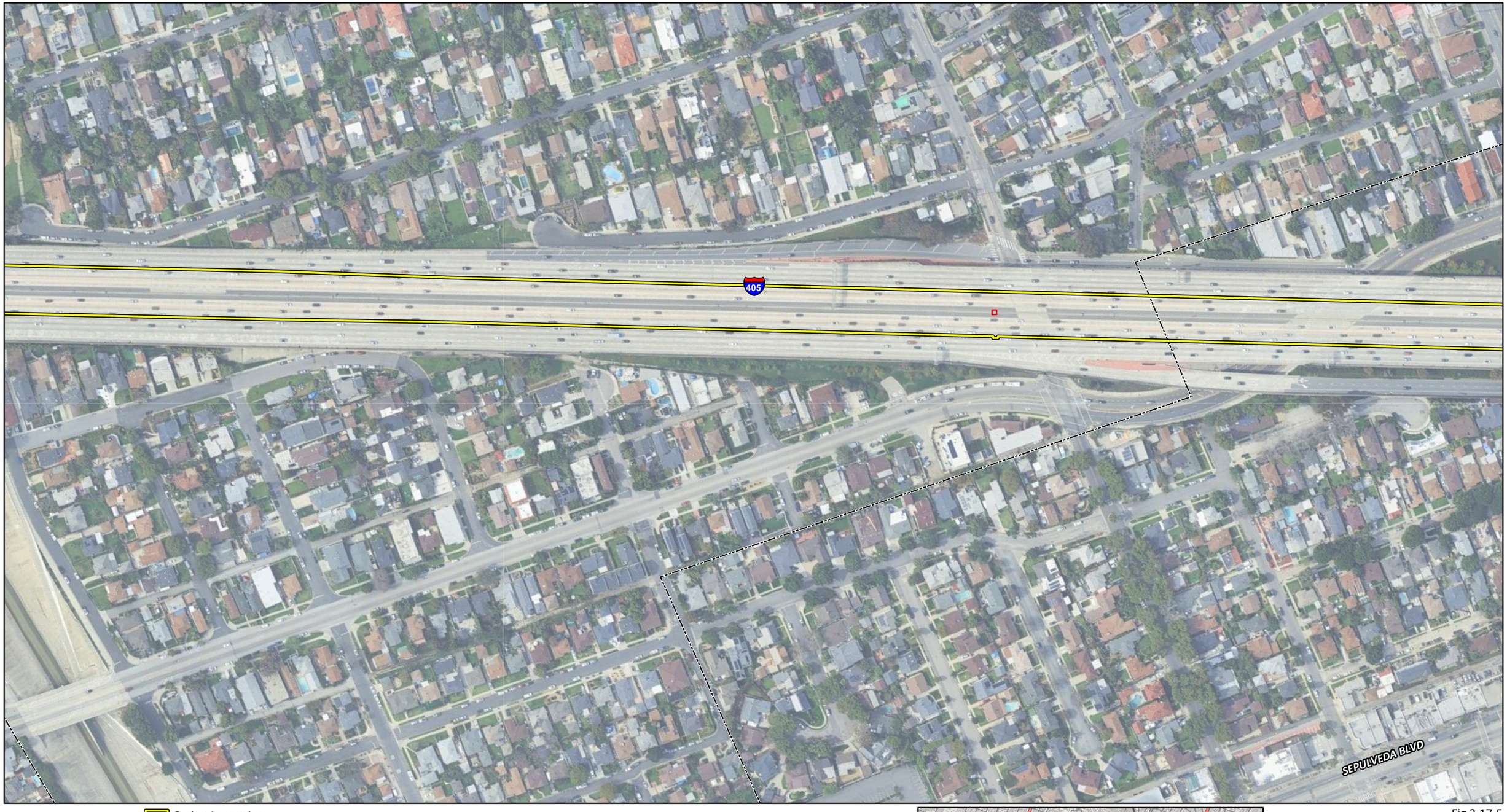

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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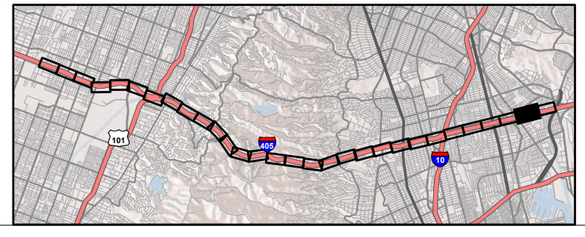

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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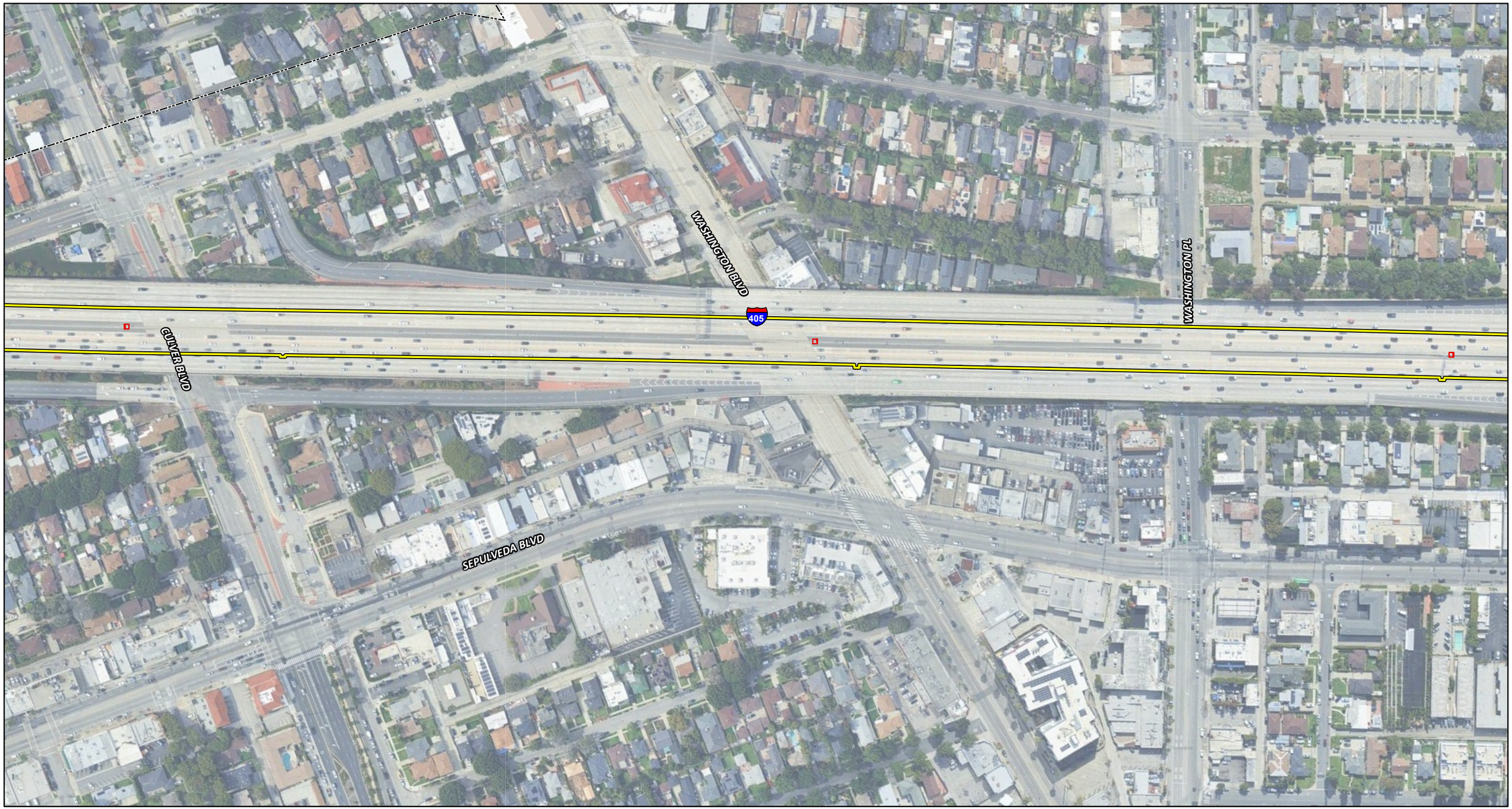

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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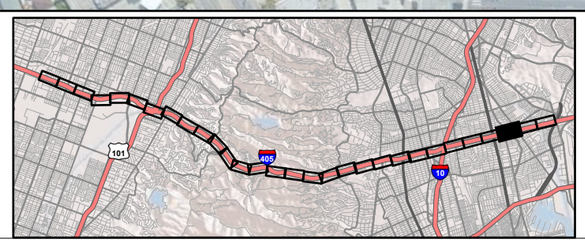

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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VENICE BLVD

405

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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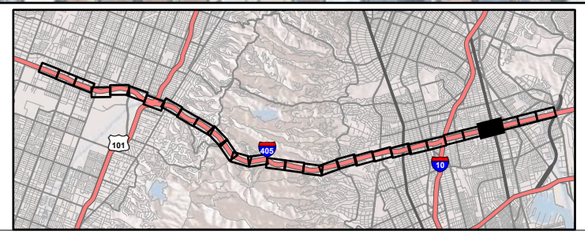

Fig 3.17-5
Sheet 4 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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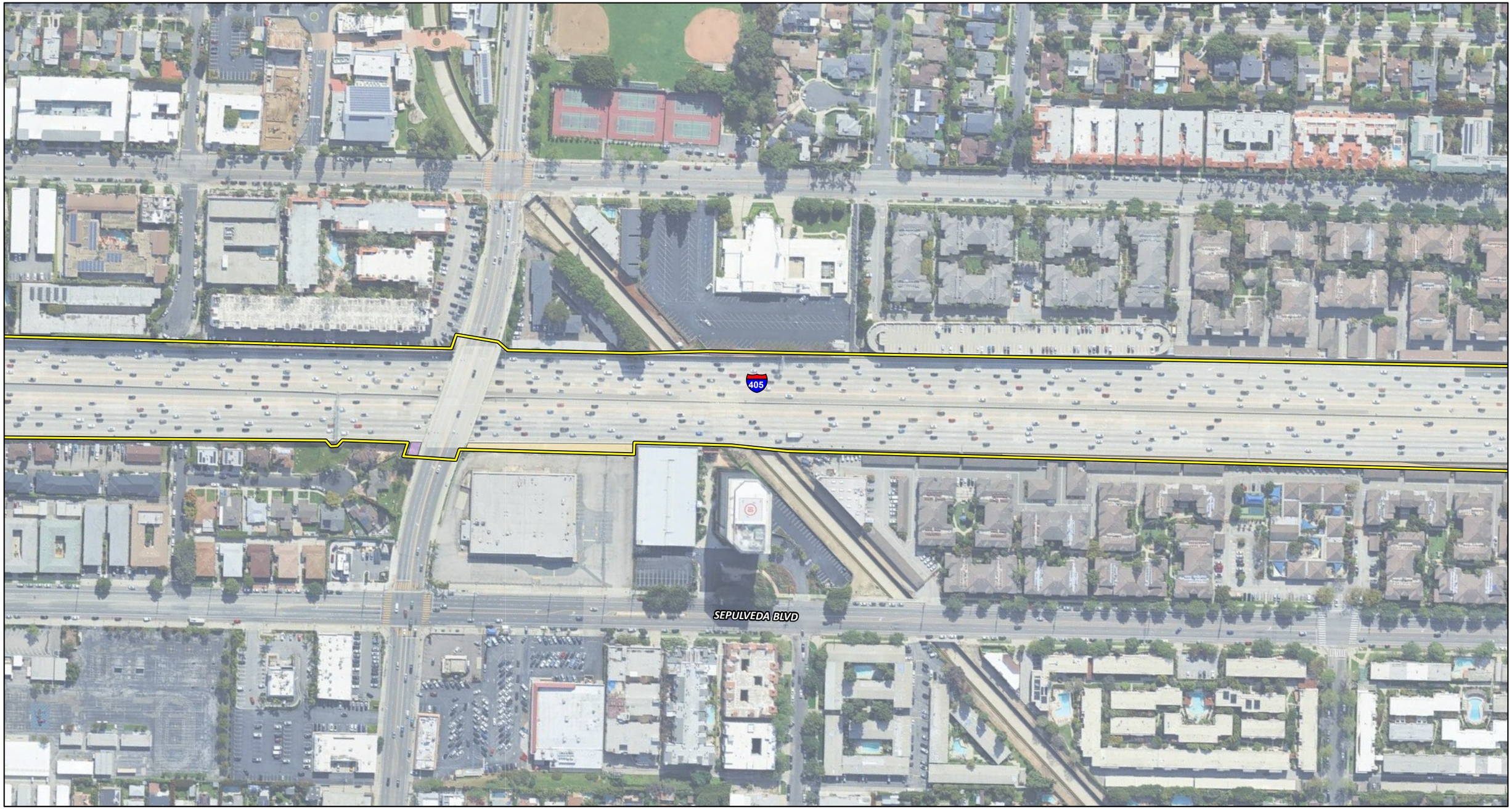

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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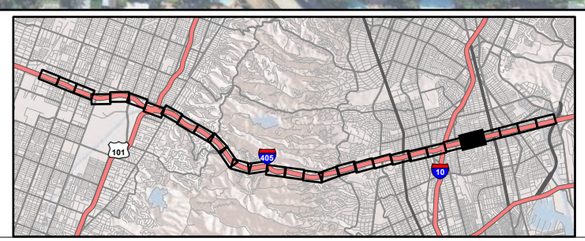

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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NATIONAL BLVD

405

SEPULVEDA BLVD

10

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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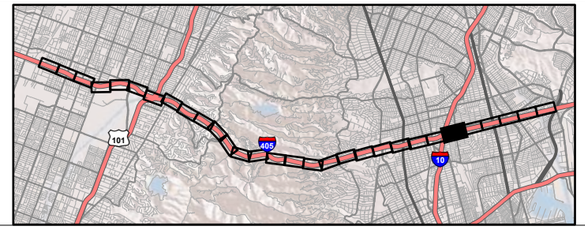

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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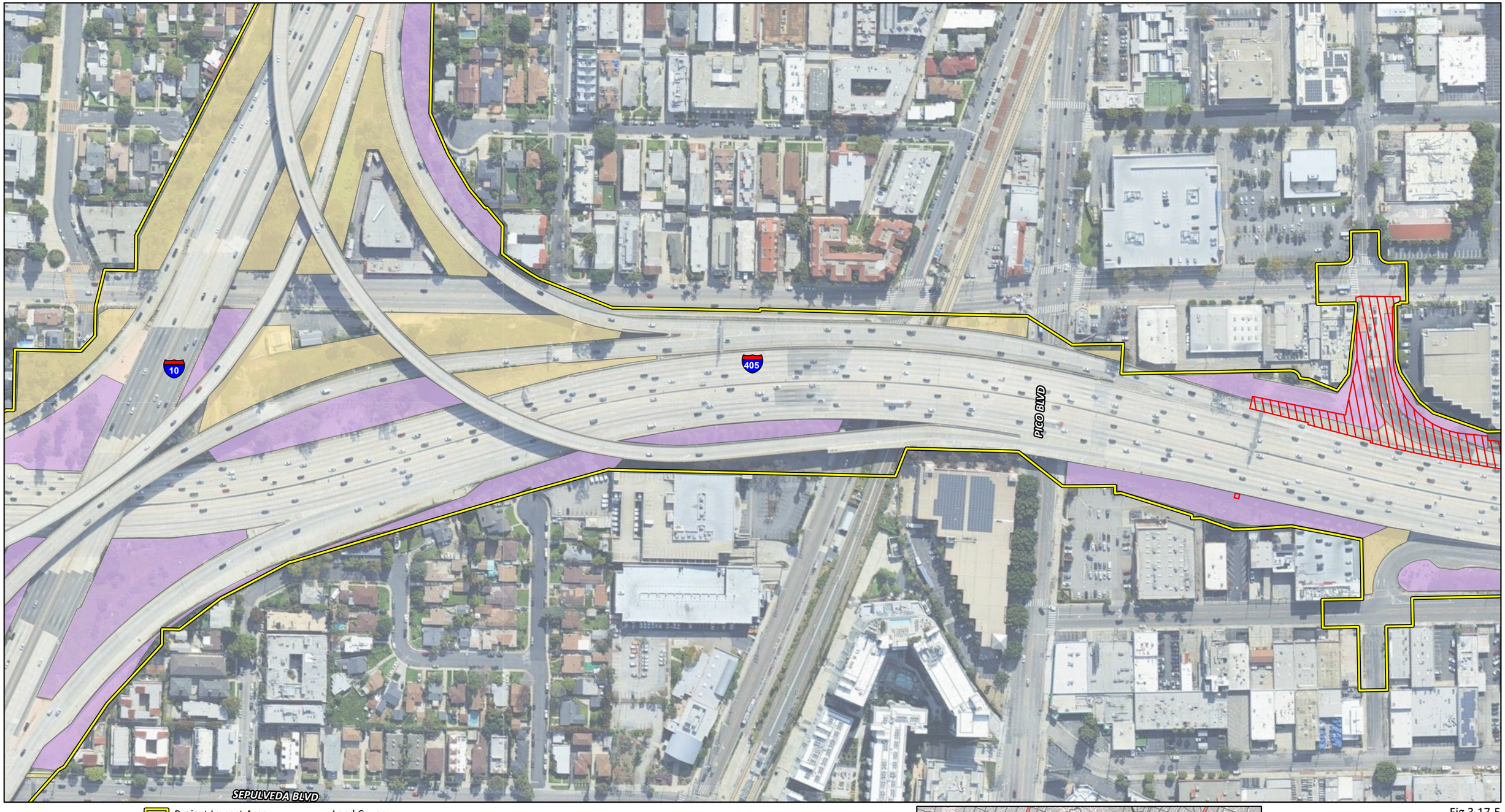

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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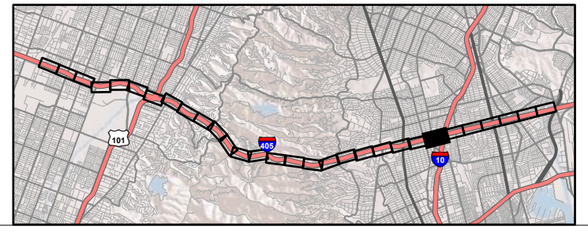

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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OLYMPIC BLVD

405

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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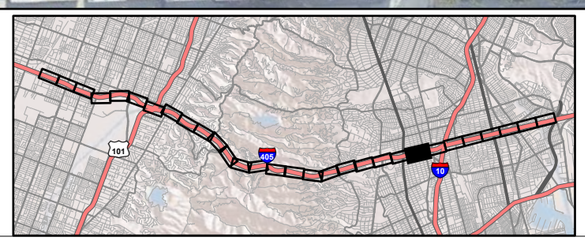

Fig 3.17-5
Sheet 8 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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SEPULVEDA BLVD

405

2

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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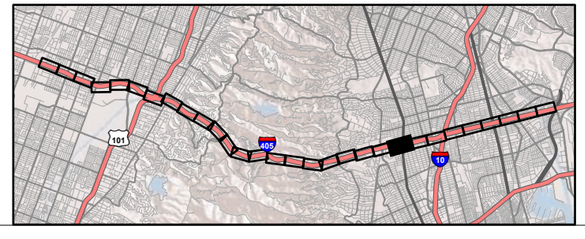

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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WILSHIRE BLVD

405

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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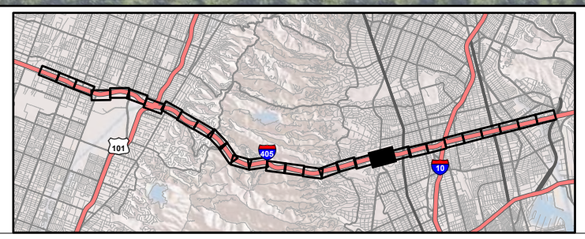

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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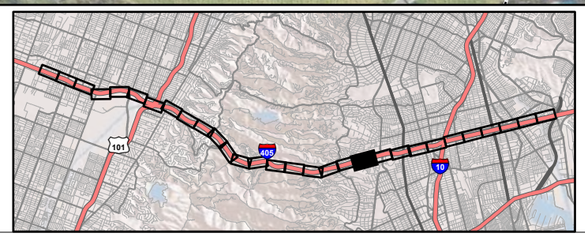

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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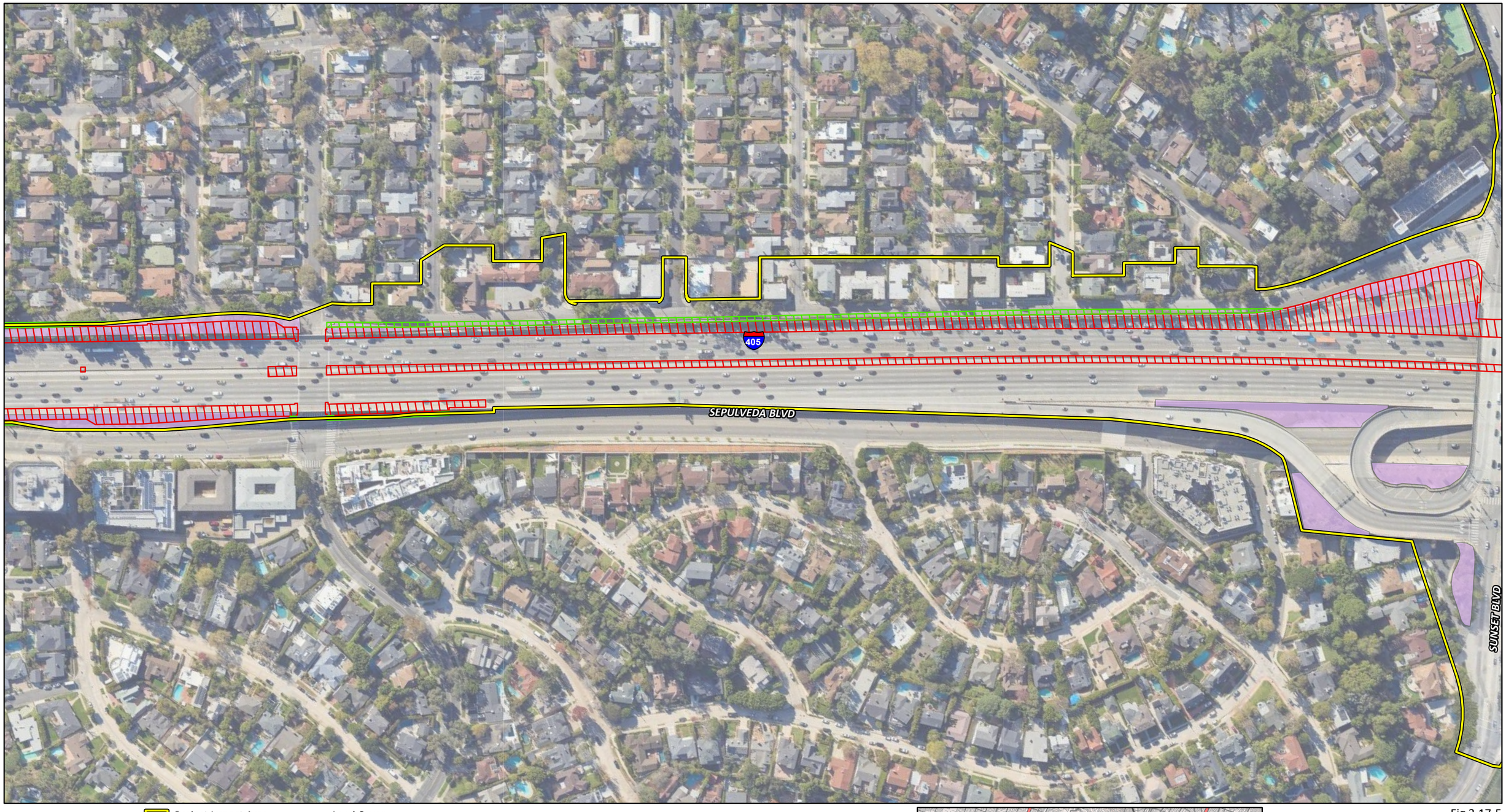

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

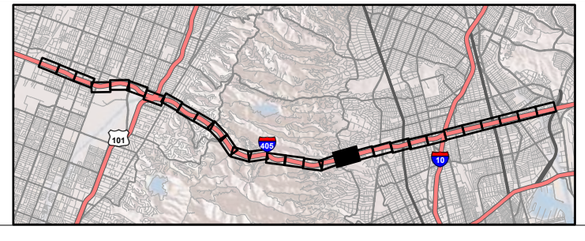

Fig 3.17-5
Sheet 12 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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CHURCH LN

SUNSET BLVD

405

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Ornamental
Ruderal

Native Vegetation
Coastal Sage / Chaparral Scrub Ecotone
Mixed Mid-Elevation Chaparral
Laurel Sumac Scrub
Mixed Scrub
Sycamore

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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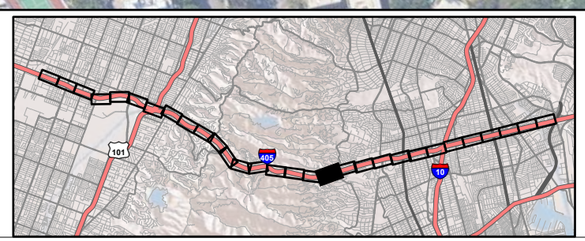

Fig 3.17-5
Sheet 13 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal
Native Vegetation
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland and Forest
Mixed Mid-Elevation Chaparral
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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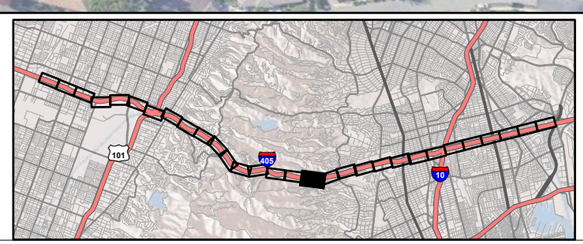

Fig 3.17-5
Sheet 14 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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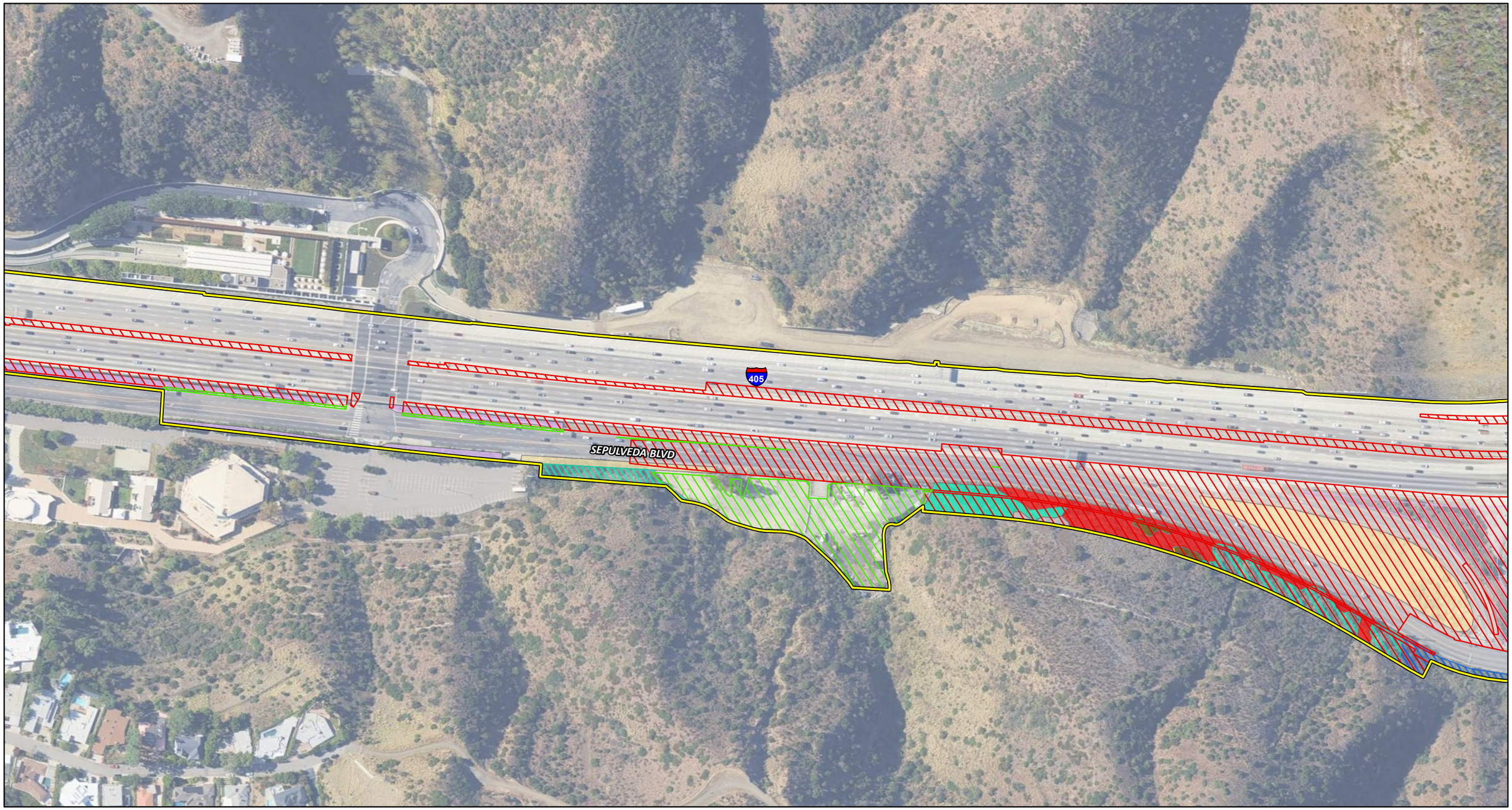

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Ornamental
Mixed Ornamental Plantings
Ruderal

Native Vegetation
California Buckwheat Scrub
California Buckwheat Scrub / Annual Grasslands
Coastal Sage / Chaparral Scrub Ecotone
Mixed Mid-Elevation Chaparral
Fountain Grass Swards
Laurel Sumac Scrub
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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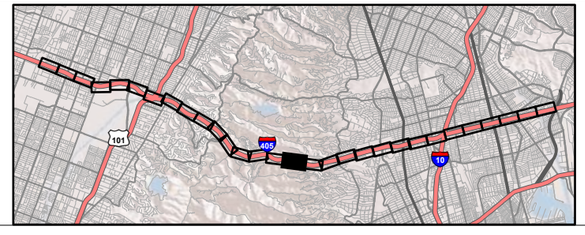

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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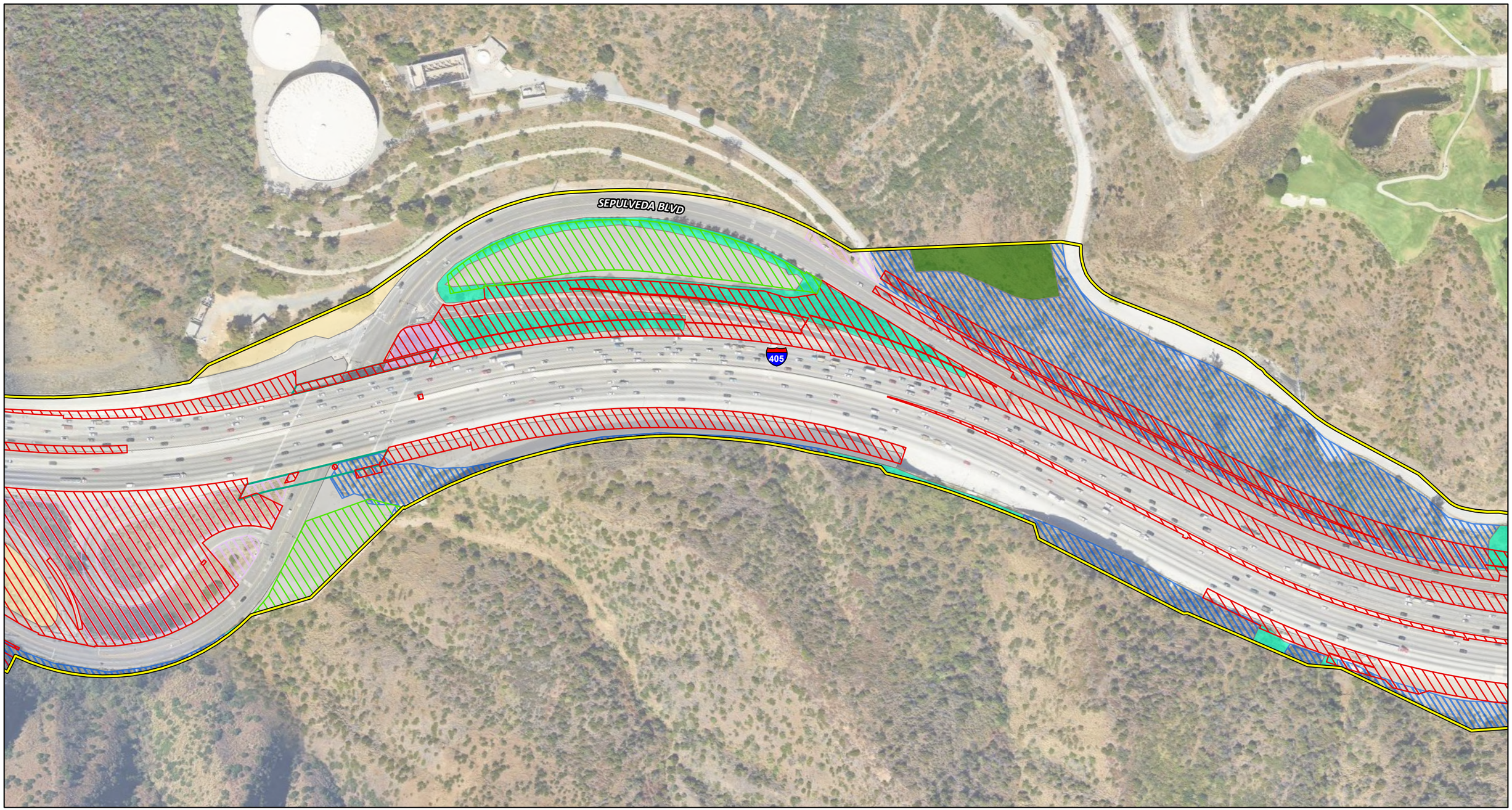

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Ornamental
Mixed Ornamental Plantings
Ruderal

Native Vegetation
Coastal Sage / Chaparral Scrub Ecotone
Scrub Grassland Ecotone
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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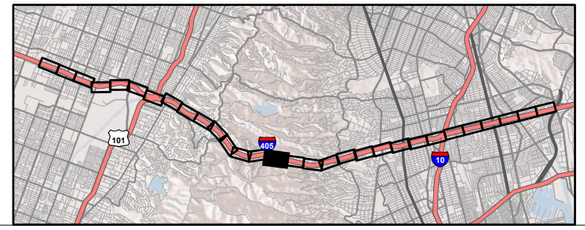

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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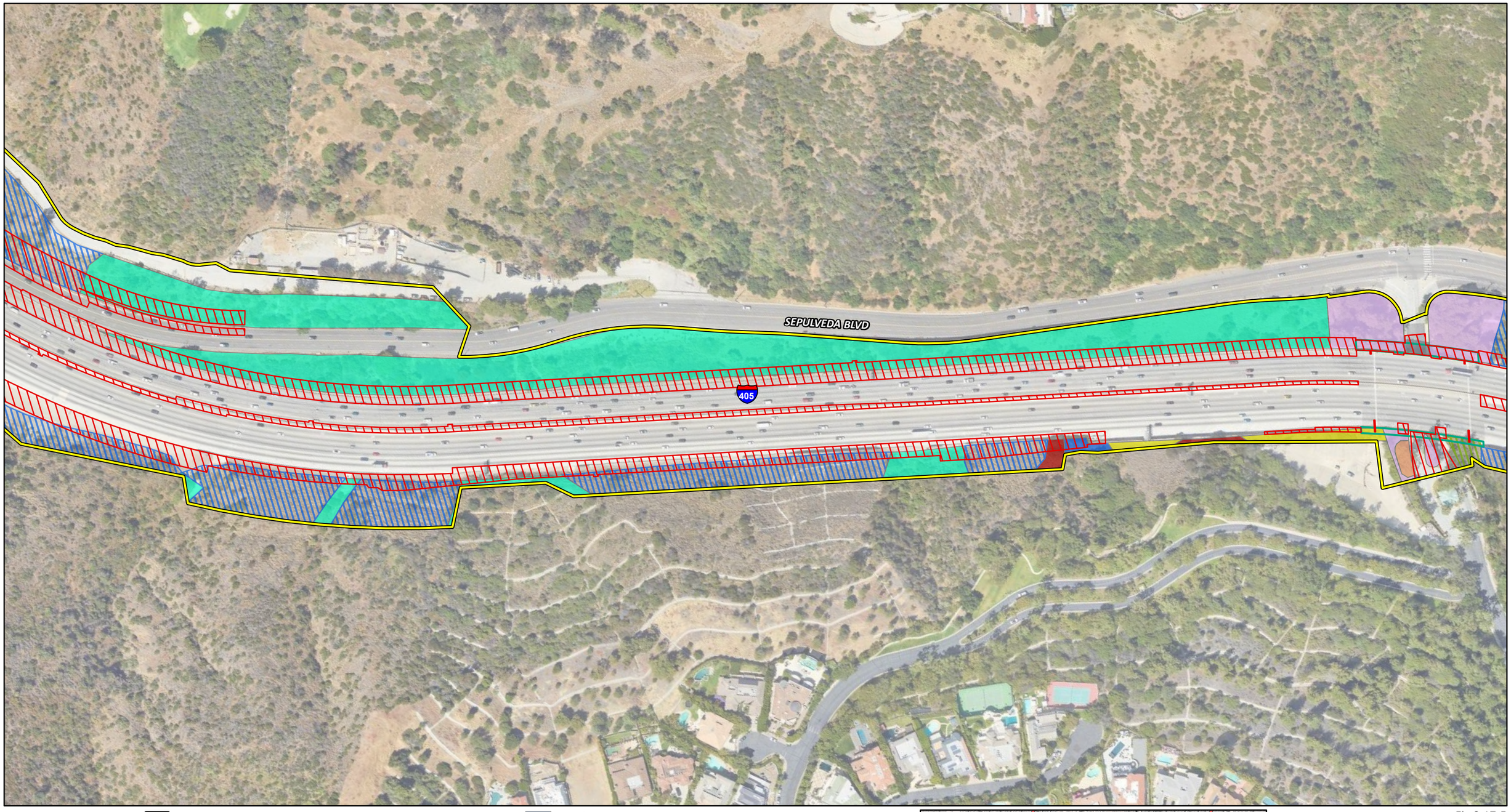

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Annual Brome Grassland
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland / Ornamental
Mulefat Scrub
Mixed Scrub
Peppertree Groves
Sycamore

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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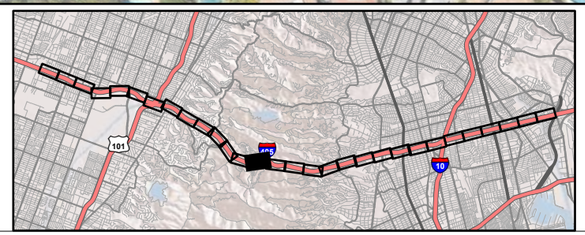

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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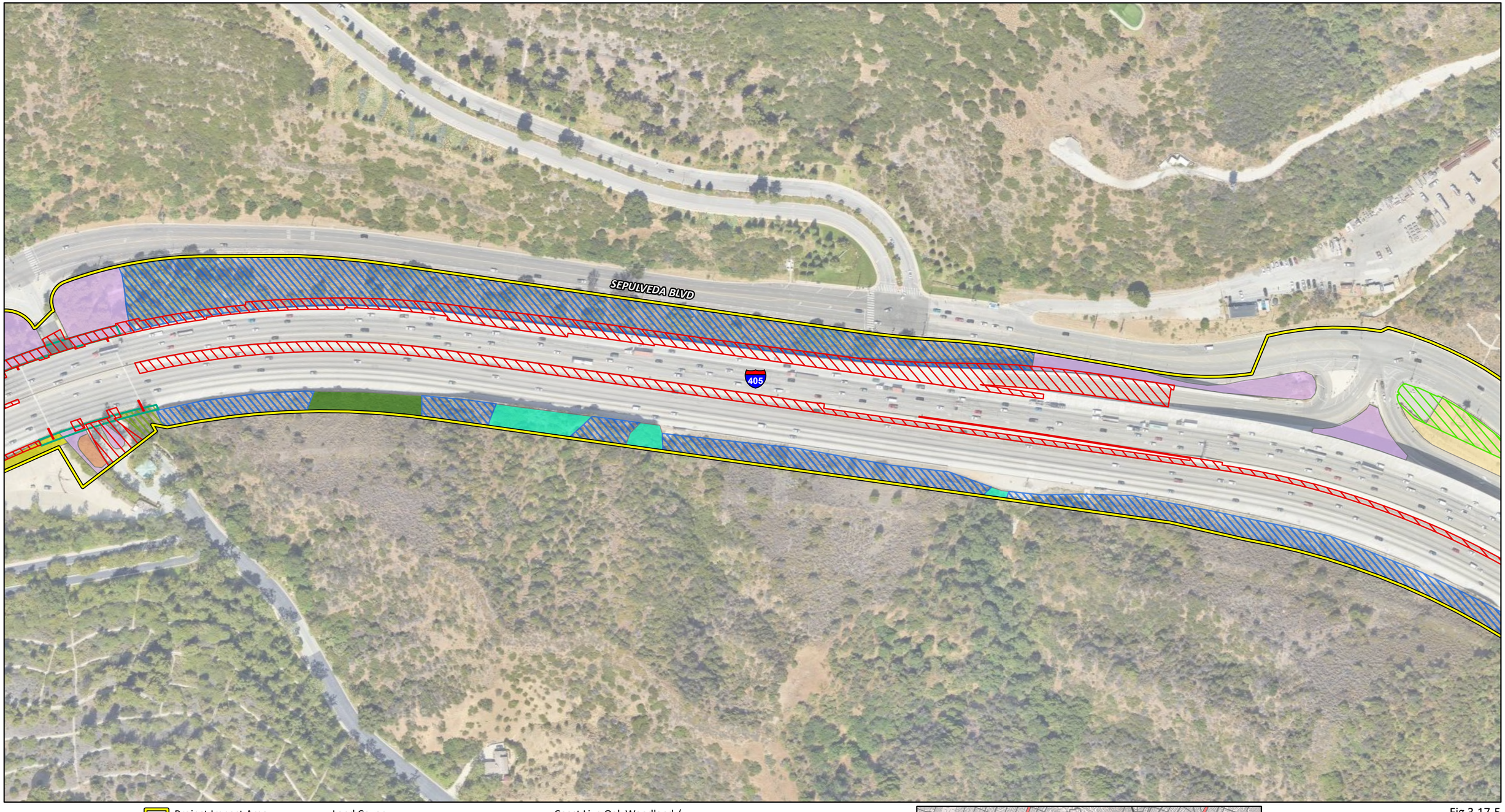

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal
Native Vegetation
Annual Brome Grassland
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland / Ornamental
Scrub Grassland Ecotone
Mixed Scrub
Sycamore

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

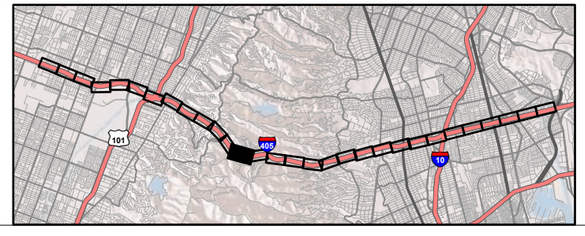

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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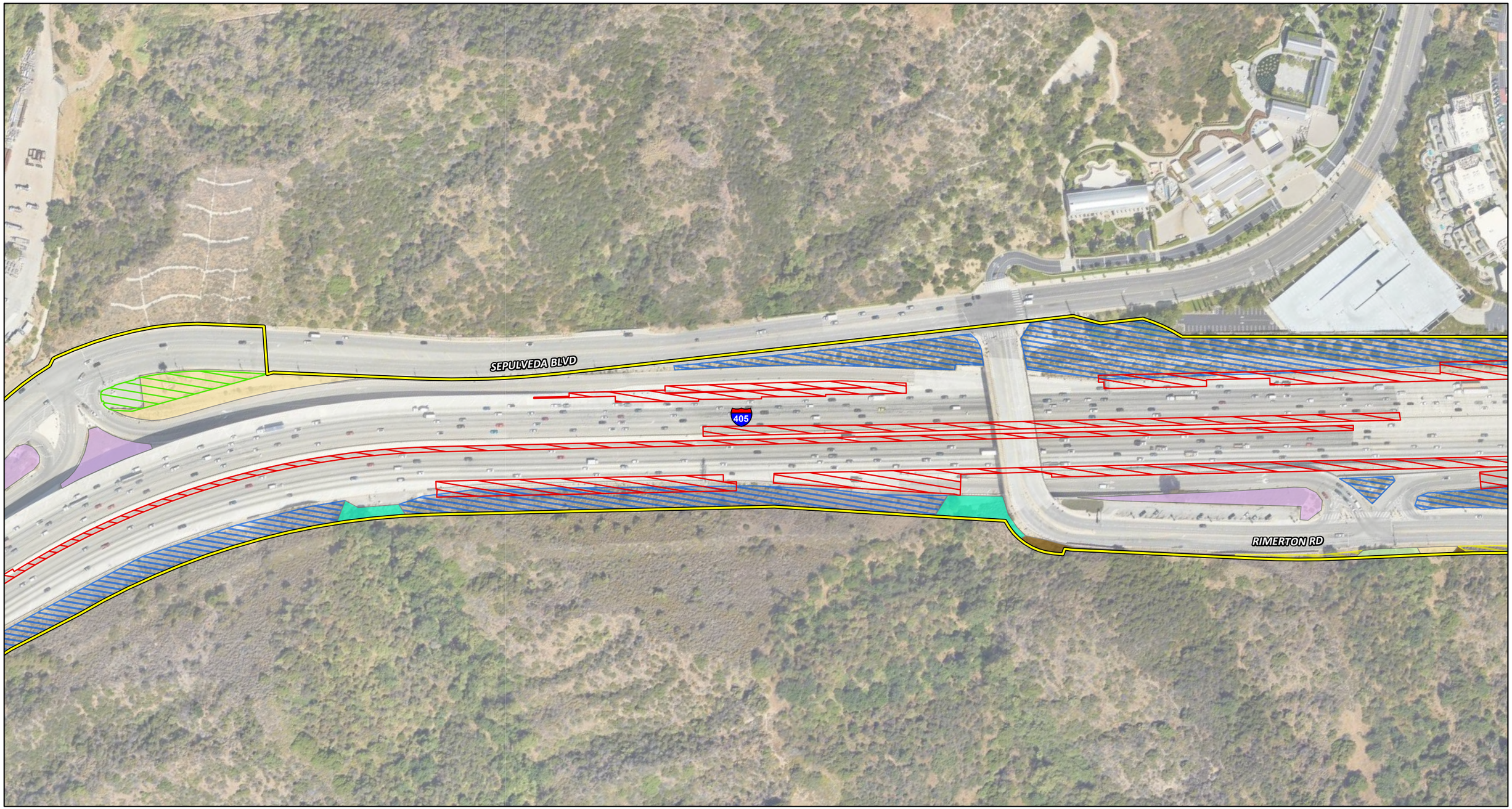

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

Native Vegetation
California Buckwheat Scrub
Coastal Sage / Chaparral Scrub Ecotone
California Walnut Groves
Mixed Mid-Elevation Chaparral
Elderberry Woodlands
Laurel Sumac Scrub
Mixed Scrub
Hollyleaf Redberry Chaparral

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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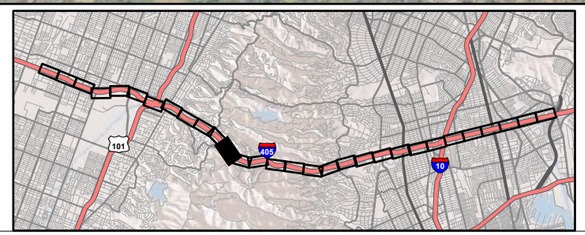

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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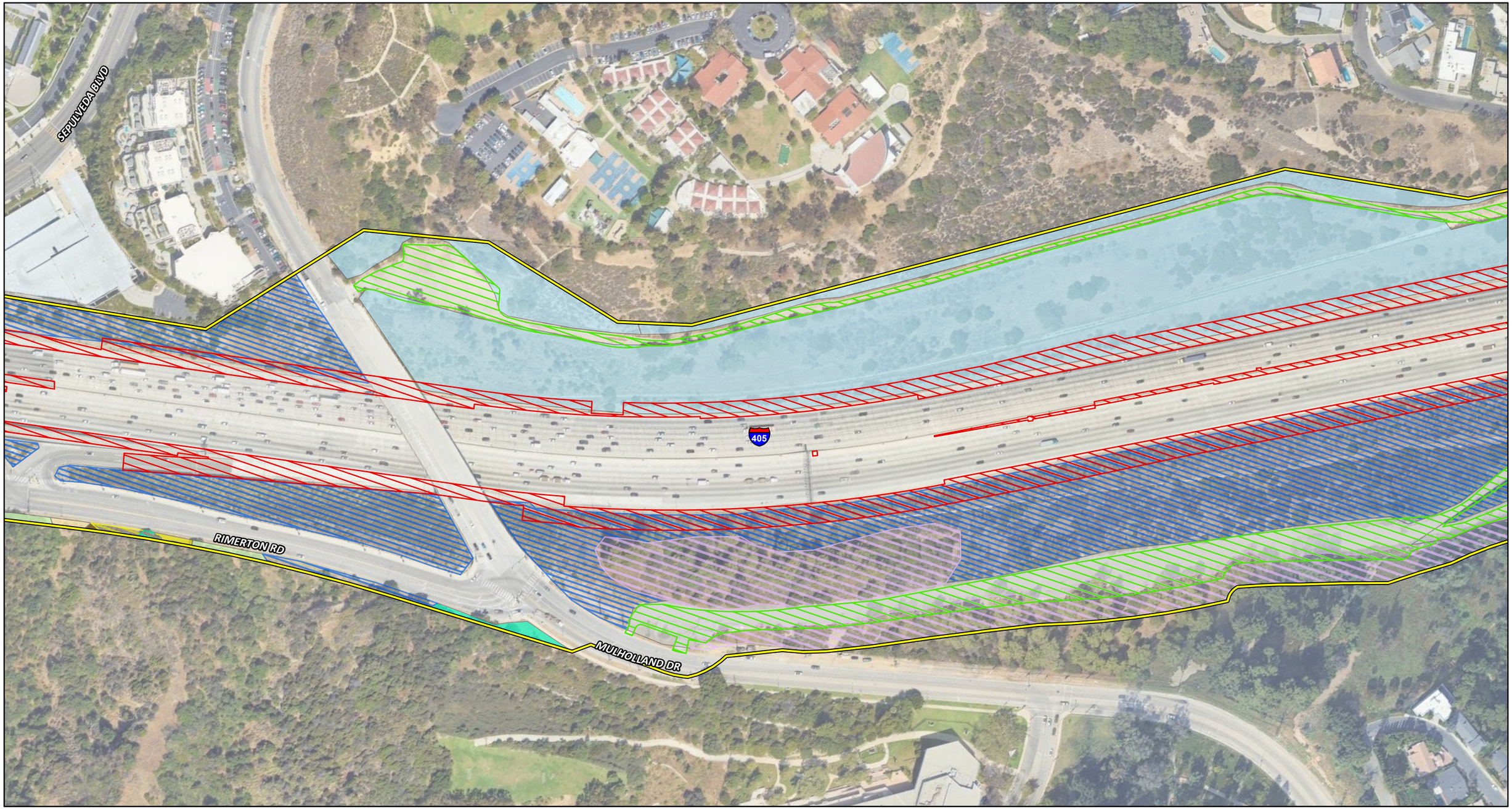

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Mixed Ornamental Plantings
Ruderal

Native Vegetation
Annual Brome Grassland
California Buckwheat Scrub
Coastal Sage / Chaparral Scrub Ecotone
Coast Live Oak Woodland and Forest
California Walnut Groves
Mixed Mid-Elevation Chaparral
Laurel Sumac Scrub
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

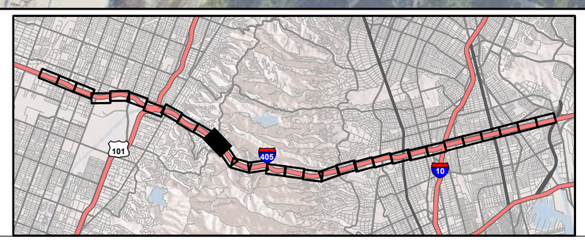

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Bare Ground
Mixed Ornamental Plantings
Native Vegetation
Coast Live Oak Woodland and Forest
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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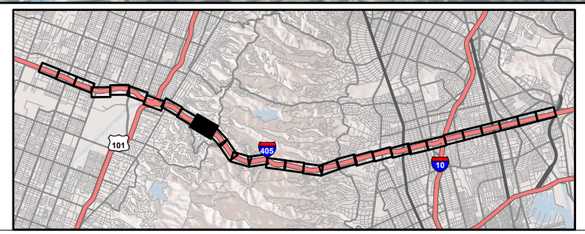

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Coast Live Oak Woodland and Forest
Mixed Scrub

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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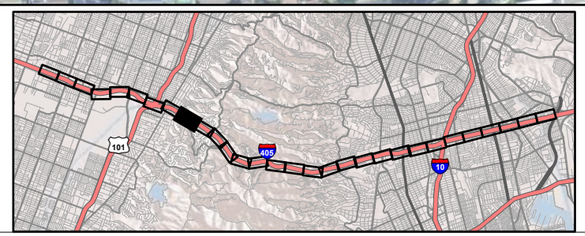

Fig 3.17-5
Sheet 22 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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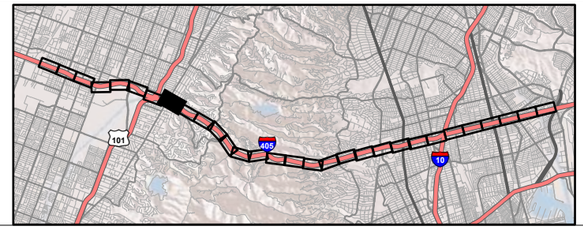

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Ruderal

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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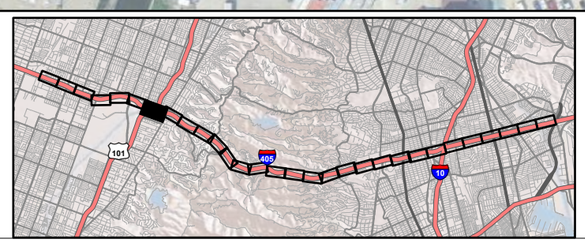

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Scrub Grassland Ecotone

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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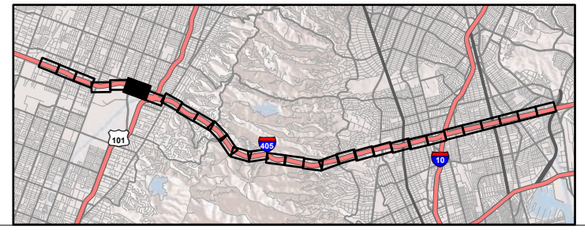

Fig 3.17-5
Sheet 25 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental
Native Vegetation
Scrub Grassland Ecotone

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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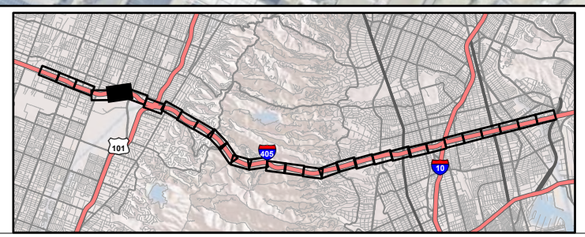

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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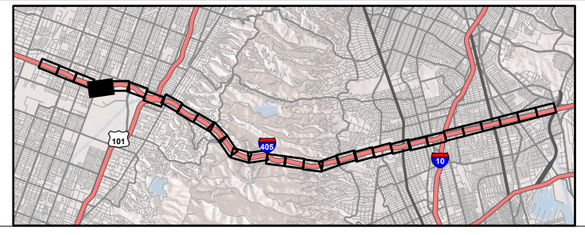

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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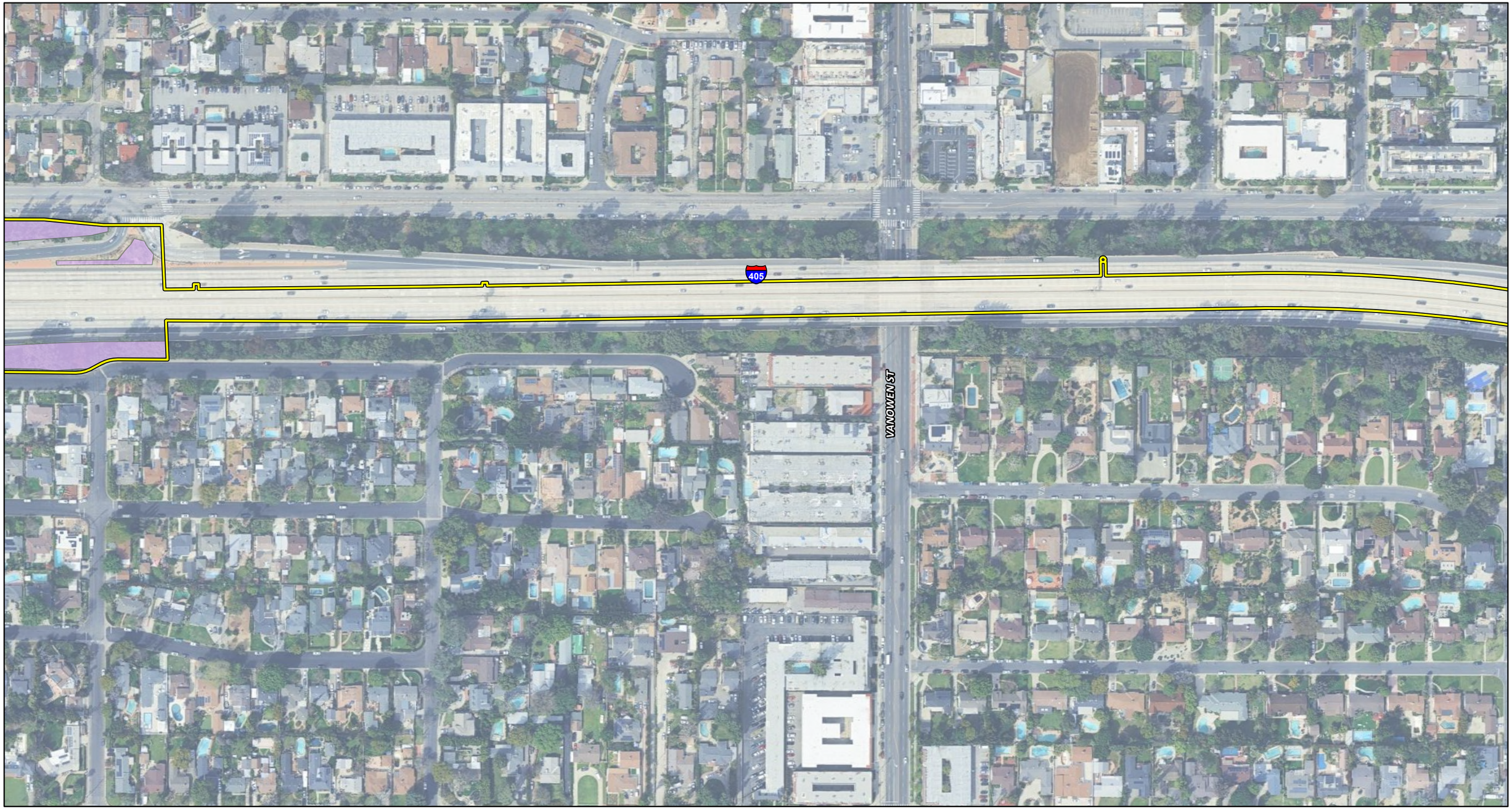

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Land Cover
Ornamental

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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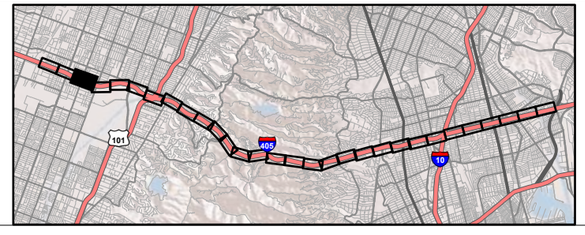

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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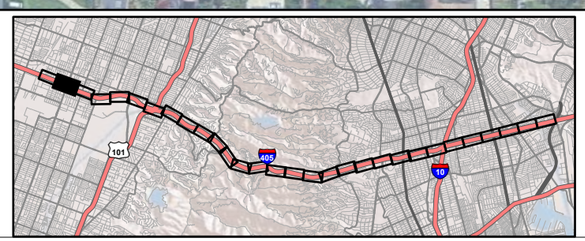

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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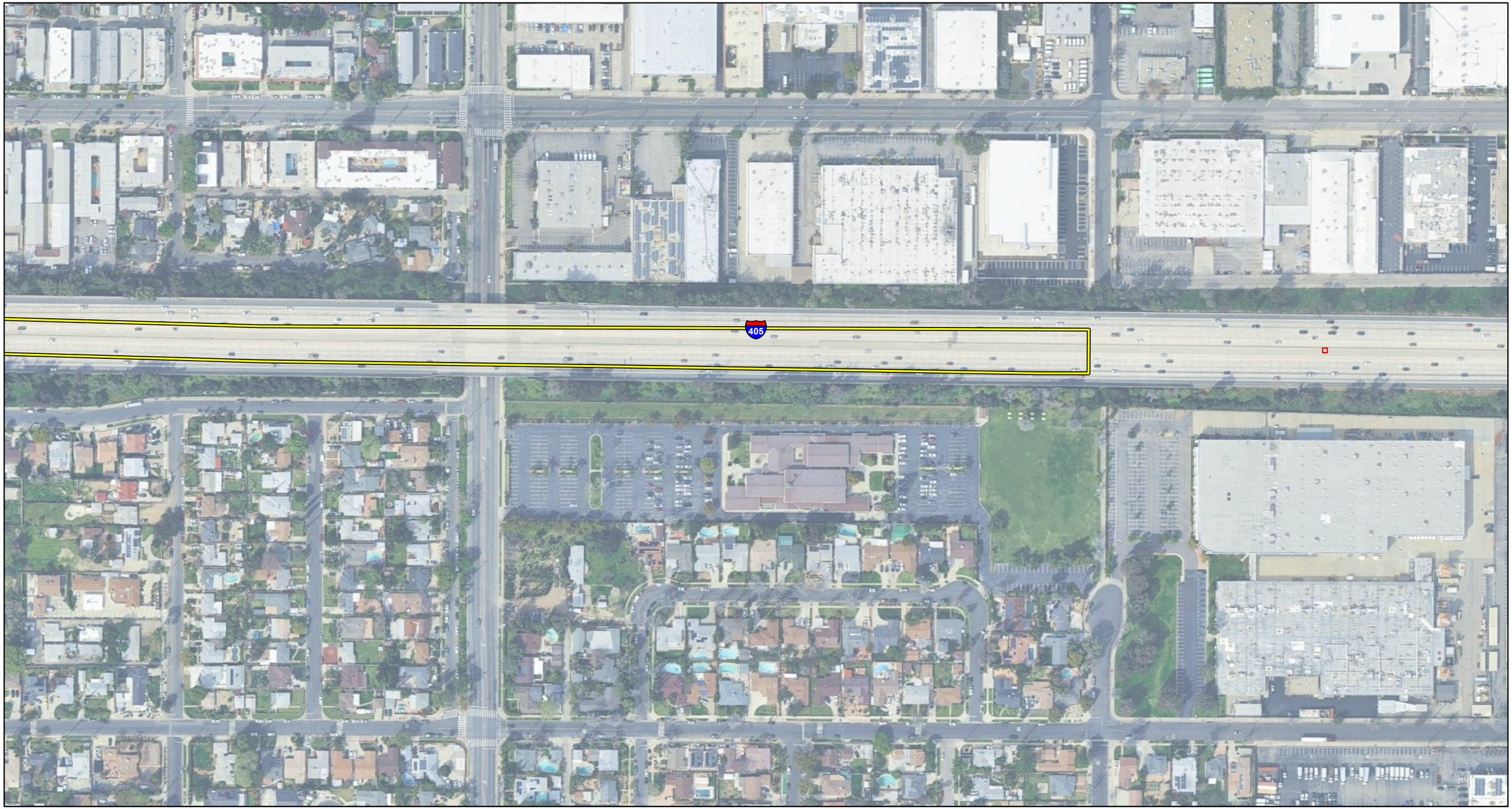

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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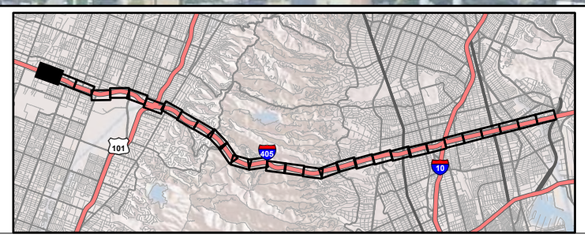

Fig 3.17-5
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Vegetation,
Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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3.18 Wetlands and Other Waters

3.18.1 Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Federal Water Pollution Control Act, more commonly referred to as the Clean Water Act (CWA) (33 United States Code [USC] 1344), is the primary law regulating wetlands and surface waters. One purpose of the CWA is to regulate the discharge of dredged or fill material into waters of the United States (WOTUS), including wetlands. WOTUS include navigable waters, interstate waters, territorial seas, and other waters that may be used in interstate or foreign commerce.

Section 404 of the CWA establishes a regulatory program which is run by the United States Army Corps of Engineers (USACE) with oversight by the United States Environmental Protection Agency (USEPA). Certain permits require the identification of a "least environmentally damaging practicable alternative" to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences.

Caltrans, the Federal Highway Administration (FHWA), the USACE, the USEPA, and the U.S. Fish and Wildlife Service (USFWS) entered into a Memorandum of Understanding (MOU) to integrate the National Environmental Policy Act (NEPA) and the CWA for Environmental Impact Statement (EIS) projects that have five or more acres of permanent impact to WOTUS. Under this MOU, the signatory agencies agree to coordinate at three checkpoints: (1) purpose and need, (2) identification of range of alternatives, and (3) preliminary determination of the LEDPA and conceptual mitigation plan. The goal of the MOU process is to allow the USACE to adopt Caltrans' EIS more efficiently for their Section 404 permit action.

The Executive Order (EO) for the Protection of Wetlands (EO 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, EO 11990 states that a federal agency, such as the FHWA and/or Caltrans, as assigned, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: (1) that there is no practicable alternative to the construction, and (2) the proposed project includes all practicable measures to minimize harm. A Wetlands Only Practicable Alternative Finding must be made.

At the State level, wetlands and waters are regulated primarily by the State Water Resources Control Board (SWRCB), the Regional Water Quality Control Boards (RWQCBs), and the California Department of Fish and Wildlife (CDFW). Water Board definitions of Waters of the State (WOTS) are also outlined in the SWRCB Procedures for Discharges of Dredge or Fill Material to Waters of the State. WOTUS are a subset of WOTS. In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission or the Tahoe Regional Planning Agency) may also be involved. Sections 1600–1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify the CDFW before beginning construction. If the CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required.

The RWQCBs were established under the Porter-Cologne Water Quality Control Act (Porter-Cologne Act) to oversee water quality. Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the CWA. In compliance with Section 401 of the CWA, the SWRCB (for projects that span more than one Water Board region) and the RWQCBs also issue water quality certifications for activities which may result in a discharge to WOTUS. This is most frequently required in tandem with a Section 404 permit request.

3.18.2 Affected Environment

The information in this section is based on the *Natural Environment Study* (NES) (February 2024) and the *Jurisdictional Delineation* (April 2023) for the Project. The *Jurisdictional Delineation*, which was conducted in accordance with current USACE and CDFW criteria, is provided in Appendix D of the NES and is considered preliminary until verified by applicable agencies.

The Jurisdictional Delineation Study Area (JDSA) is located in two watersheds and is equivalent to the Biological Study Area (BSA). The Tujunga Wash-Los Angeles River watershed (HUC12 180701050208) occurs in the northern portion of the BSA, which encompasses approximately 404 square miles of western Los Angeles County and originates at the base of the Santa Monica Mountains and flows into the Los Angeles River. The Ballona Creek watershed (HUC12 180701040300) occurs in the southern portion of the BSA and encompasses approximately 331 square miles. This watershed covers a portion of the Santa Monica Mountains and Ballona Creek, which ultimately flows into the Pacific Ocean.

Field surveys were conducted throughout the JDSA on October 20, November 7, and December 15, 2022, to identify potential WOTUS. The field surveys were conducted according to the most current regulatory criteria and guidance. Areas exhibiting characteristics indicative of wetlands (e.g., areas dominated by hydrophytic vegetation, periodically inundated depressions) were evaluated according to routine wetland delineation procedures described in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region Version 2.0* (USACE 2008) and those recently enacted by the SWRCB. Soil samples were carefully evaluated in areas having either a predominance of hydrophytes or clear evidence of wetland hydrology. Hydrological conditions, including any evidence of past inundation, saturated/moist soils, changes in vegetation, and other wetland hydrology indicators were also noted. Other hydrological conditions associated with a drainage's OHWM (e.g., shelving, drift/rack lines, water staining) were also noted. In total, 72 drainages were identified within the JDSA (refer to Figures 3.18-1 through 3.18-3, Impacts to Jurisdictional Features for Alternatives 2, 3 and 5, respectively, provided at the end of this section).

3.18.2.1 USACE Jurisdictional Areas

Based on the results of the jurisdictional delineation, areas subject to potential USACE jurisdiction pursuant to Section 404 of the CWA include Ballona Creek (Drainage D-1), Sawtelle Channel (Drainage D-2), the Los Angeles River (Drainage D-69), and the 13 unnamed natural drainages (Drainages D-22, D-26, D-27, D-30, D-31, D-32, D-34, D-35, D-39, D-41, D-42, D-43, and D-44). These drainages exhibit an OHWM and contribute flow to a traditional navigable water (i.e., Pacific Ocean). There are no wetlands within or adjacent to any of the delineated features within the JDSA. Therefore, the USACE is expected to assert jurisdiction over these drainages as non-wetland WOTUS.

In total, 1.05 acres of non-wetland waters are within the JDSA and are potentially subject to USACE jurisdiction. The *Jurisdictional Delineation* will be submitted to the USACE as part of the permit process during the Plans, Specifications, and Estimates (PS&E) phase of the Project. Coordination with the USACE is required for the Project as part of Measure WET-2, which is described in more detail in Section 3.18.4.

Non-Jurisdictional Features

The remaining constructed drainage ditches (Drainages D-2 through D-10, D-18, D-19, D-21, D-23, D-25, D-28, D-29, D-33, D-36, D-38, D-40, D-46 through D-58, D-60 through D-64, D-66 through D-68, D-71, and D-72) and basins (Drainages D-11 through D-17, D-20, D-24, D-37, D-45, D-59, D-65, and D-70) are artificially constructed stormwater control features (e.g., roadside drainages/ditches, v-ditches, brow ditches, flood control channels, stormwater retention basins, and biofiltration basins) designed to capture stormwater and other urban runoff from immediate upland areas and convey these flows to the underground storm drain system. Based on examination of historic aerial photographs, none of these specific drainage features displaced any previously existing jurisdictional waterbodies. Because these features did not displace a previously existing natural drainage channel, and they were excavated on dry land solely for the purpose of draining upland runoff, and do not convey at least a relatively permanent flow of water, they are categorically excluded from federal jurisdiction and do not meet the criteria for WOTUS (EPA 2023).

3.18.2.2 RWQCB Jurisdictional Areas

While there are specific procedures for delineating State wetlands, there is no formal public guidance on determining RWQCB non-wetland WOTS. For this study, RWQCB jurisdiction was determined based on the State definition of wetlands (three-parameter) and the ordinary high-water mark (OHWM) of other WOTUS. Since there are areas within the JDSA subject to USACE and CDFW jurisdiction, RWQCB jurisdiction in this case is coincident with USACE jurisdiction for purposes of Section 401 certification. The total area of potential RWQCB jurisdiction is the same as the USACE jurisdiction (i.e., 1.05 acres). Coordination with RWQCB is required as part of Measure WET-4.

Non-Jurisdictional Features

Although three of the stormwater control basins (Drainages D-45, D-59, and D-65) identified on site exhibit wetland characteristics as described previously, the artificially constructed basins do not satisfy the criteria for WOTS under the State Wetland Definition and Procedures (SWRCB 2019). The artificial wetlands associated with the basins on site were not created by modification of surface WOTS. Furthermore, the artificial wetlands associated with the basins are not agency-approved compensatory mitigation for other WOTS and are not identified in a water quality control plan as a wetland or other WOTS. These basins are subject to routine maintenance as needed to allow for their continued operation as stormwater flood control features. The artificial wetlands associated with Drainages D-45, D-59, and D-65 are all less than 1 acre and fail to satisfy the criteria identified in Section II, Subsections 2, 3a, 3b, and 3c of the State Wetland Definition and Procedures (SWRCB 2019). Therefore, the artificial wetlands associated with all six on-site basins are not WOTS.

The remaining constructed drainage ditches (Drainages D-2 through D-10, D-18, D-19, D-21, D-23, D-25, D-28, D-29, D-33, D-36, D-38, D-40, D-46 through D-58, D-60 through D-64, D-66 through D-68, D-71, and D-72) and basins (Drainages D-11 through D-17, D-20, D-24, D-37, D-45, D-59, D-65, and D-70) are not considered to be WOTS.

3.18.2.3 CDFW Jurisdictional Areas

In accordance with Section 1602 of the California Fish and Game Code, CDFW asserts jurisdiction over rivers, streams, and lakes. CDFW jurisdiction typically extends to the top of a stream bank or to the limit of the riparian vegetation or riparian forest canopy associated with a stream. Areas subject to jurisdiction under the CDFW extend to the top of the banks for Drainages D-1, D-2, D-69, and the 13 unnamed natural drainages (D-22, D-26, D-27, D-30, D-31, D-32, D-34, D-35, D-39, D-41, D-42, D-43, and D-44). CDFW jurisdiction extends to the edge of associated riparian habitat for Drainage D-44. The total area in the JDSA subject to CDFW jurisdiction is 1.53 acres. Coordination with CDFW is required as part of Measure WET-3.

Non-Jurisdictional Features

Three of the 14 stormwater control basins (Drainages D-45, D-59, and D-65) do receive enough flow to support some wetland/riparian vegetation. However, these basins were not constructed in the place of any natural drainage features and do not meet the definitions of "streams," "rivers," or "lakes" under Section 1600 et seq. of the California Fish and Game Code. The remaining drainage ditches (Drainages D-2 through D-10, D-18, D-19, D-21, D-23, D-25, D-28, D-29, D-33, D-36, D-38, D-40, D-46 through D-58, D-60 through D-64, D-66 through D-68, D-71, and D-72) and basins (Drainages D-11 through D-17, D-20, D-24, D-37, D-45, D-59, D-65, and D-70) appear to convey ephemeral sheet flows into the storm drain system during rainfall and support only upland vegetation or lack vegetation entirely. Therefore, these features are not considered to be subject to regulation under Section 1602 of the California Fish and Game Code.

3.18.3 Environmental Consequences

The discussions regarding the potential temporary and permanent impacts from the Project on jurisdictional and non-jurisdictional waters in the following sections should be considered preliminary until verified by the USACE, the CDFW, and the RWQCB.

3.18.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Potential impacts to wetlands and other waters associated with the construction and operation of transportation projects are considered permanent. Therefore, impacts related to wetlands and other waters are discussed in Section 3.18.3.2, Permanent Impacts.

Temporary Water Quality Impacts

There is the potential for temporary indirect water quality impacts through sediment introduction and transport downstream. Refer to the discussion in Section 3.10, regarding this issue. Identification and implementation of erosion, sedimentation, and pollution prevention best management practices (BMPs) in the Stormwater Pollution Prevention Plan (SWPPP; refer to Section 3.9, Hydrology and Floodplains) for the Build Alternatives would avoid or minimize indirect impacts to jurisdictional areas during construction. Additionally, BMPs would be implemented to prevent loose soil or pollutants associated with the Build Alternatives from inadvertently entering aquatic features, as detailed in Project Feature PF-WET-1 and Measure WET-1.

PF-WET-1 **Water Quality Best Management Practices (BMPs).** In order to avoid impacts to water quality, stormwater, and erosion control BMPs are recommended to prevent loose soil or pollutants associated with the Project from inadvertently entering the drainage features located within and adjacent to the Biological Study Area (BSA). Example BMPs include silt fencing and straw wattle placed in such a manner that they are able to catch or filter sediment or other construction-related debris to prevent it from eroding into the nearby drainage channels.

With implementation of Project Features PF-WET-1 and PF-HYD-1 through PF-HYD-3 in Section 3.9, Hydrology and Floodplains, Project Features PF-WQ-1 through PF-WQ-3 in Section 3.10, Water Quality and Storm Water Runoff, and Project Features PF-NC-1 through PF-NC-3 in Section 3.17, Natural Communities, Measures NC-1 through NC-3 in Section 3.17, and Measure WET-1 as detailed in Section 3.18.4, potential temporary indirect impacts to jurisdictional areas would not result in substantial adverse effects.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in any temporary adverse effects related to wetlands and other waters.

3.18.3.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

USACE Jurisdictional Areas

Alternative 2 would result in 0.0003 acre (13.1 square feet) of permanent impacts to non-wetland waters subject to USACE jurisdiction, as shown in Table 3.18.1 and on Figure 3.18-1.

Table 3.18.1: Alternative 2—Potential Permanent Impacts to Jurisdictional Areas by Feature Number

Feature ID	USACE Waters of the United States (acres)	RWQCB Waters of the State (acres)	CDFW Streambeds/Riparian (acres)	Non-jurisdictional (acres)
D-18	--	--	--	0.0002
D-34	0.0003	0.0003	0.001	--
Total	**0.0003**	**0.0003**	**0.001**	**0.0002**

Source: LSA (2024), calculated using GIS software.
CDFW = California Department of Fish and Wildlife
RWQCB = Regional Water Quality Control Board
USACE = United States Army Corps of Engineers

Alternative 3 would result in 0.0178 acre (775.4 square feet) of permanent impacts to non-wetland waters subject to USACE jurisdiction, as shown in Table 3.18.2 and on Figure 3.18-2.

Table 3.18.2: Alternative 3—Potential Permanent Impacts to Jurisdictional Areas by Feature Number

Feature ID	USACE Waters of the United States (acres)	RWQCB Waters of the State (acres)	CDFW Streambeds/Riparian (acres)	Non-jurisdictional (acres)
D-2	0.004	0.004	0.004	--
D-16	--	--	--	0.013
D-17	--	--	--	0.01
D-18	--	--	--	0.0002
D-36	0.001	0.001	0.004	--
D-38	0.001	0.001	0.004	--
D-43	0.0008	0.0008	0.002	--
D-49	--	--	--	0.013 (square feet)
D-74	0.011	0.011	0.011	--
Total	**0.0178**	**0.0178**	**0.025**	**0.0232**

Source: LSA (2024), calculated using GIS software.
CDFW = California Department of Fish and Wildlife
RWQCB = Regional Water Quality Control Board
USACE = United States Army Corps of Engineers

Alternative 5 would result in 0.0028 acre (122.0 square feet) of permanent impacts to non-wetland waters subject to USACE jurisdiction, as shown in Table 3.18.3 and on Figure 3.18-3.

Table 3.18.3: Alternative 5—Potential Permanent Impacts to Jurisdictional Areas by Feature Number

Feature ID	USACE Waters of the United States (acres)	RWQCB Waters of the State (acres)	CDFW Streambeds/Riparian (acres)	Non-jurisdictional (acres)
D-16	--	--	--	0.012
D-17	--	--	--	0.014
D-18	--	--	--	0.0002
D-36	0.001	0.001	0.004	--
D-38	0.001	0.001	0.004	--
D-43	0.0008	0.0008	0.002	--
D-49	--	--	--	0.013 (square feet)
Total	**0.0028**	**0.0028**	**0.01**	**0.0262**

Source: LSA (2024), calculated using GIS software.
CDFW = California Department of Fish and Wildlife
RWQCB = Regional Water Quality Control Board
USACE = United States Army Corps of Engineers

RWQCB Jurisdictional Areas

As noted earlier, Tables 3.18.1, 3.18.2, and 3.18.3 show the permanent impacts to the USACE areas by Alternatives 2, 3, and 5, respectively. The permanent impacts to RWQCB jurisdictional areas would be the same as shown in Tables 3.18.1, 3.18.2, and 3.18.3 and on Figures 3.18-1 through 3.18-3 for the USACE and as described above.

CDFW Jurisdictional Areas

Alternative 2 would result in 0.001 acre (43.6 square feet) of permanent impacts to aquatic resources subject to CDFW jurisdiction, as shown in Table 3.18.1 and on Figure 3.18-1.

Alternative 3 would result in 0.025 acre (1,089 square feet) of permanent impacts to aquatic resources subject to CDFW jurisdiction, as shown in Table 3.18.2 and on Figure 3.18-2.

Alternative 5 would result in 0.01 acre (435.6 square feet) of permanent impacts to drainages subject to CDFW jurisdiction, as shown in Table 3.18.3 and on Figure 3.18-3.

As discussed above, implementation of Alternatives 2, 3, and 5 would result in permanent impacts to non-wetland WOTUS/WOTS. Therefore, jurisdictional authorizations or permits from the USACE, RWQCB, and CDFW are anticipated. Compensatory mitigation would be required to compensate for the permanent impacts to jurisdictional aquatic resources and vegetation removal. Implementation of Measure MM-NC-4, in Section 3.17, Natural Communities, would compensate for impacts on jurisdictional aquatic resources and their associated habitat. With implementation of Measures WET-2 through WET-4, it is anticipated that there would be no substantial adverse effects to wetlands and other waters.

No Build Alternative (Alternative 1)

None of the improvements to I-405 proposed under the Build Alternatives would be constructed or implemented under the No Build Alternative. Therefore, the No Build Alternative would not result in adverse permanent adverse effects to USACE, CDFW, or RWQCB areas in the BSA.

3.18.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Features PF-WET-1 (Section 3.18.3), PF-HYD-1 through PF-HYD-3 (Section 3.9.3), PF-WQ-1 through PF-WQ-3 (Section 3.10.3), and PF-NC-1 through PF-NC-3 (Section 3.17.3) to help address potential impacts. In addition, the following Avoidance, Minimization, and/or Mitigation Measures would reduce potential impacts to wetlands and waters under the jurisdiction of USACE, CDFW, and RWQCB:

WET-1 **Construction Best Management Practices (BMPs).** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities would occur in developed or designated non-sensitive upland areas. The designated upland areas would be located in such a manner as to prevent any loose soil or spill runoff from entering jurisdictional waterways.

In order to prevent the spread of invasive species (Executive Order 13112), any plants removed or soil disturbed during the course of construction should be contained and properly disposed of offsite. All mulch, topsoil, seed mixes, or other plantings used during landscaping activities and any erosion-control BMPs implemented would be free of invasive plant species seeds or propagules. No vegetation listed on the California Invasive Plant Council (Cal-IPC) inventory or the California Noxious Weed List would be installed as part of the Project, and all plant palettes proposed for the Project would be reviewed by a Qualified Biologist during the Plans, Specifications, and Estimates (PS&E) phase.

WET-2 **Nationwide Permit.** Prior to initiation of construction, a permit will be obtained through the United States Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act. As part of coordination with the USACE, a Nationwide Permit will be pursued, if appropriate. Subject to confirmation from the USACE, it is anticipated that the Project will be permitted under Nationwide Permit 14 for linear transportation projects. Any conditions and measures identified in the Section 404 permit will be implemented.

WET-3 **Streambed Alteration Agreement (SAA)**. Prior to initiation of construction, an SAA with the California Department of Fish and Wildlife (CDFW) will be obtained and any specifications, conditions, and measures identified in the SAA will be implemented.

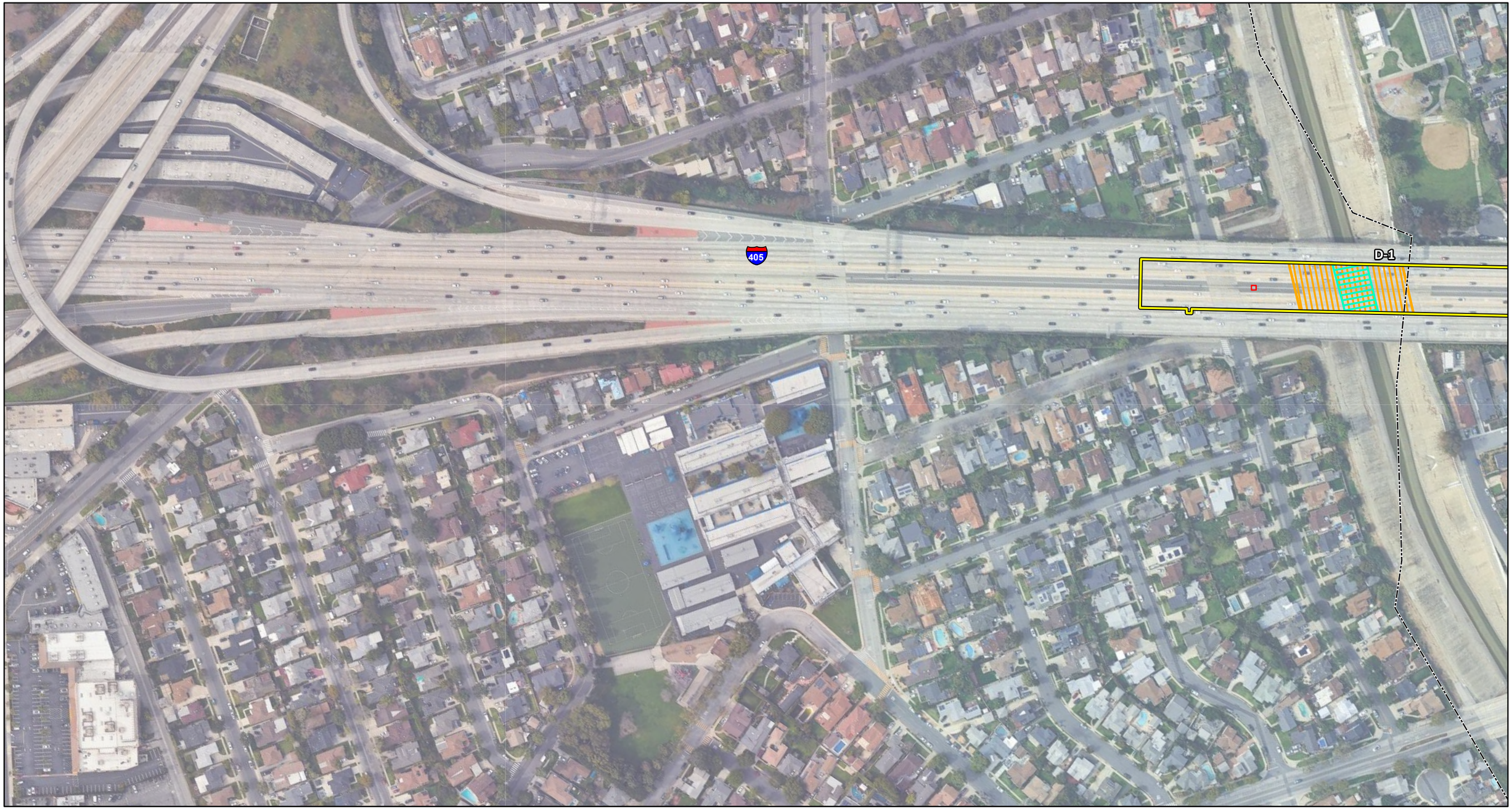
WET-4 **Water Quality Certification**. Prior to initiation of construction, a Section 401 Water Quality Certification from the Los Angeles Regional Water Quality Control Board (RWQCB) will be obtained and any specifications, conditions, and measures identified in the certification will be implemented.

In addition to the measures described above for wetlands and other waters, the following Measures would also protect wetlands and other waters:

- Measures NC-1 through NC-3, in Section 3.17, Natural Communities
- Measure MM-NC-4, in Section 3.17, Natural Communities, would be implemented to compensate for impacts on aquatic resources and associated habitat.

3.18.5 Wetlands Only Practicable Alternative Finding

There are no wetlands within or adjacent to any of the delineated drainages of the JDSA.



Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

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FEET

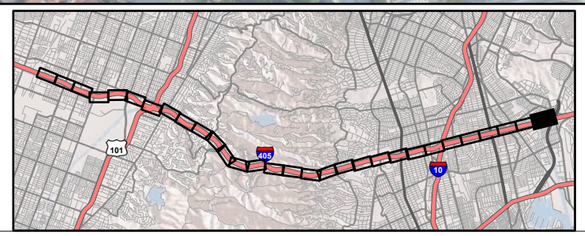

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Fig 3.18-1
Sheet 1 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

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EA No. 07-354330
EFIS No. 0720000070

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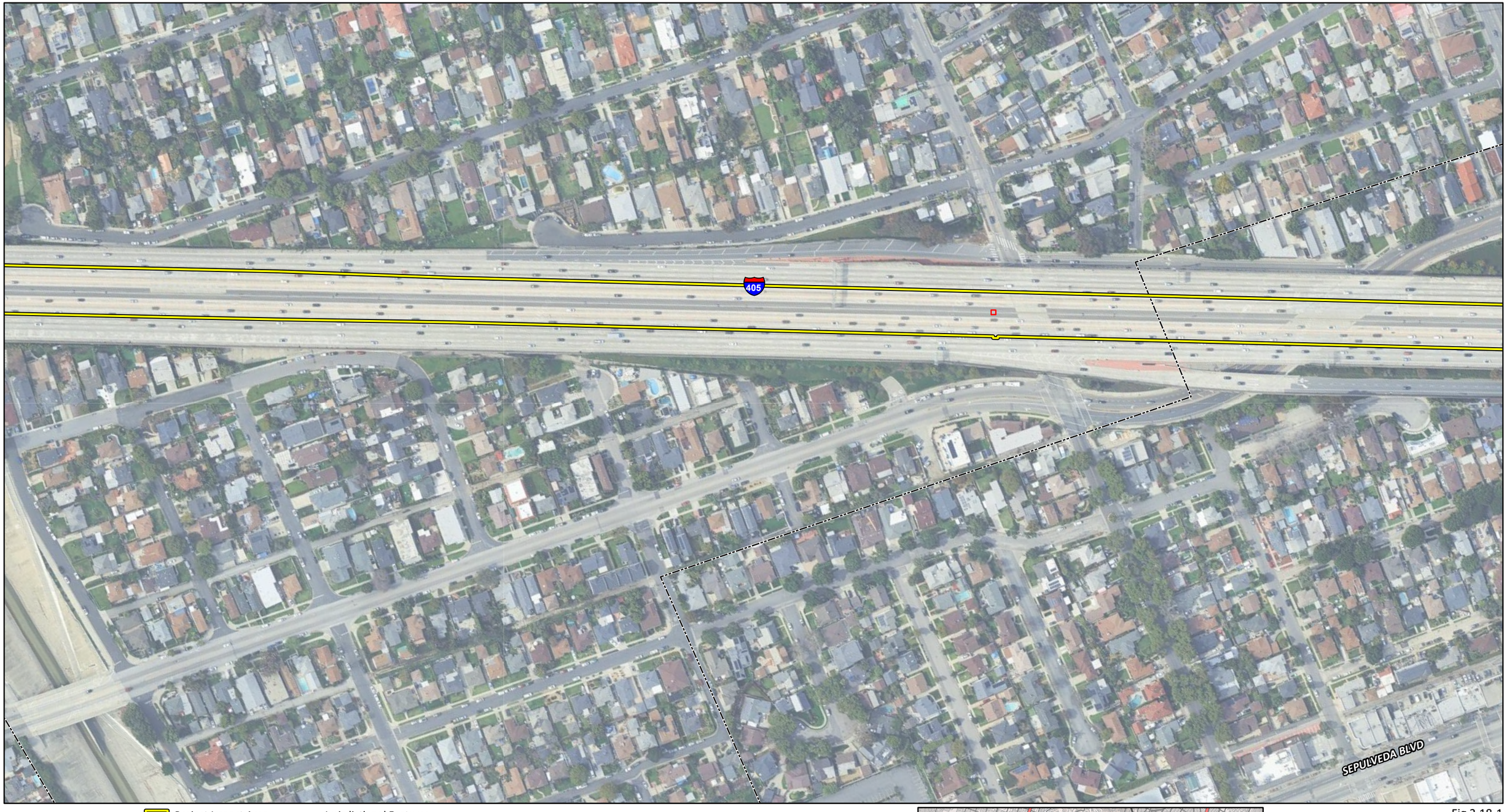

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

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FEET

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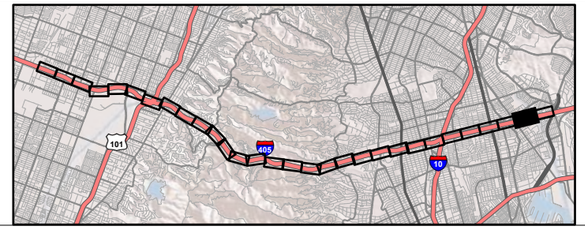

Fig 3.18-1
Sheet 2 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
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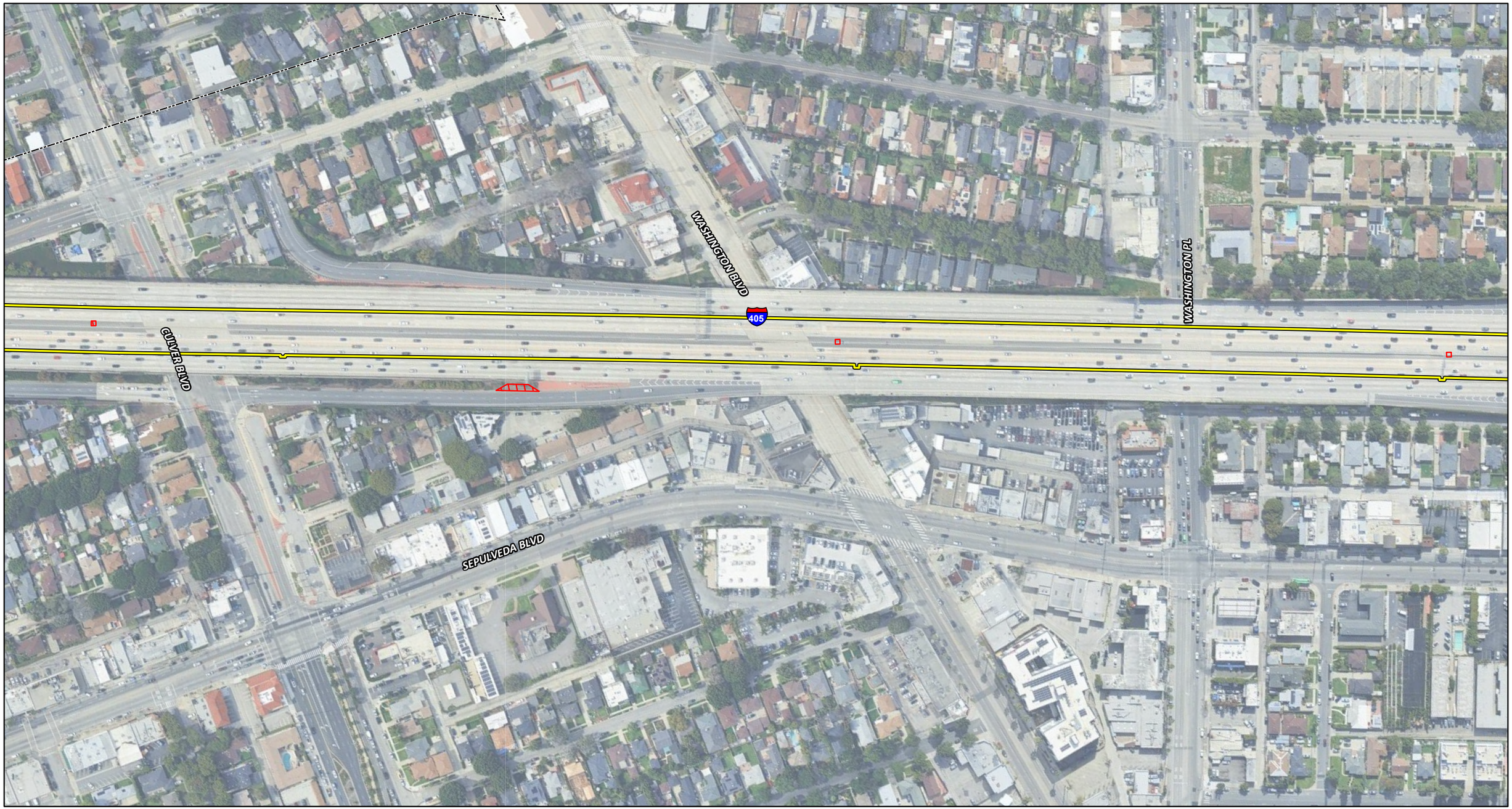

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

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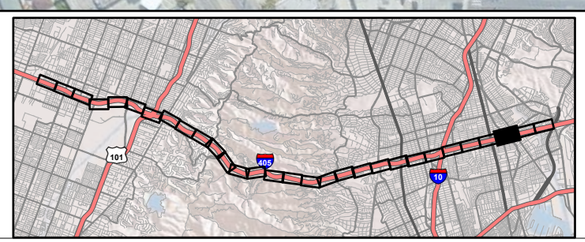

Fig 3.18-1
Sheet 3 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
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EA No. 07-354330
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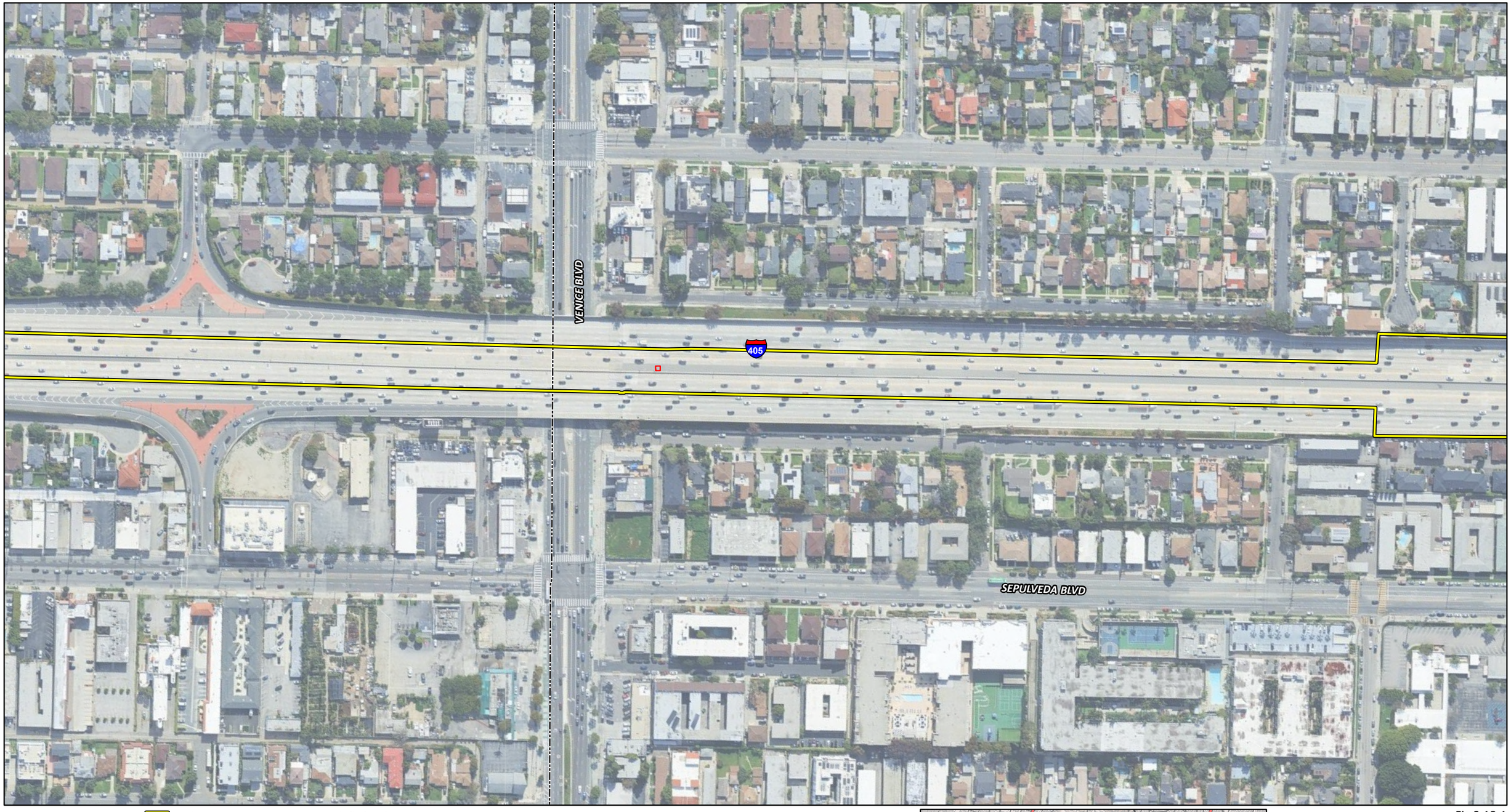

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

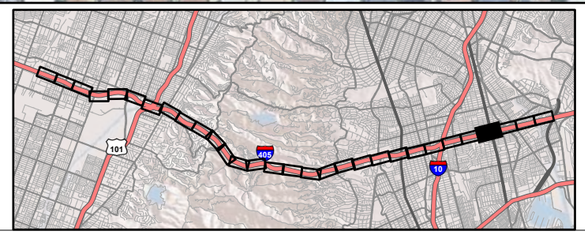

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Fig 3.18-1
Sheet 4 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

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FEET

SOURCE: Google Maps (2022); WSP (2023)

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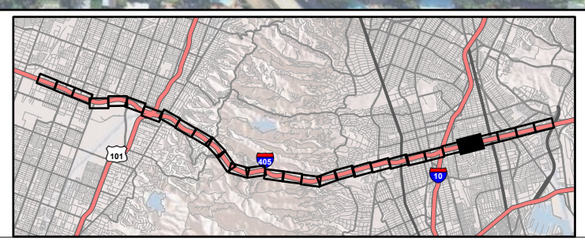

Fig 3.18-1
Sheet 5 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
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NATIONAL BLVD

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SEPULVEDA BLVD

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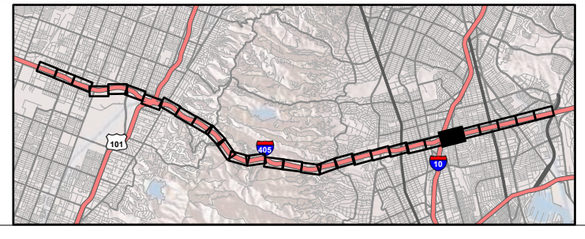
Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET



SOURCE: Google Maps (2022); WSP (2023)

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Fig 3.18-1
Sheet 6 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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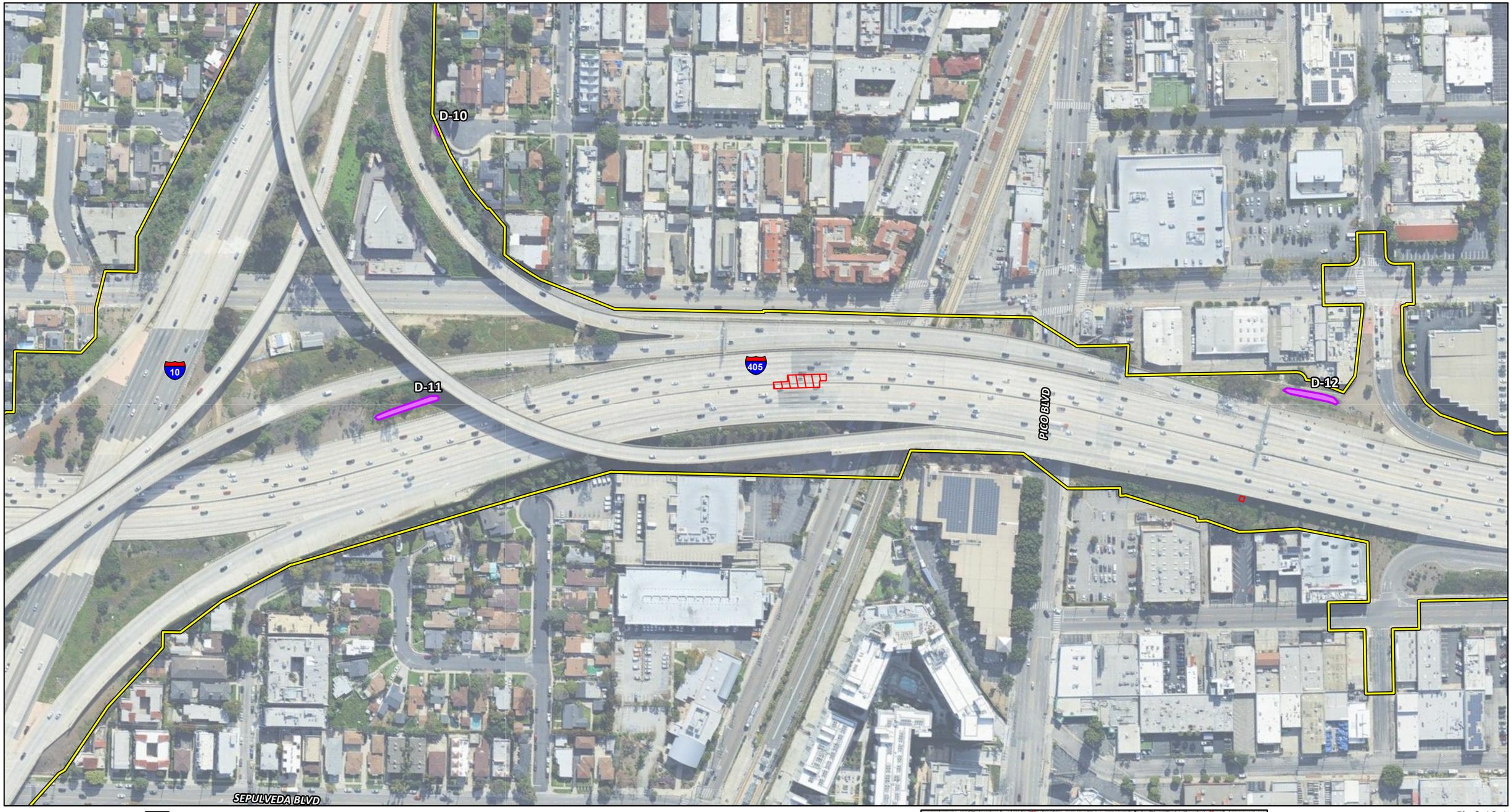

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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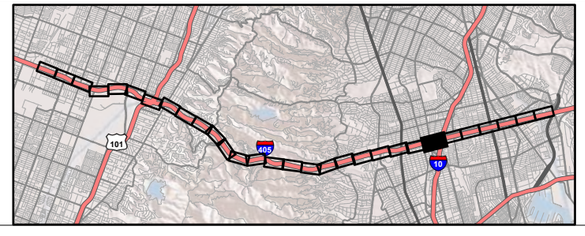

Fig 3.18-1
Sheet 7 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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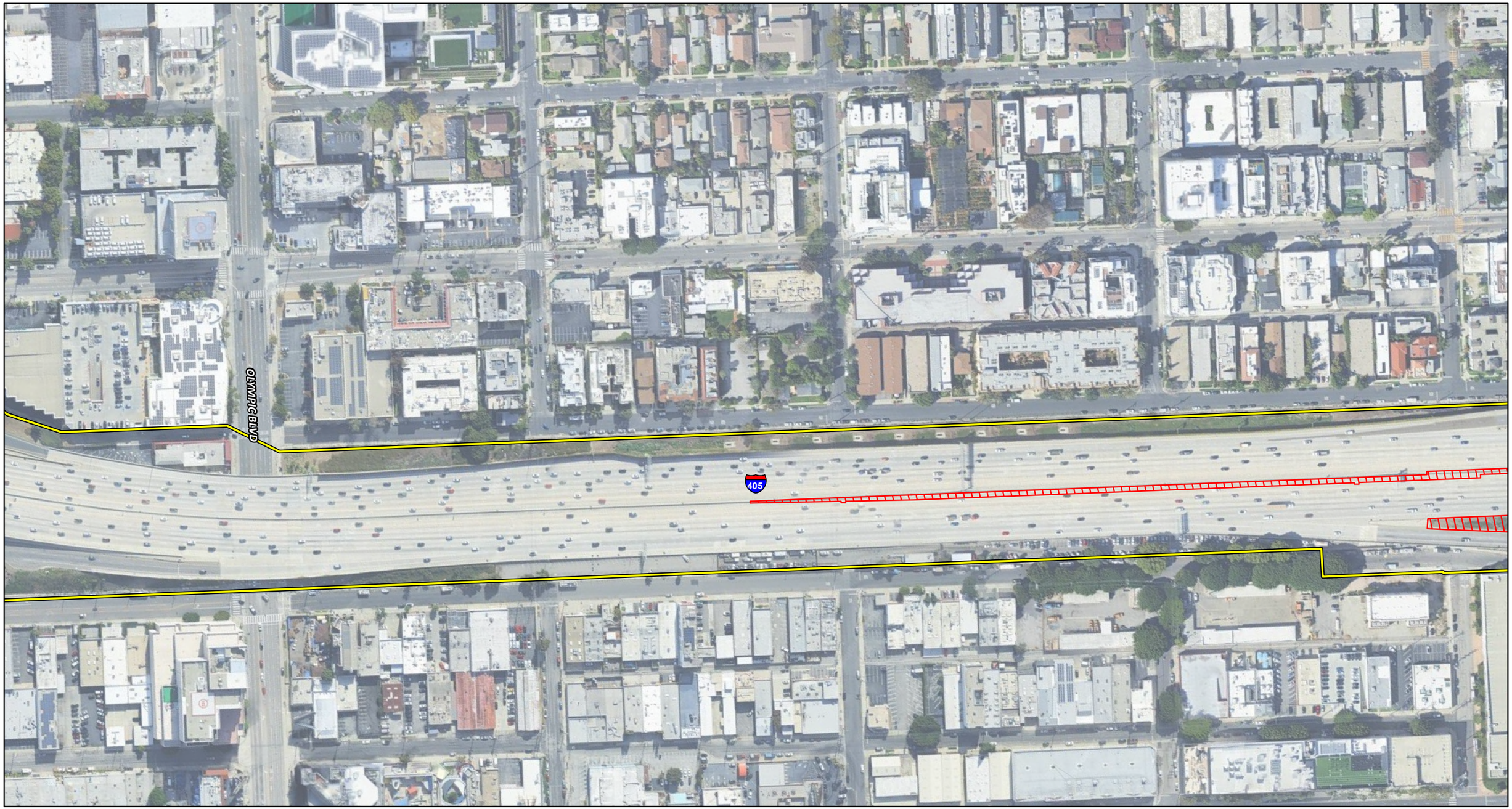

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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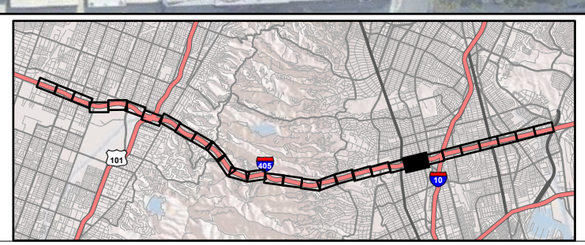

Fig 3.18-1
Sheet 8 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
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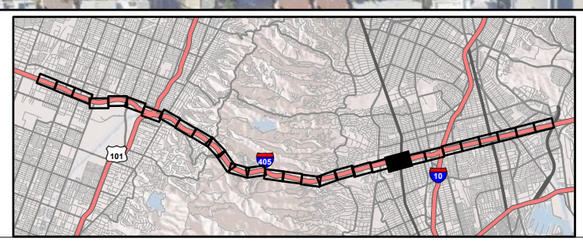

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Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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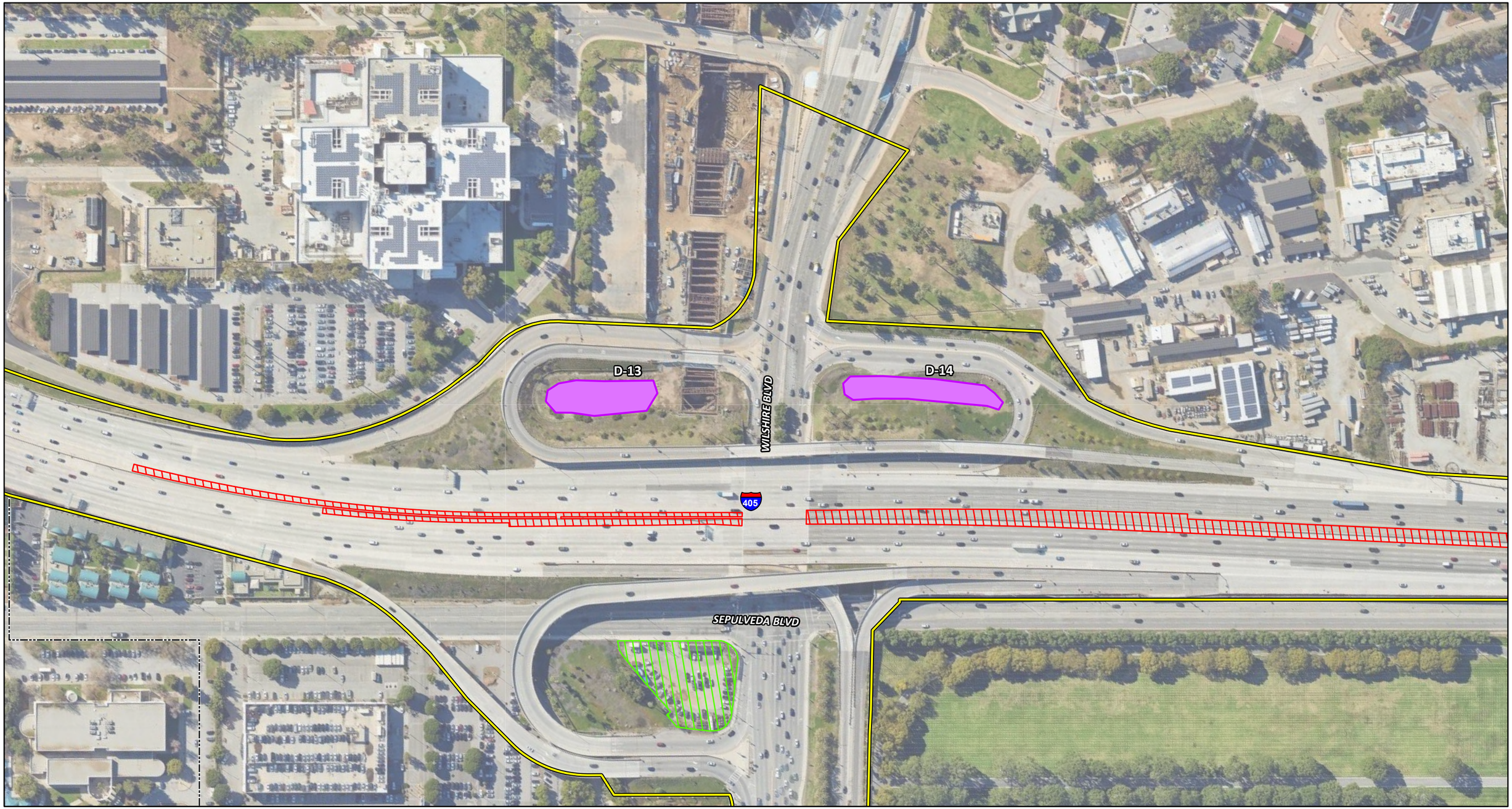

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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Non-wetland WOTUS/WOTS (1.063 acres)

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SOURCE: Google Maps (2022); WSP (2023)

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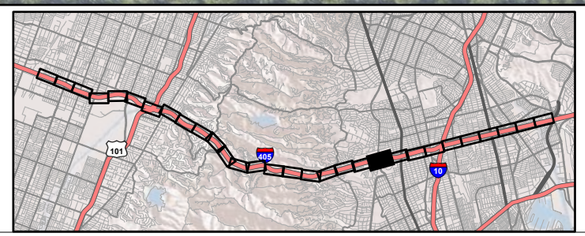

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
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Jurisdictional Features
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FEET

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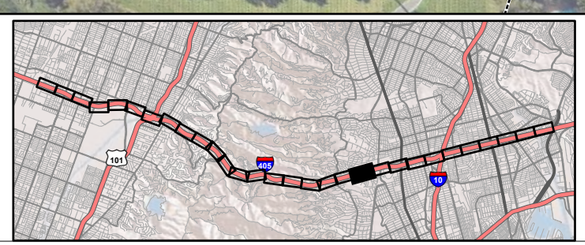

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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SOURCE: Google Maps (2022); WSP (2023)

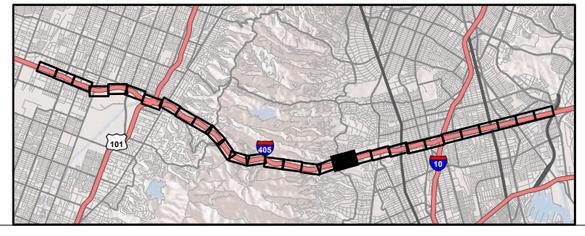

Fig 3.18-1
Sheet 12 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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FEET

SOURCE: Google Maps (2022); WSP (2023)

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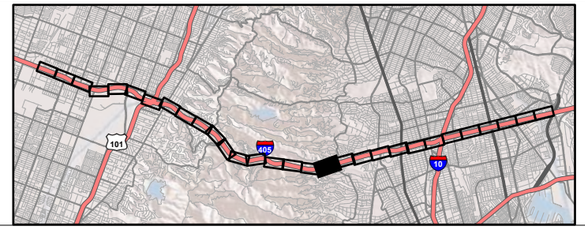

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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FEET

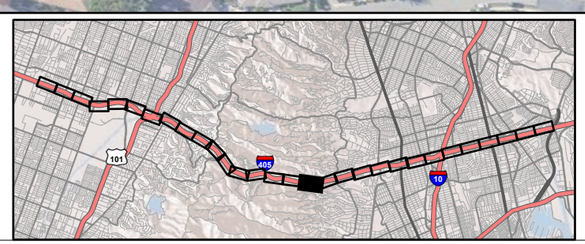

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Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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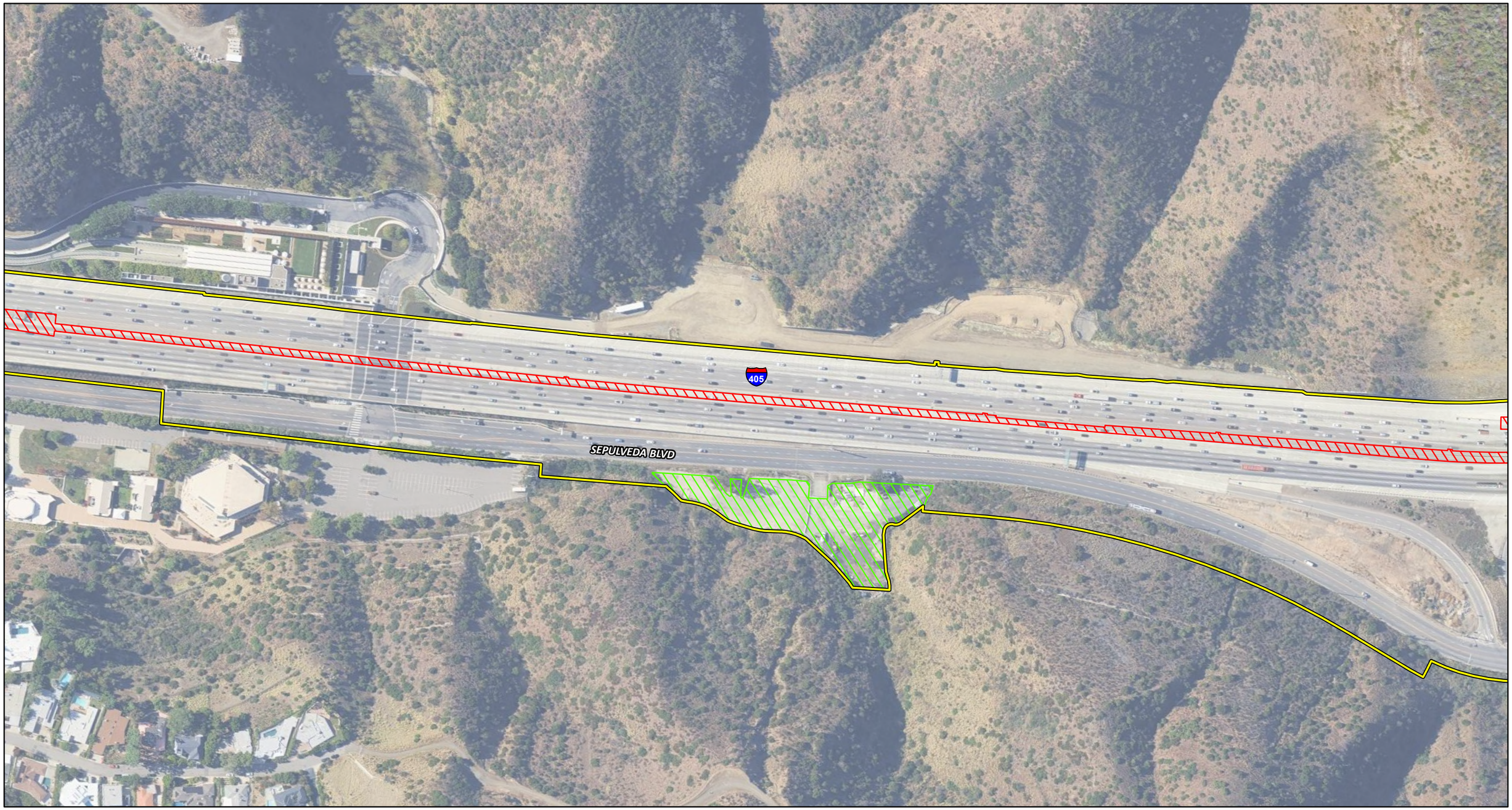

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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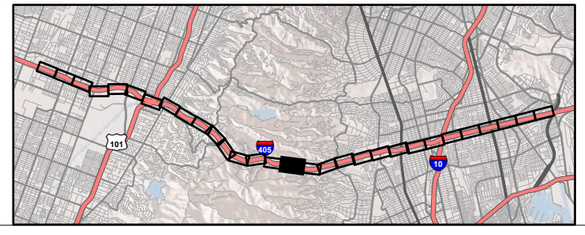

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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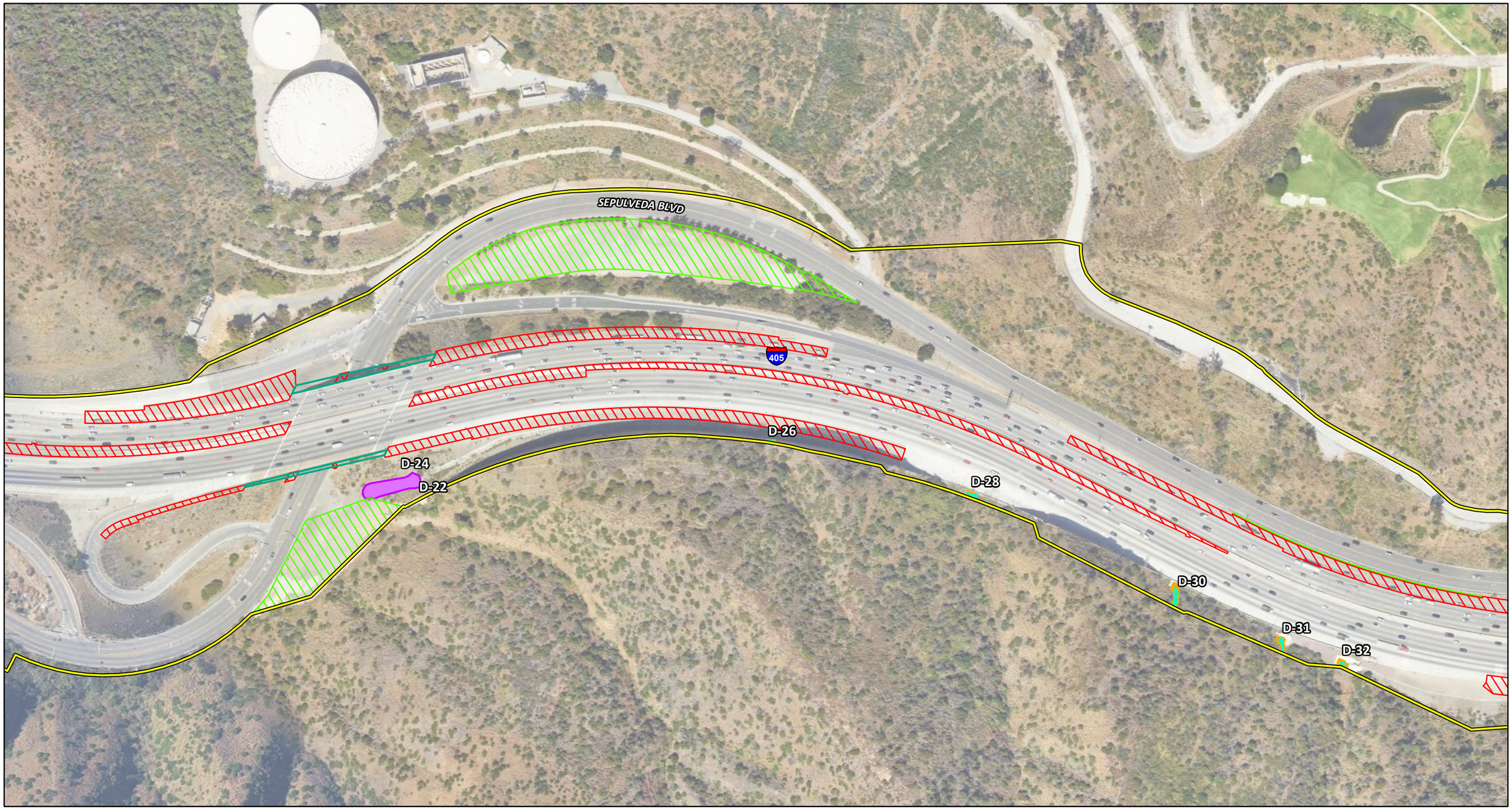

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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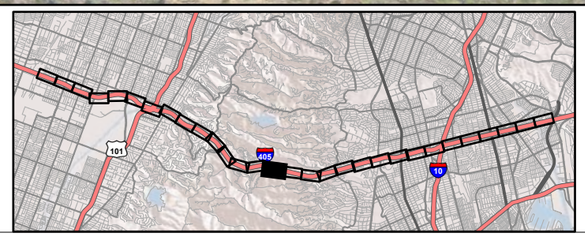

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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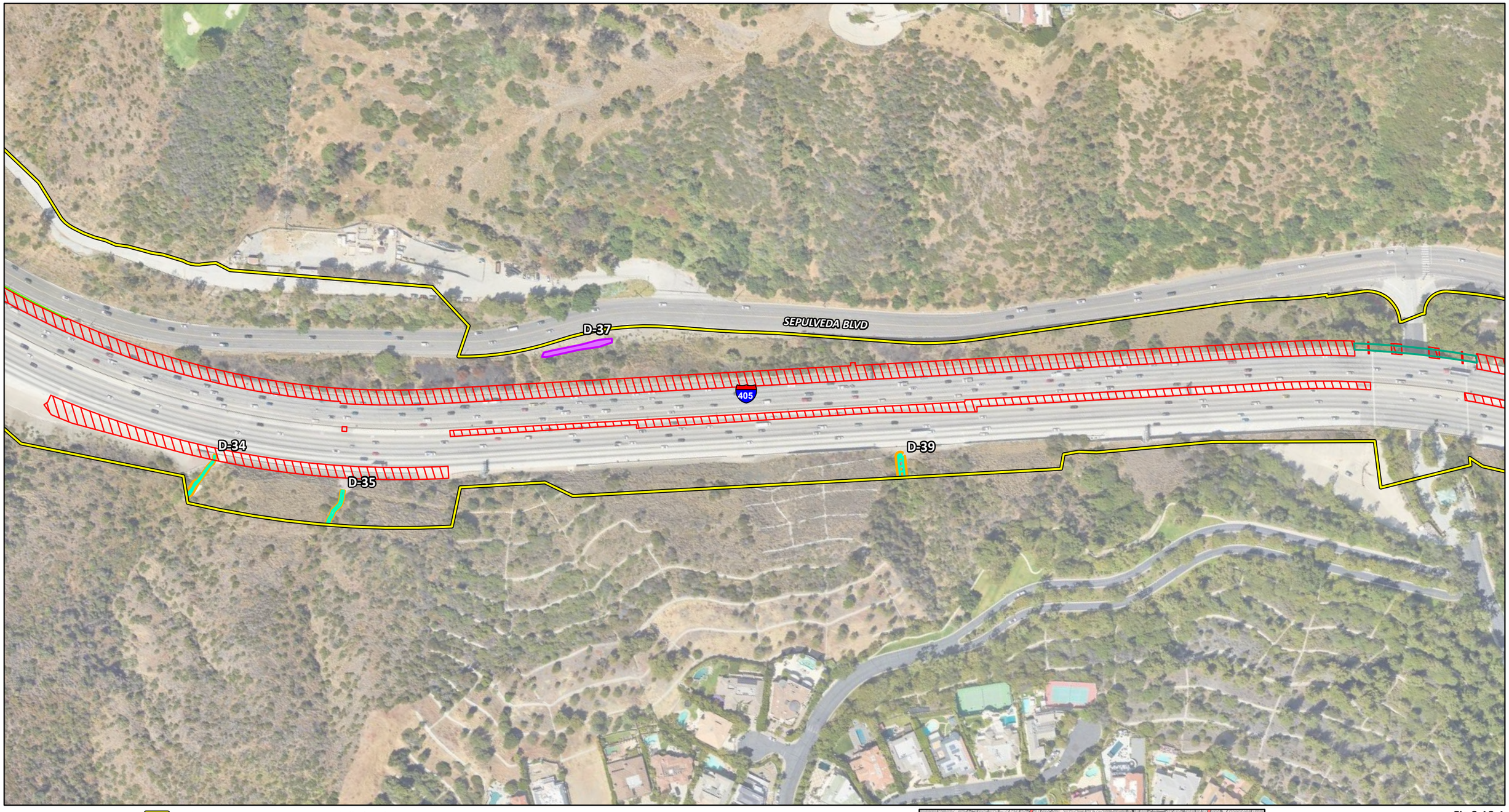

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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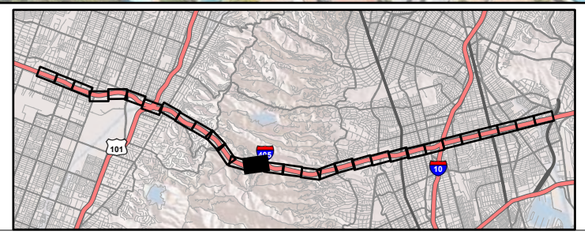

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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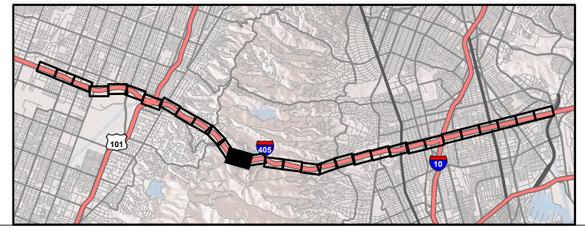

Fig 3.18-1
Sheet 18 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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SEPULVEDA BLVD

405

D-45

D-44

RIMERTON RD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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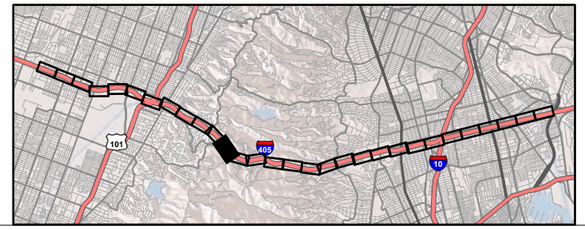

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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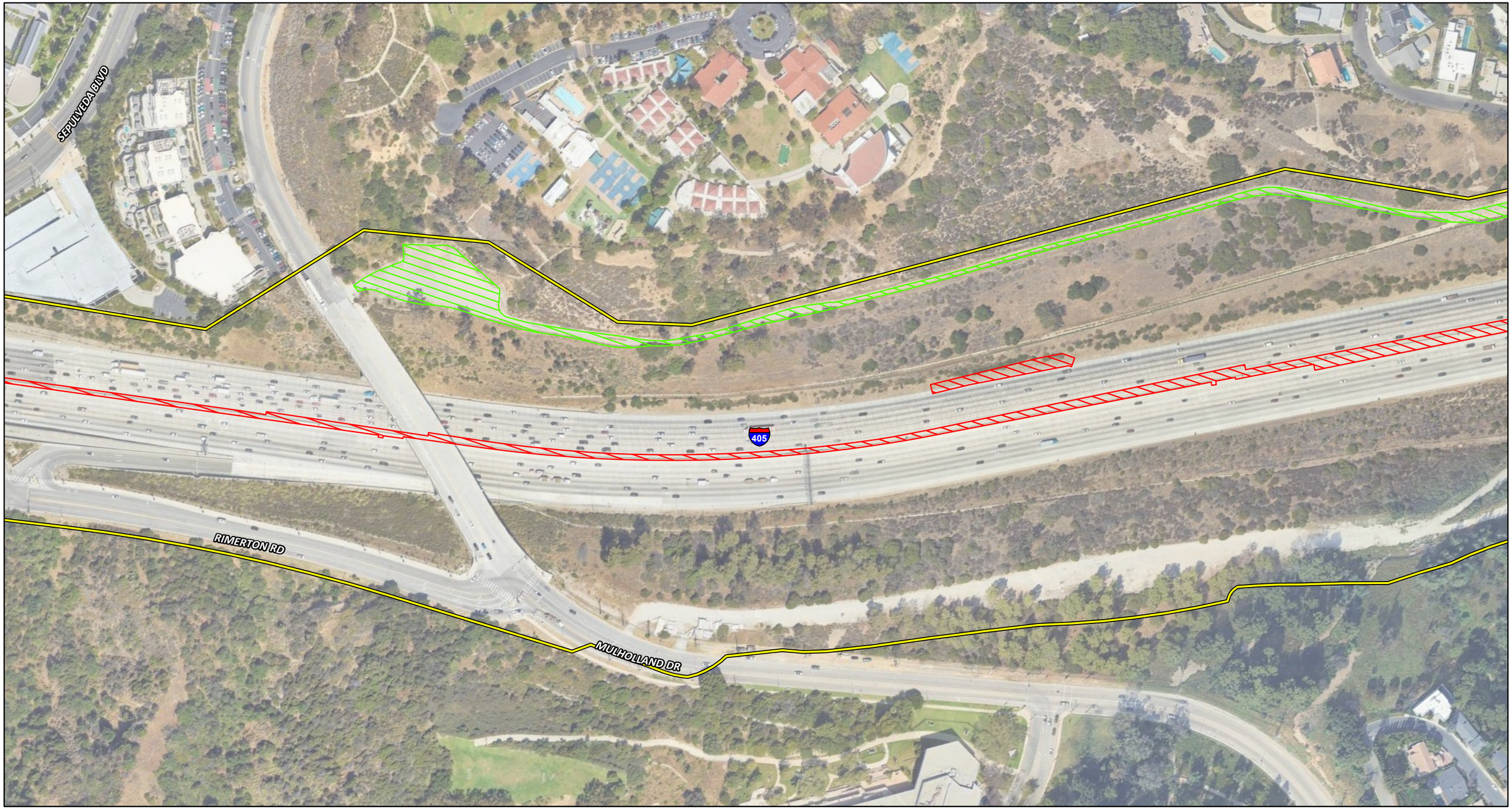

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

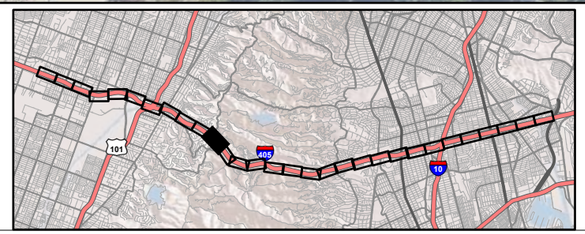

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

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0 100 200
FEET

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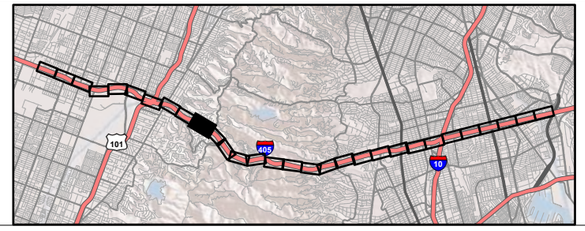

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
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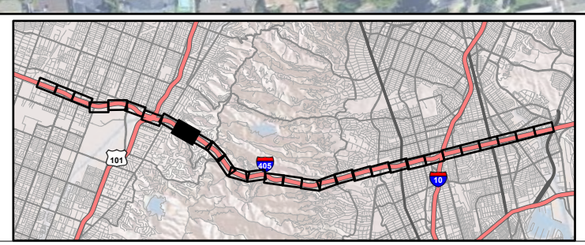

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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FLUME WALK

405

VENTURA BLVD

SEPULVEDA BLVD

Project Impact Area
City Boundary
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Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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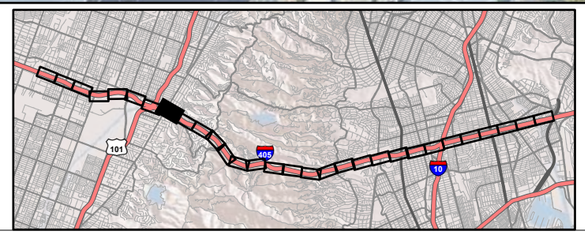

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
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Project Impact Area
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SOURCE: Google Maps (2022); WSP (2023)

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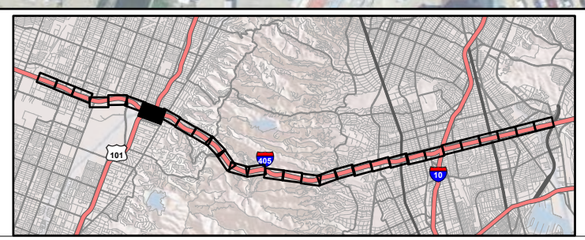

Fig 3.18-1
Sheet 24 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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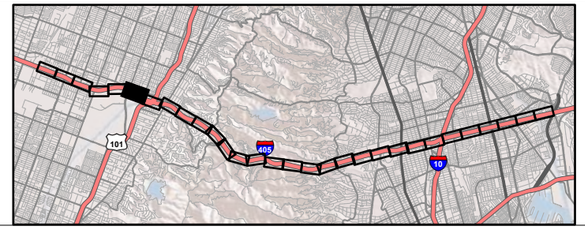

Fig 3.18-1
Sheet 25 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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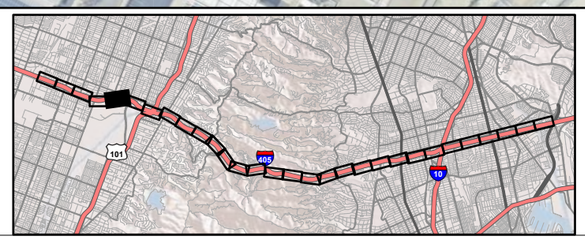
Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET



SOURCE: Google Maps (2022); WSP (2023)

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Fig 3.18-1
Sheet 26 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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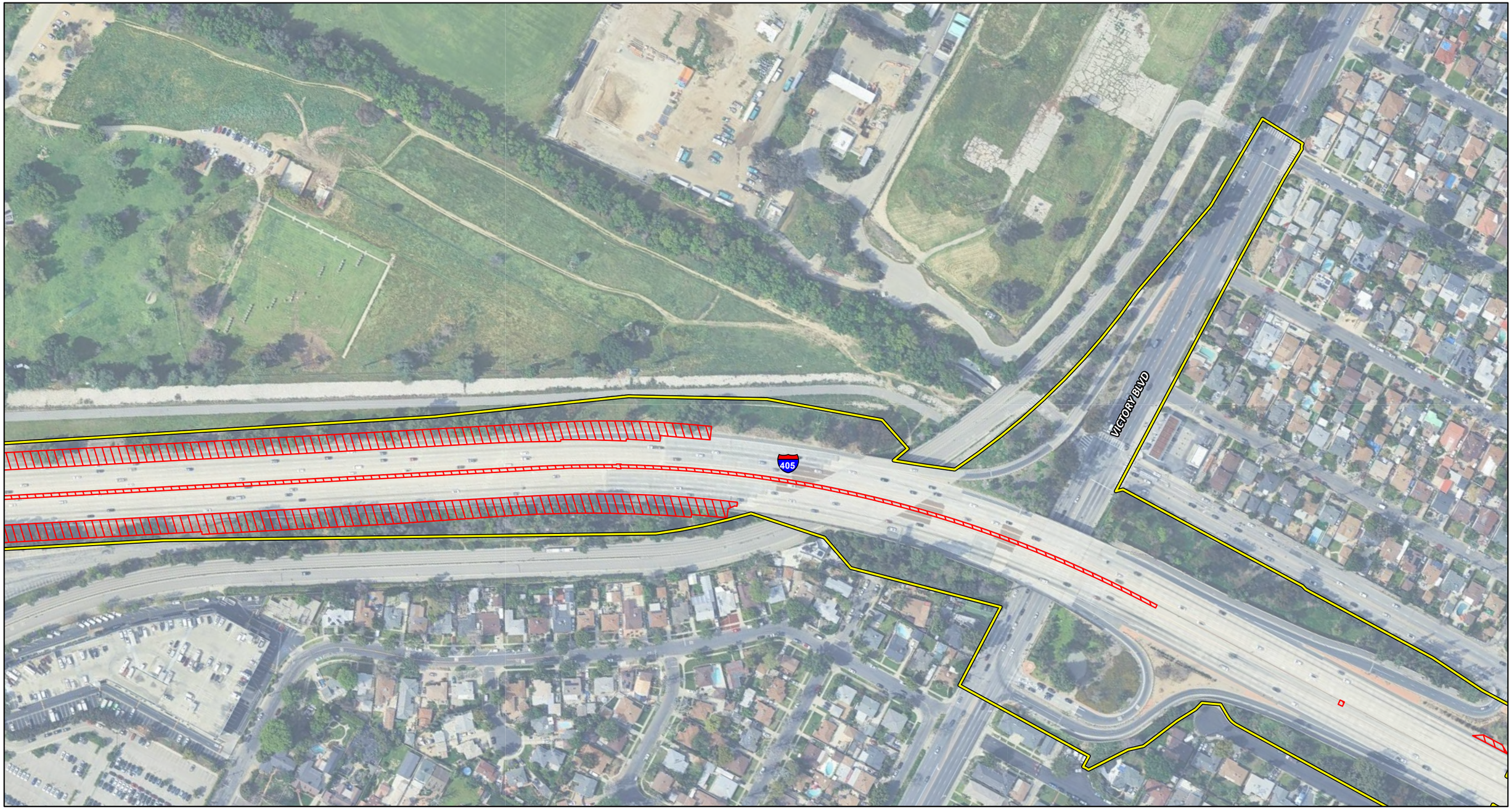

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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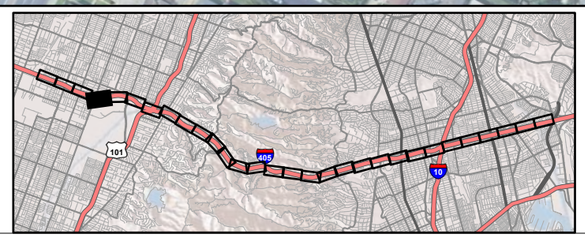

Fig 3.18-1
Sheet 27 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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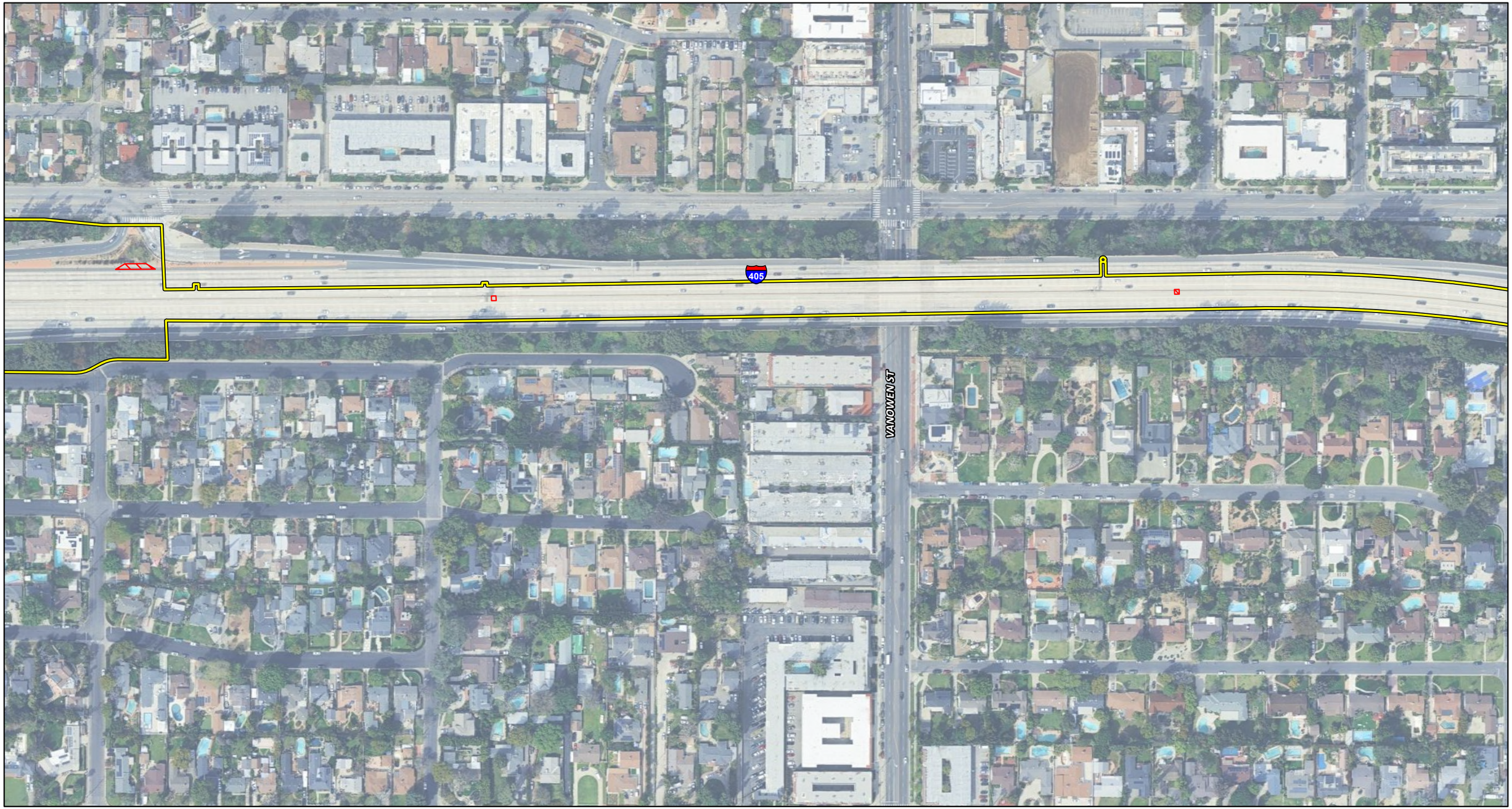

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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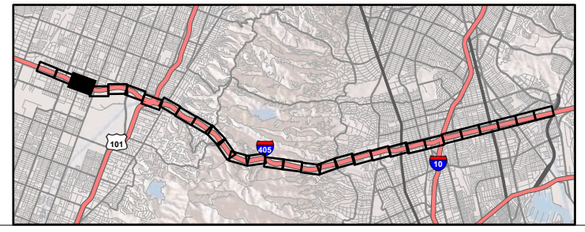

Fig 3.18-1
Sheet 28 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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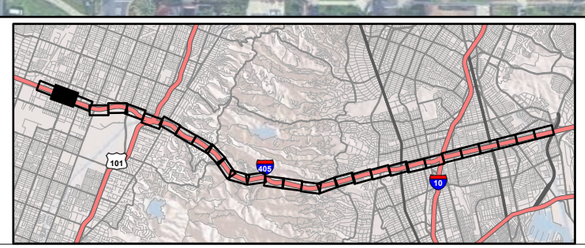

Fig 3.18-1
Sheet 29 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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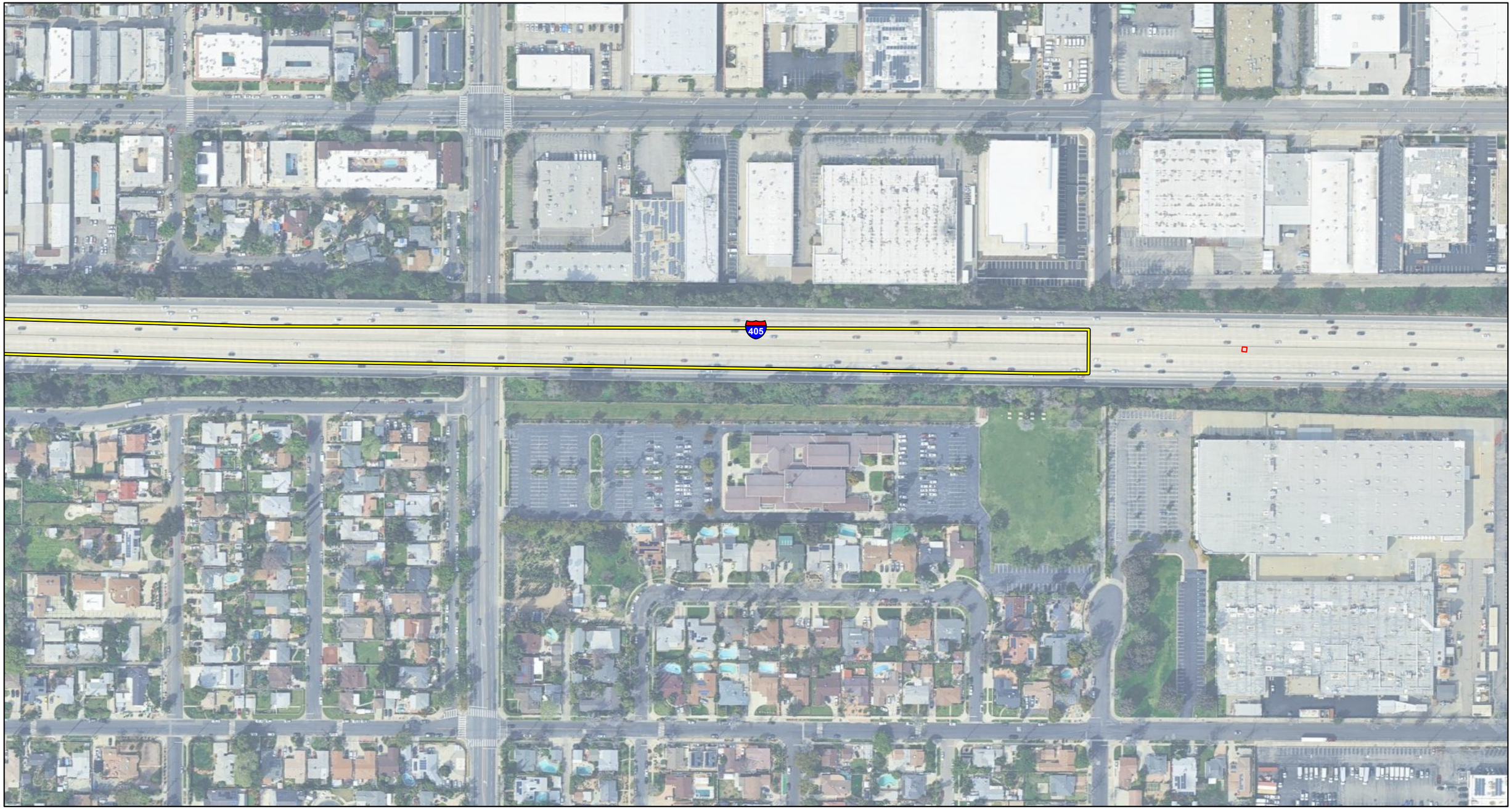

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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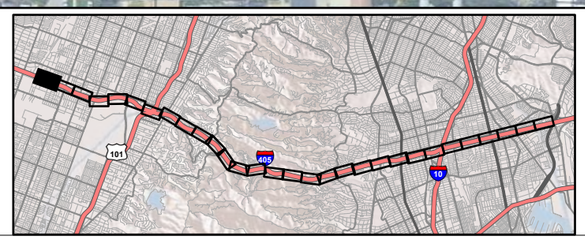

Fig 3.18-1
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 2
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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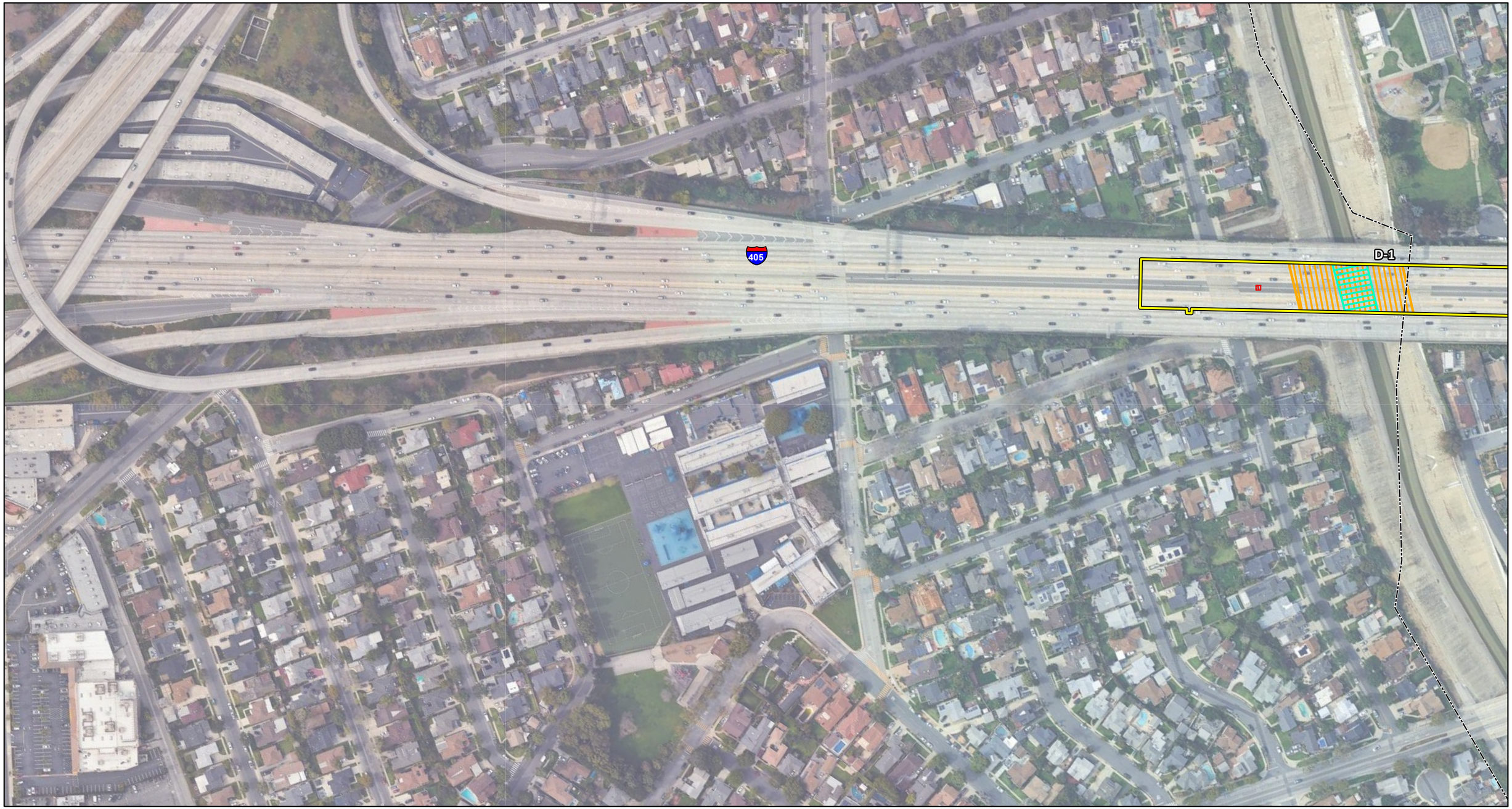

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
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Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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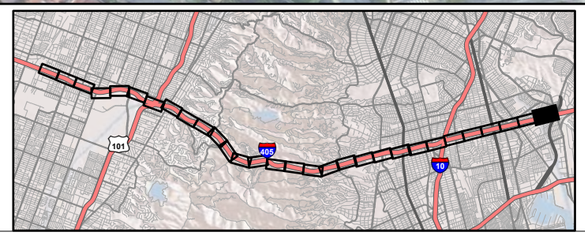

Fig 3.18-2
Sheet 1 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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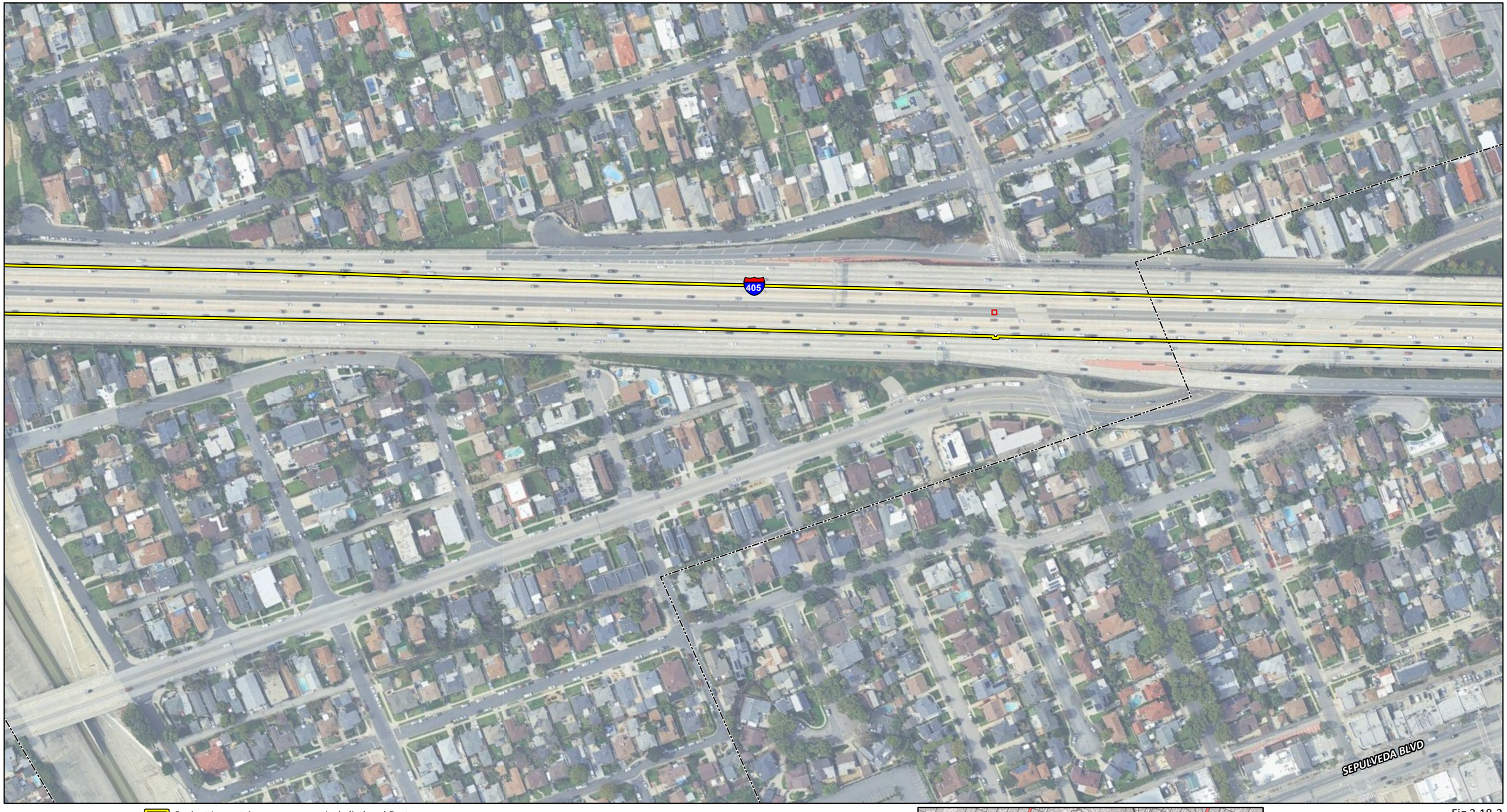

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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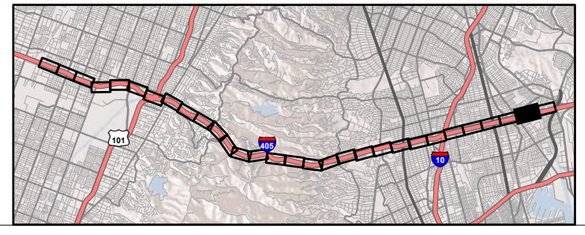

Fig 3.18-2
Sheet 2 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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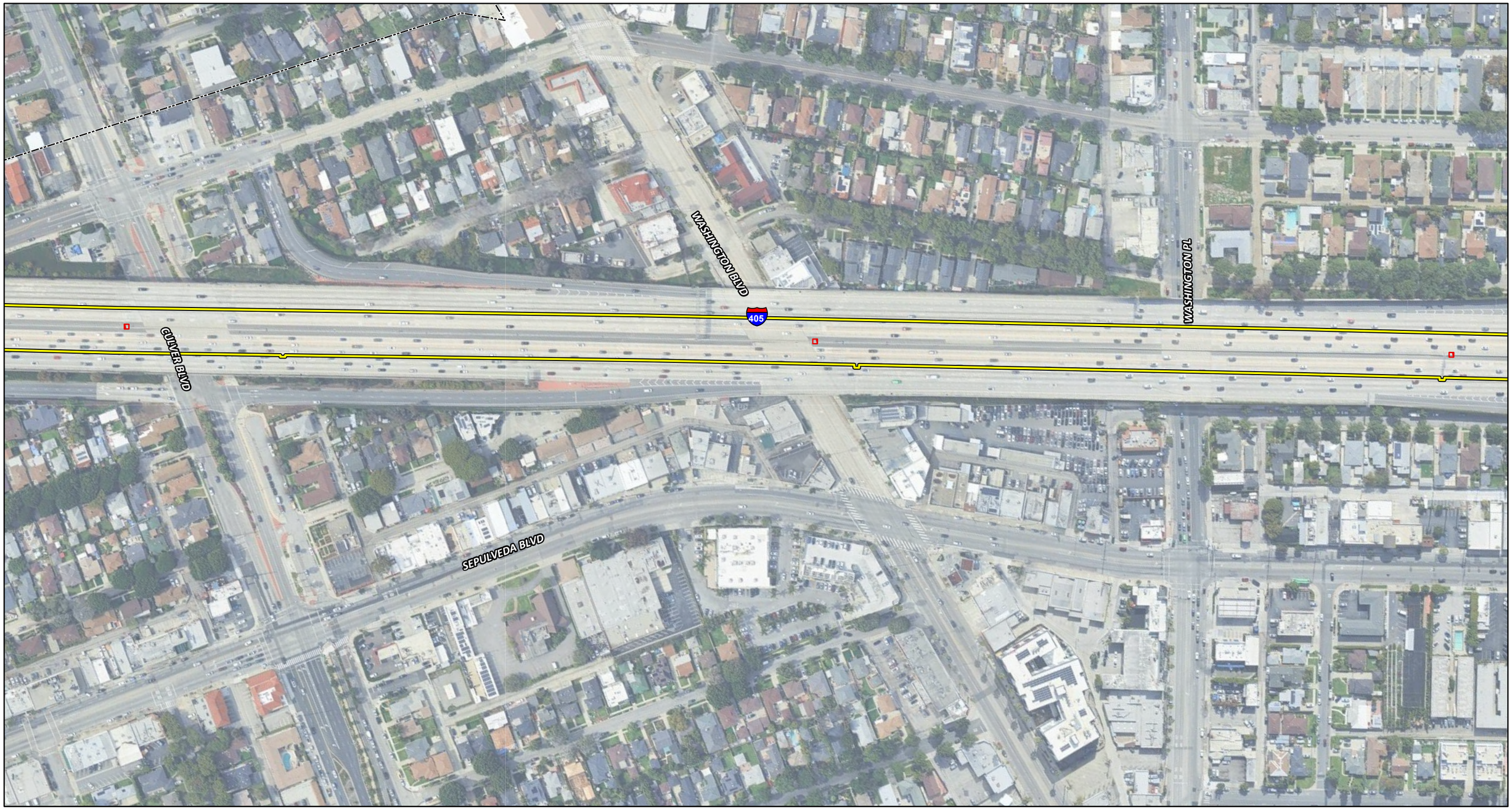

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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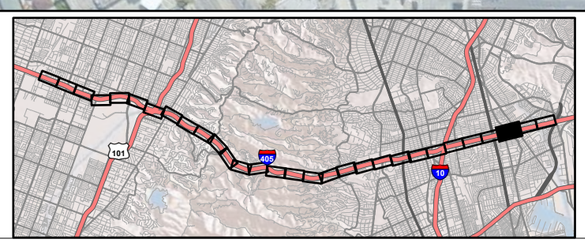

Fig 3.18-2
Sheet 3 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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VENICE BLVD

405

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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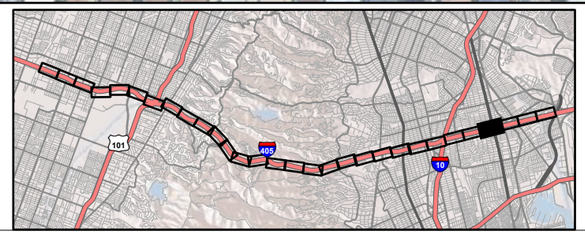

Fig 3.18-2
Sheet 4 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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Fig 3.18-2
Sheet 5 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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NATIONAL BLVD

SEPULVEDA BLVD

405

10

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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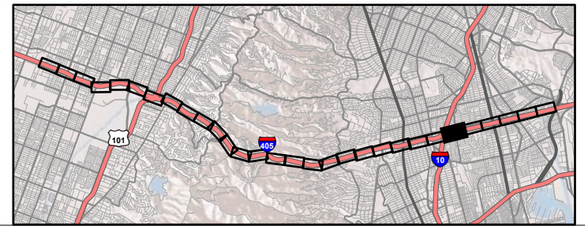

Fig 3.18-2
Sheet 6 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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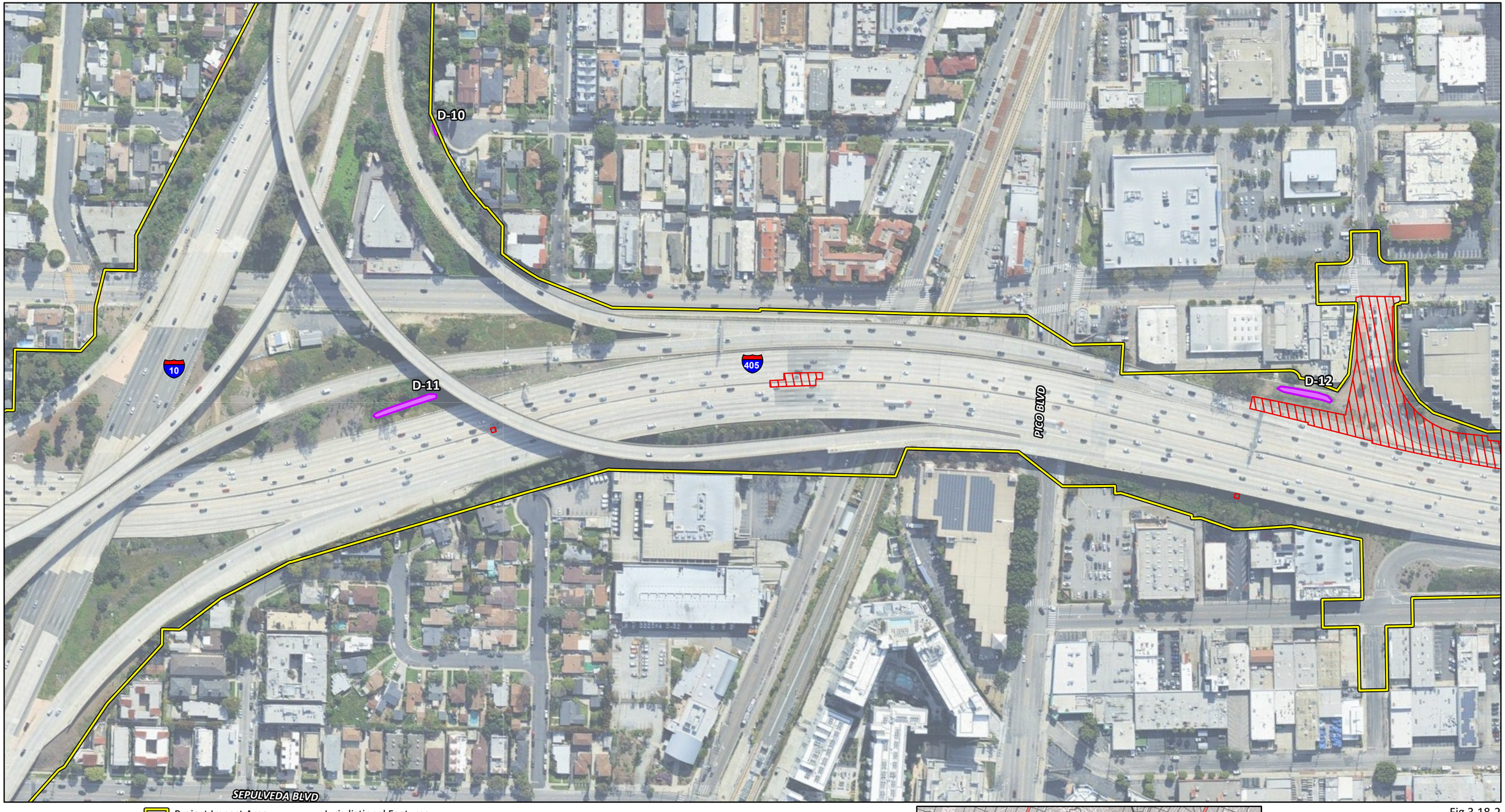

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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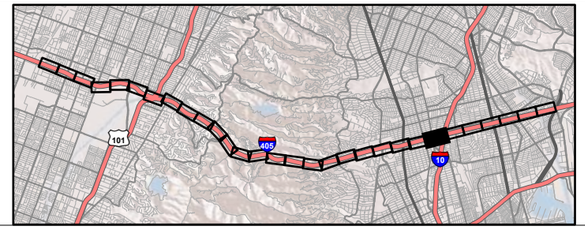

Fig 3.18-2
Sheet 7 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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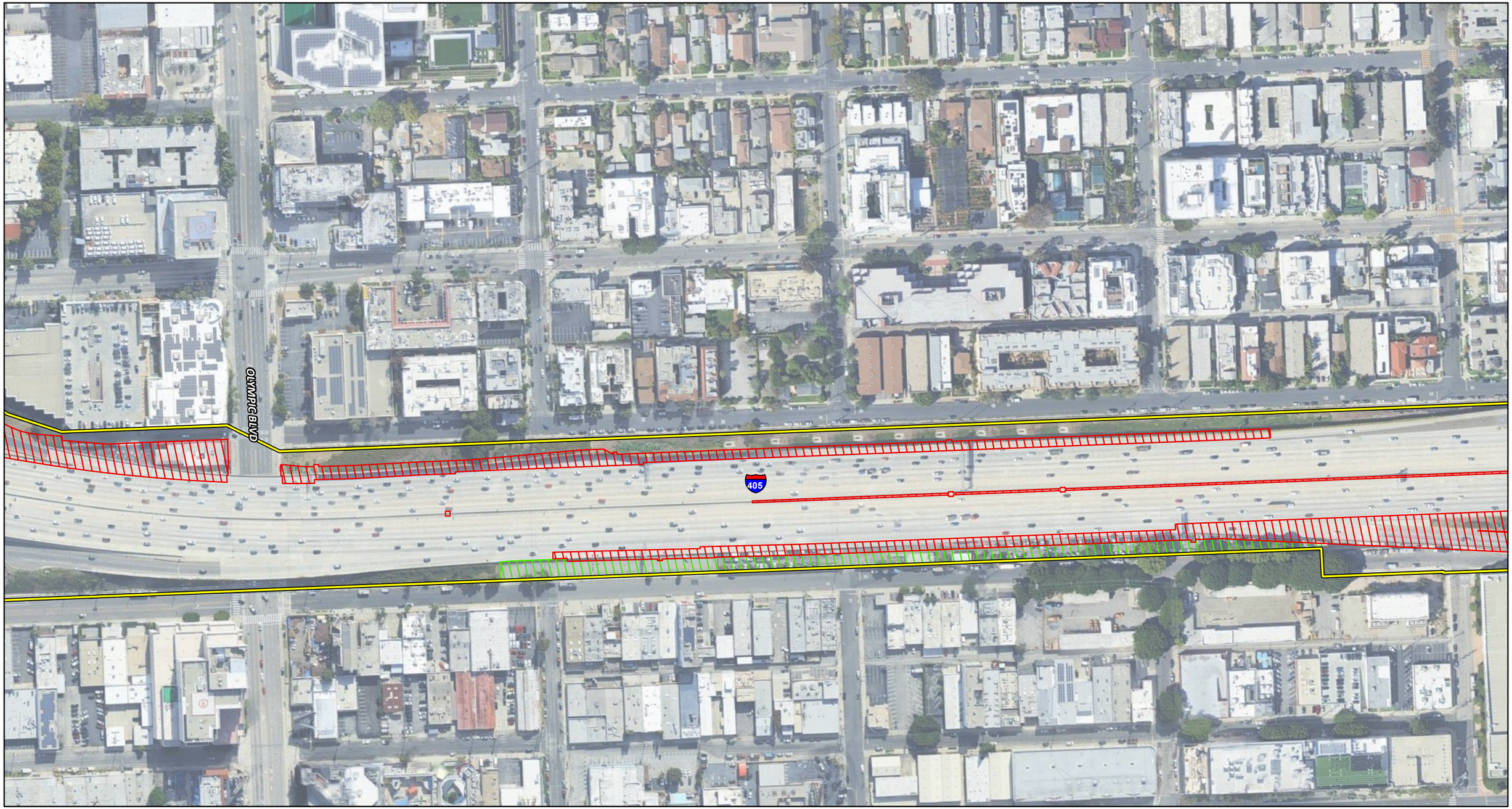

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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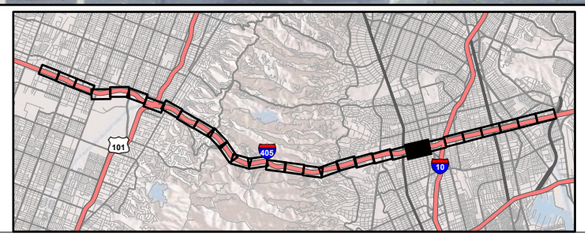

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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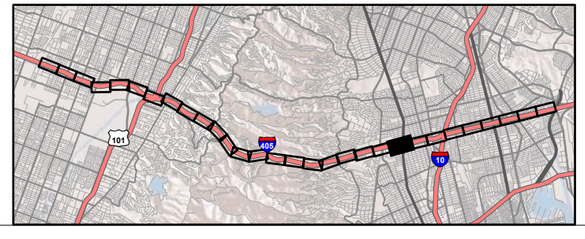

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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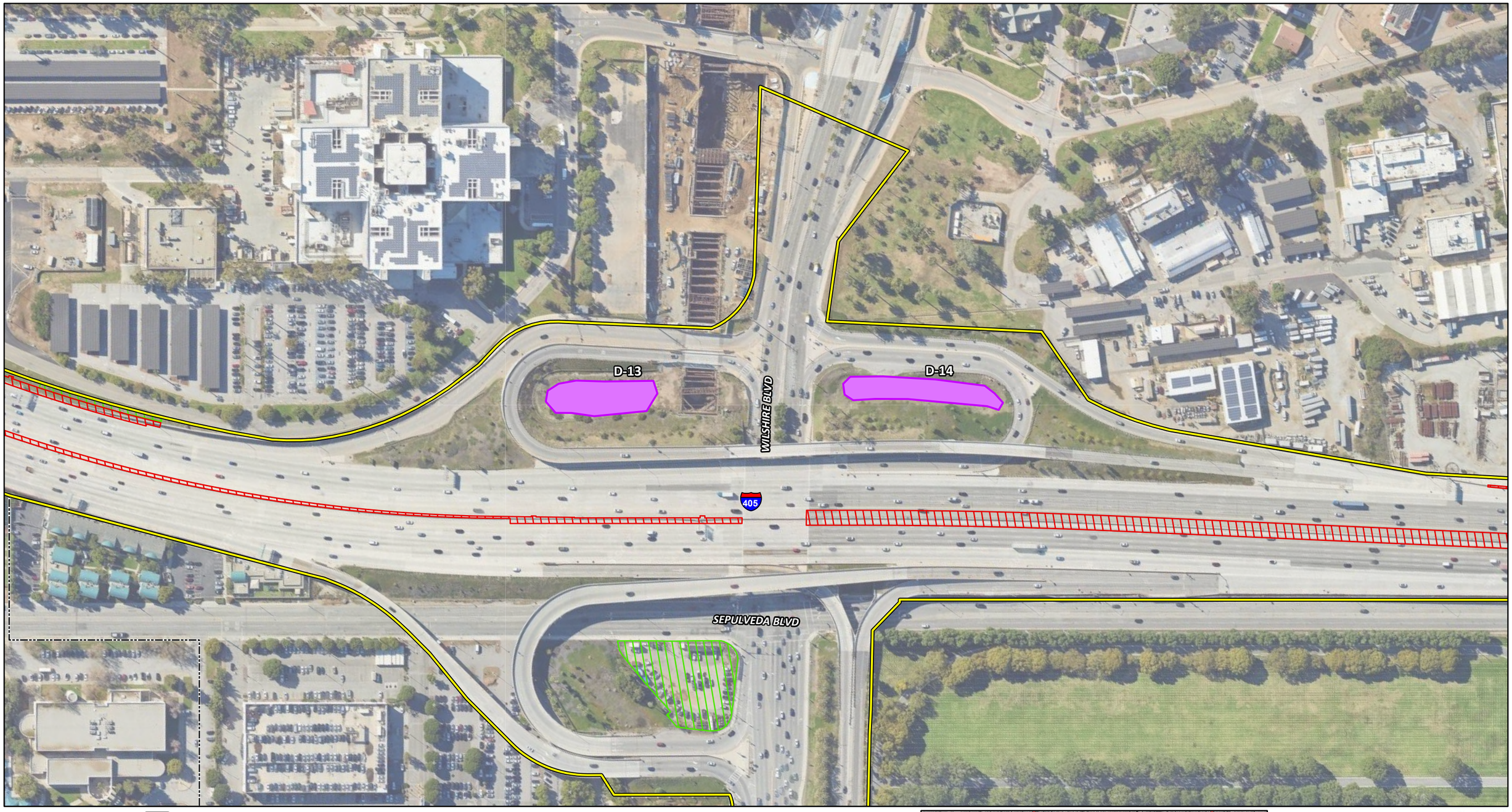

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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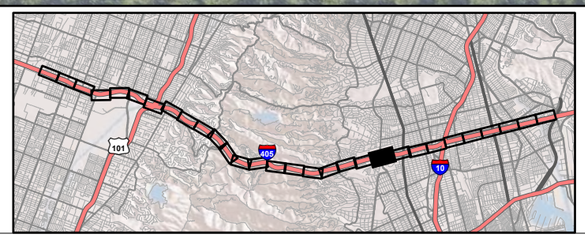

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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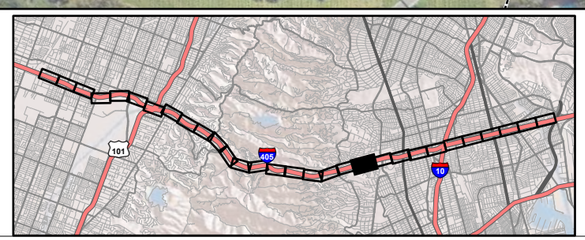

Fig 3.18-2
Sheet 11 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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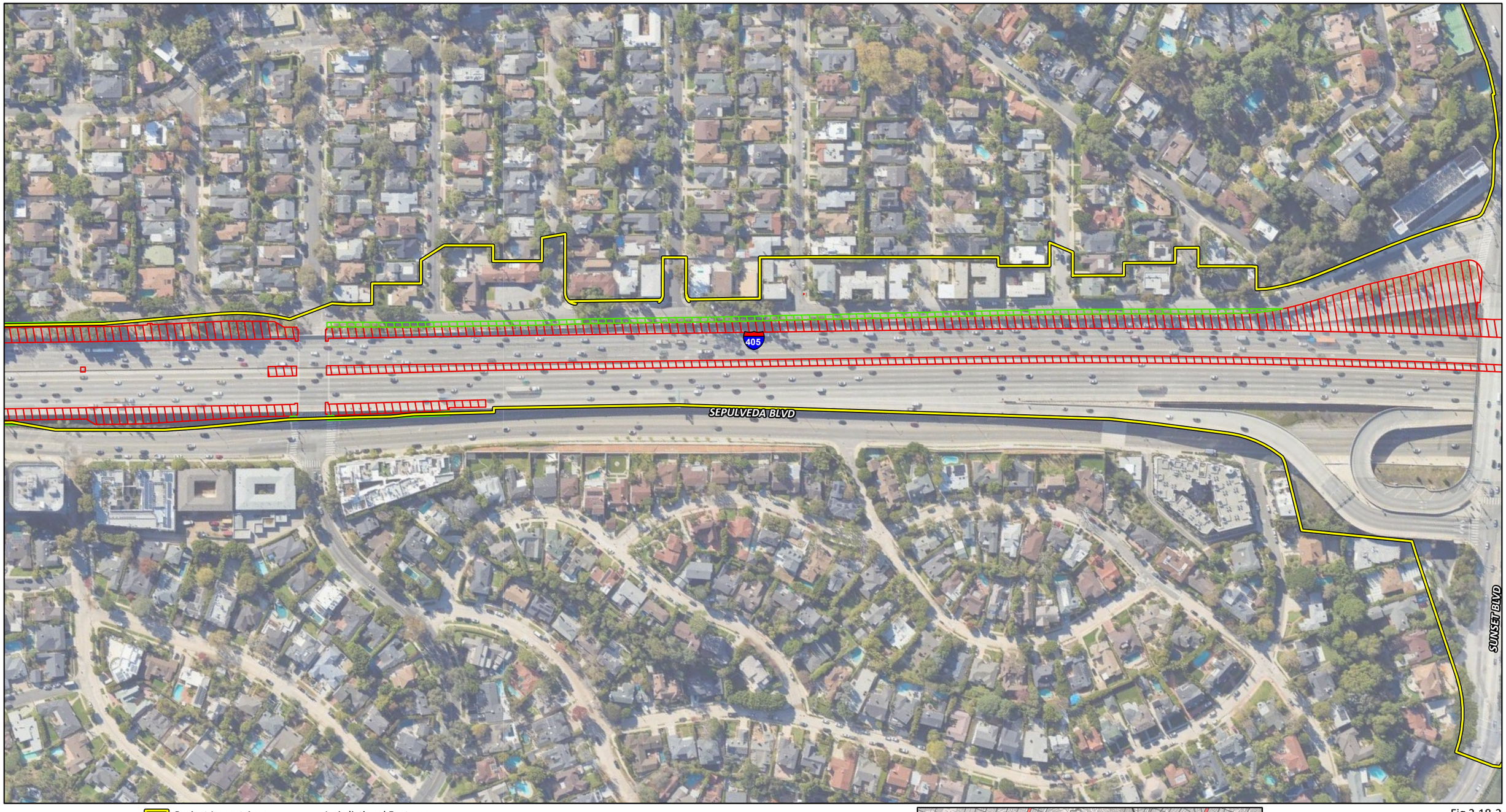

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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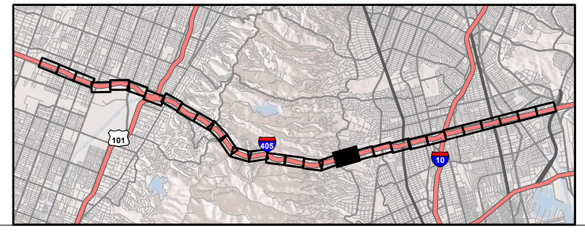

Fig 3.18-2
Sheet 12 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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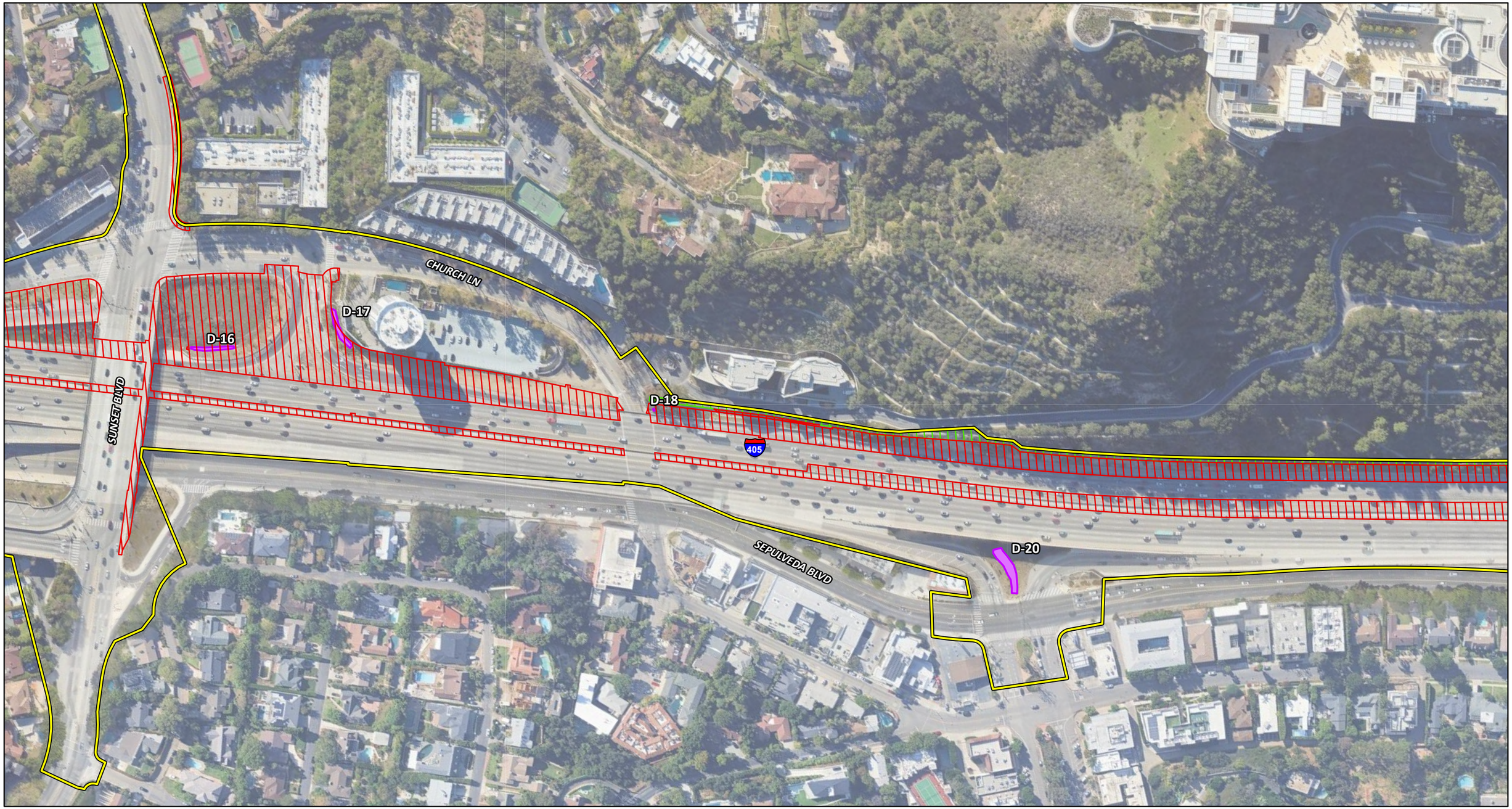

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
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Non-jurisdictional feature
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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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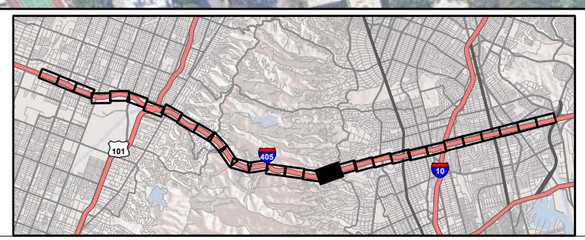

Fig 3.18-2
Sheet 13 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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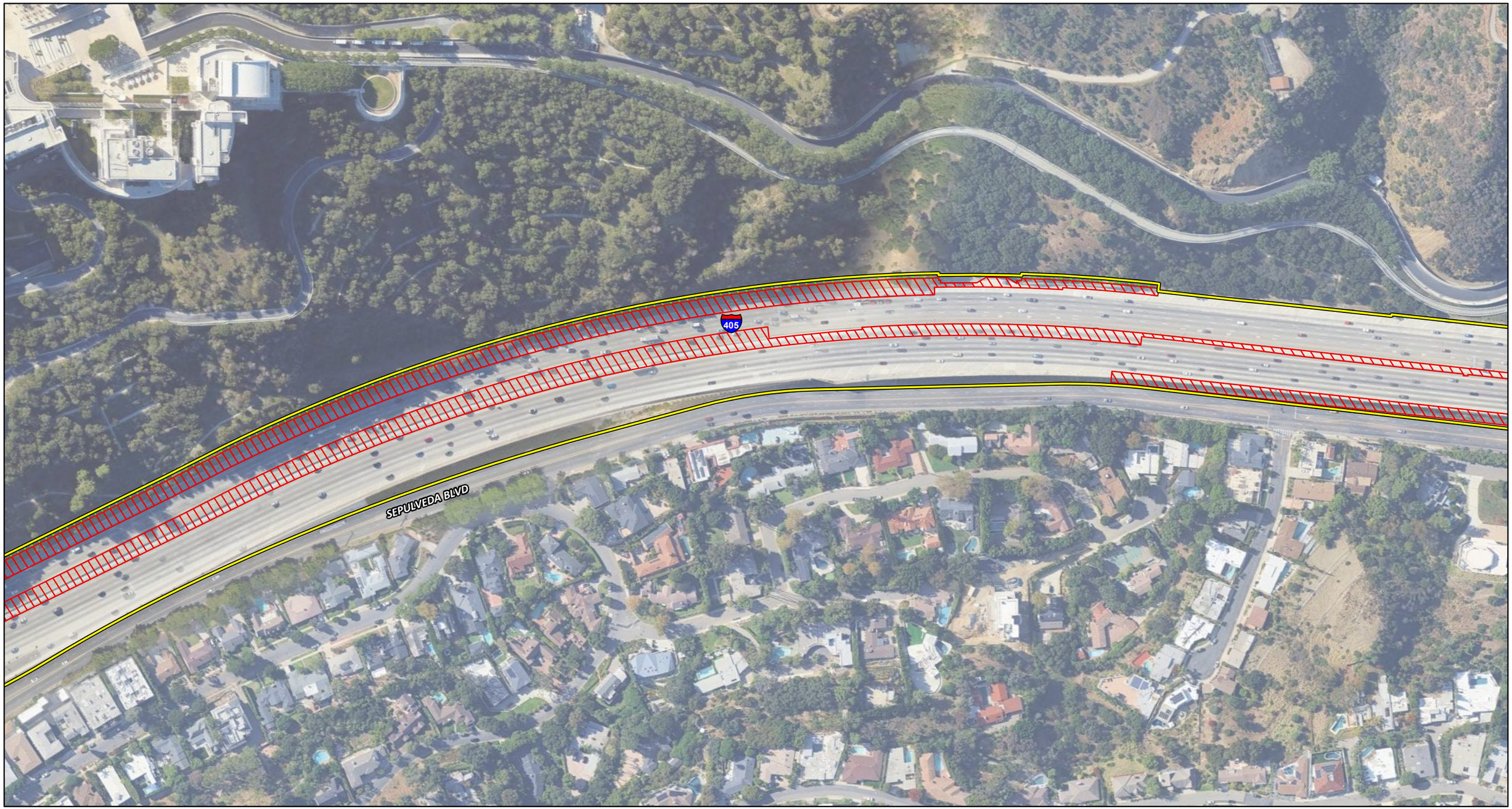

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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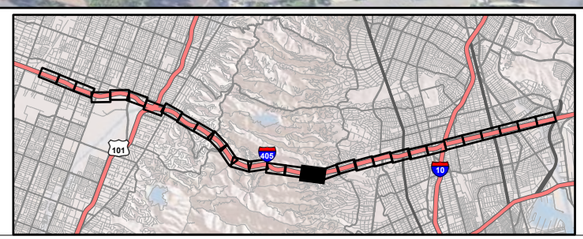

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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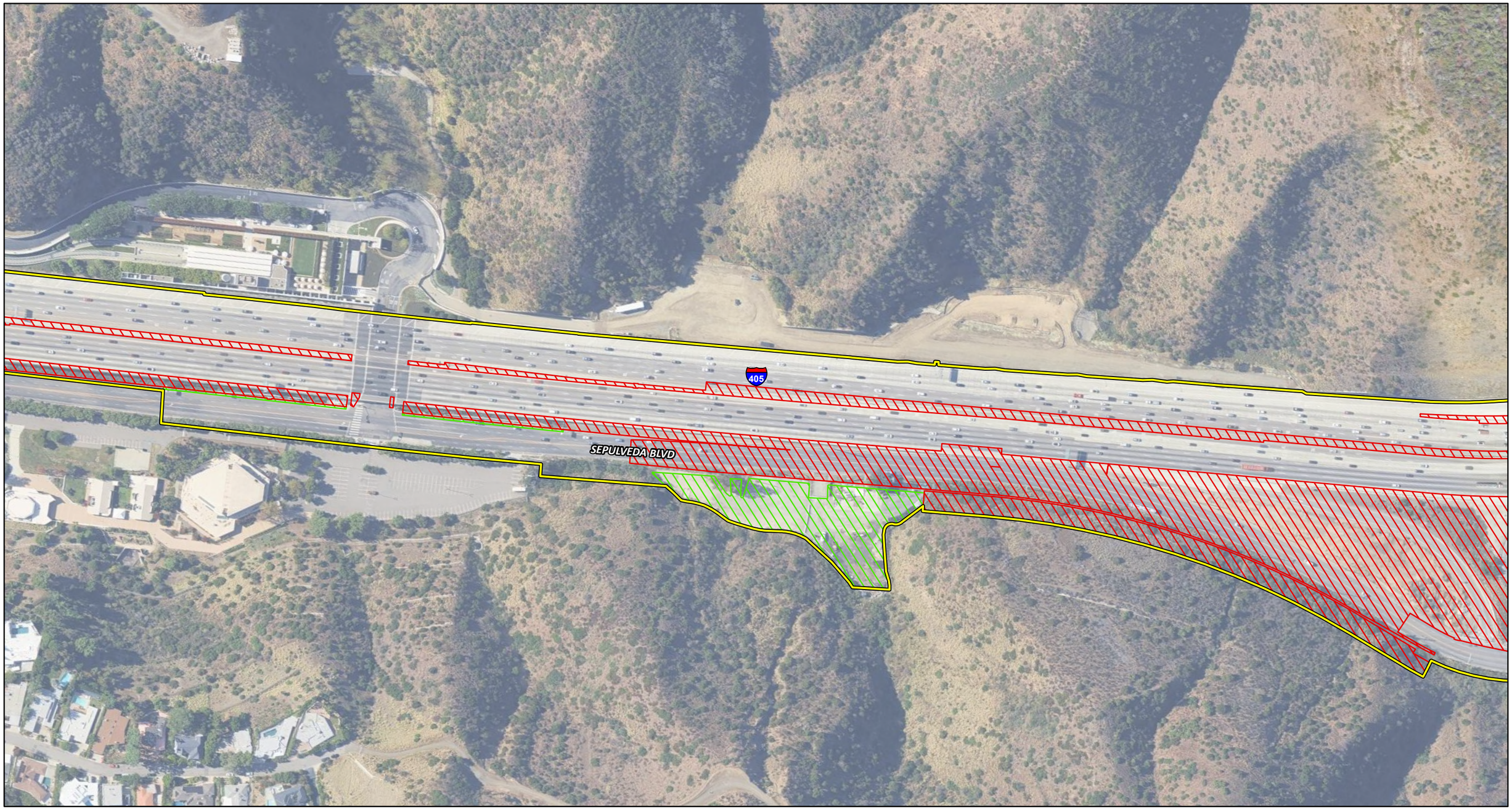

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

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FEET

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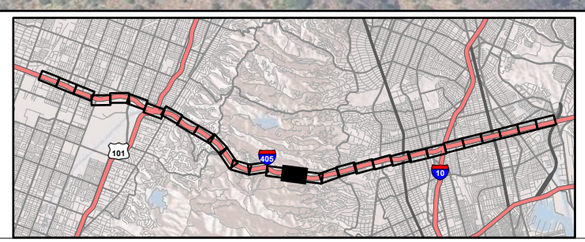

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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SEPULVEDA BLVD

405

D-22

D-24

D-26

D-23

D-30

D-31

D-32

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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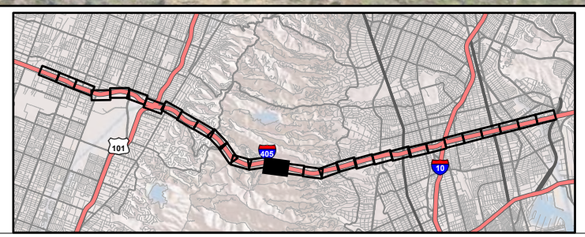

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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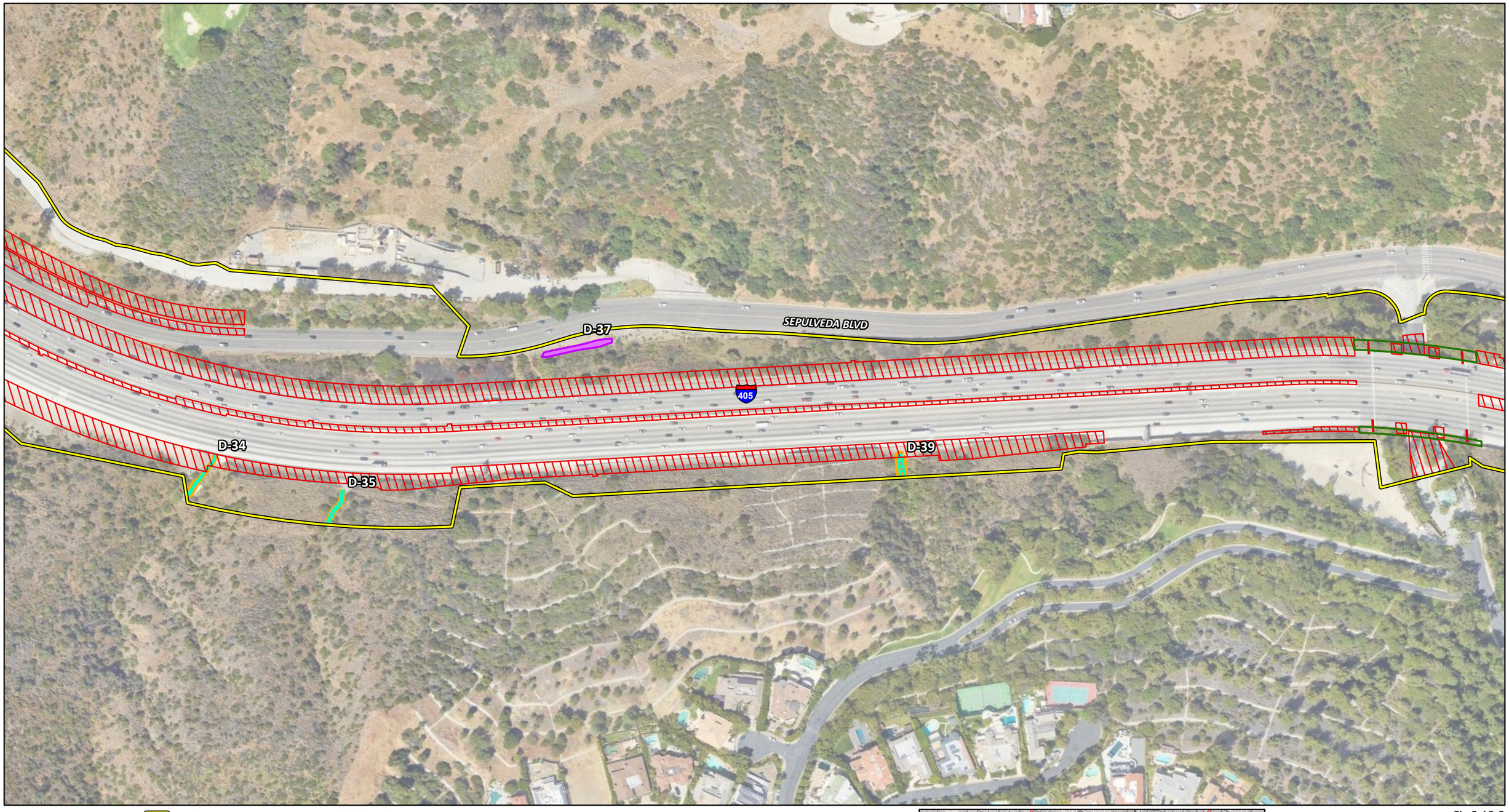

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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SOURCE: Google Maps (2022); WSP (2023)

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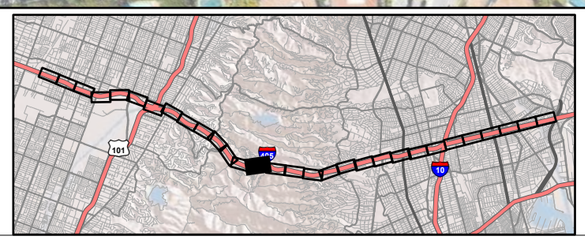

Fig 3.18-2
Sheet 17 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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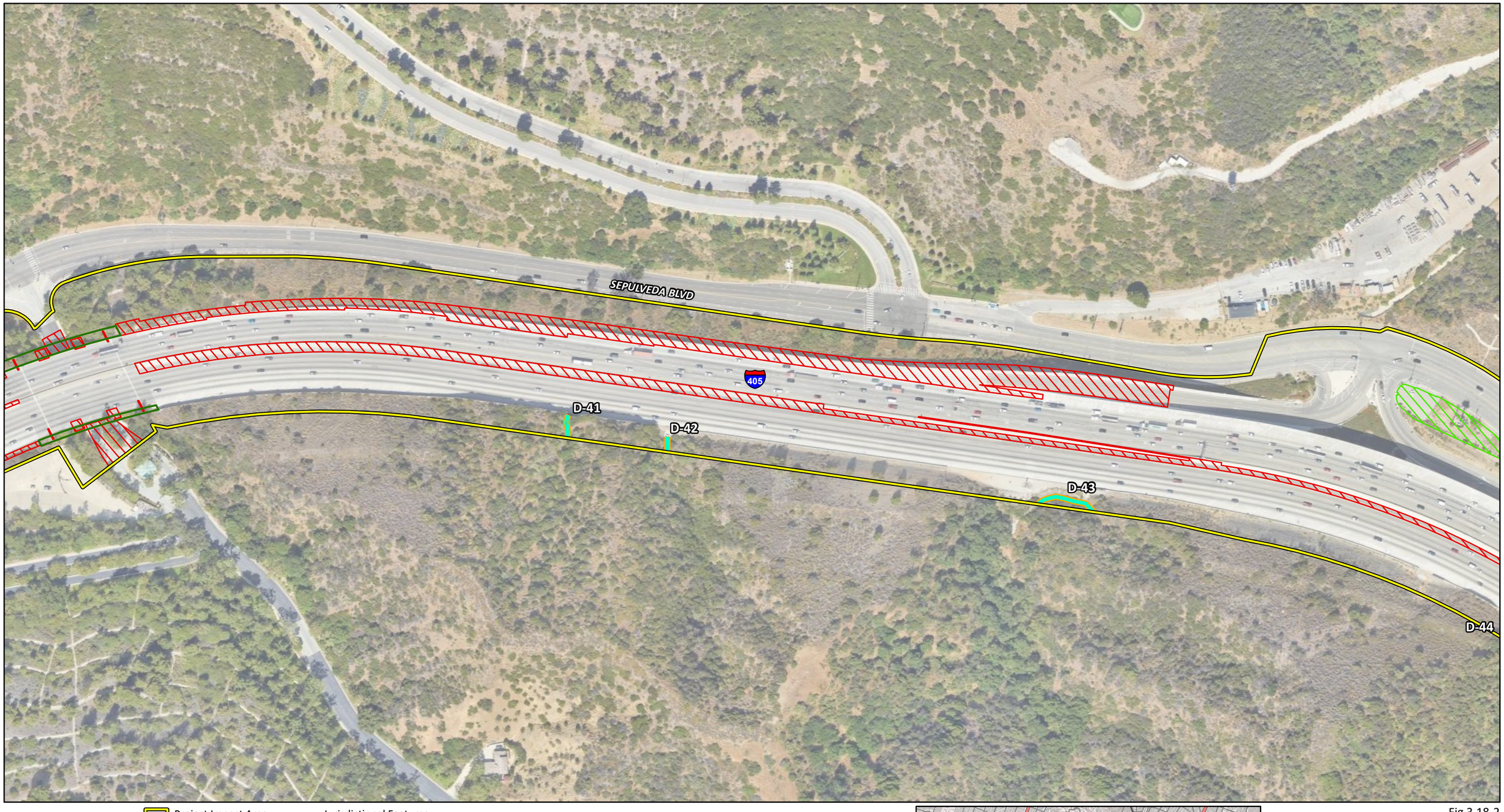

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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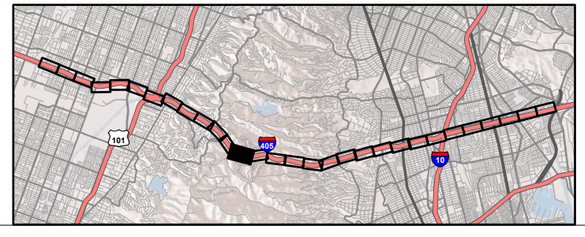

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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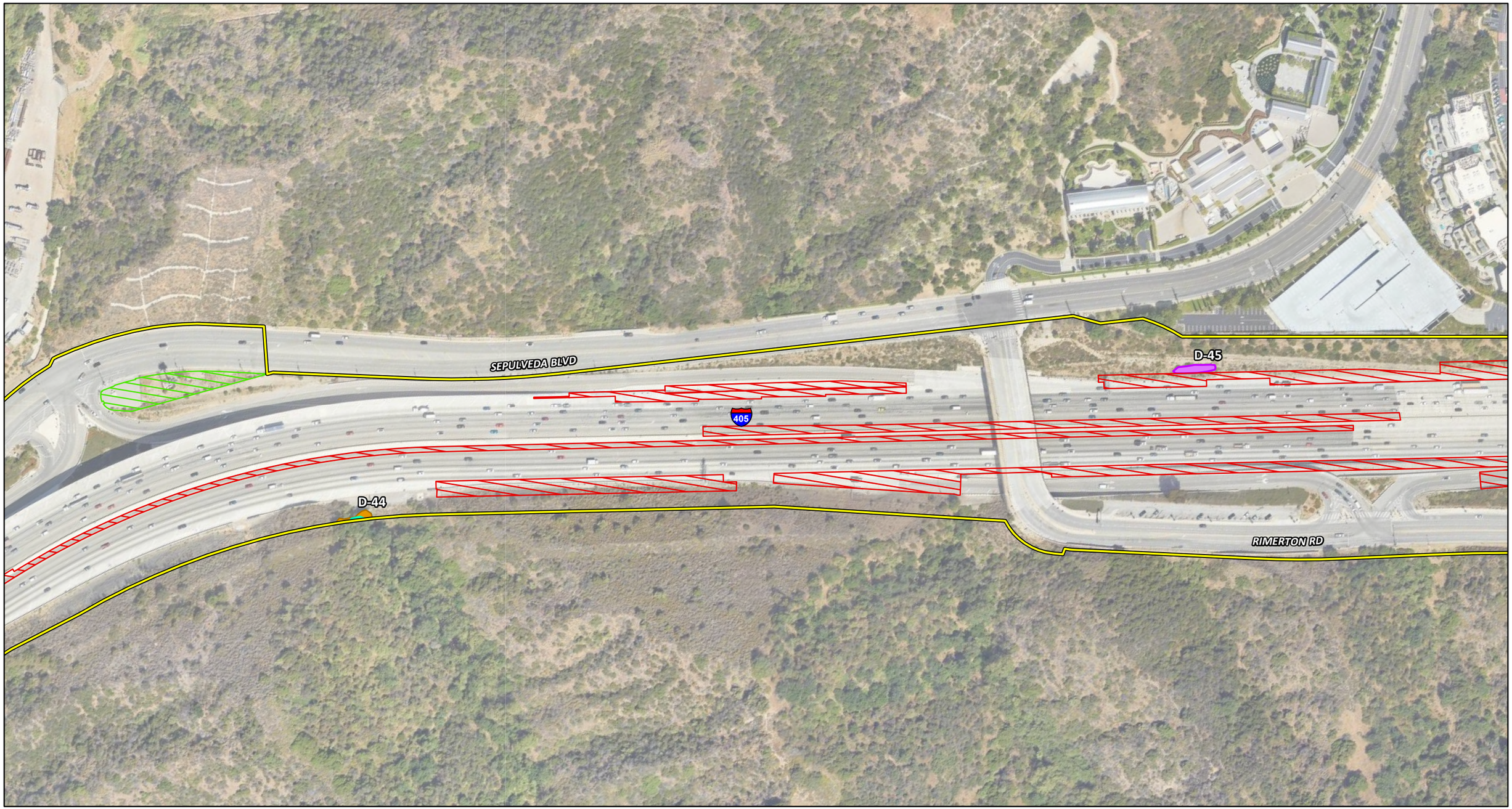

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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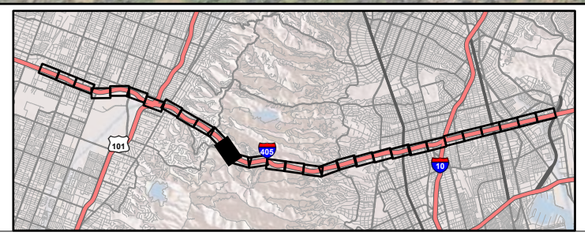

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Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
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EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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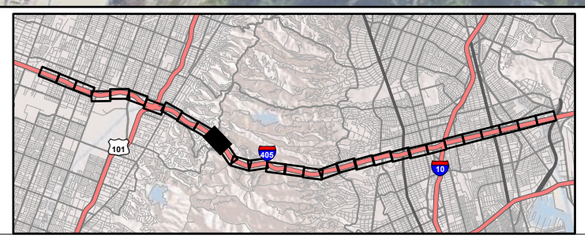

Fig 3.18-2
Sheet 20 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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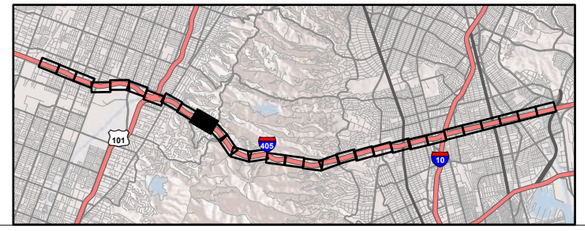

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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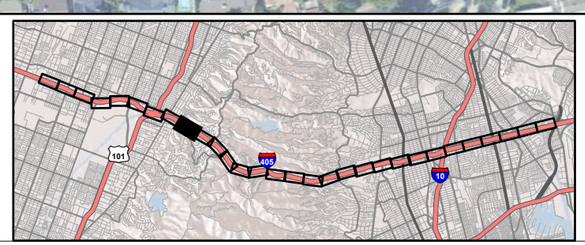

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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FLUME WALK

405

VENTURA BLVD

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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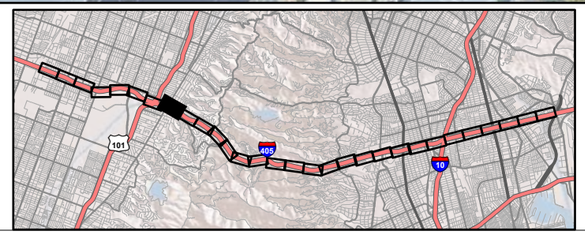

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

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0 100 200
FEET

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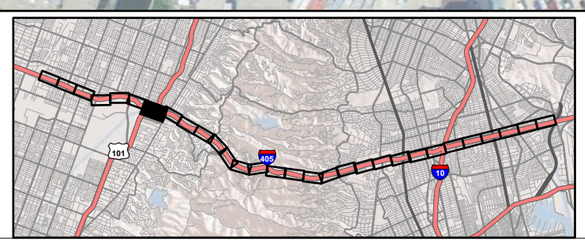

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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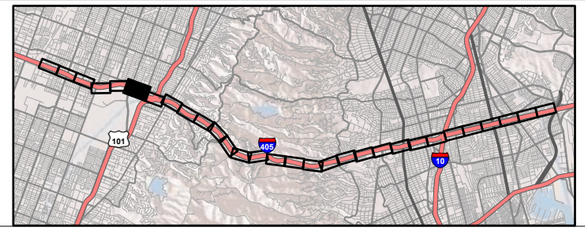

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
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Temporary Impact Area
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FEET

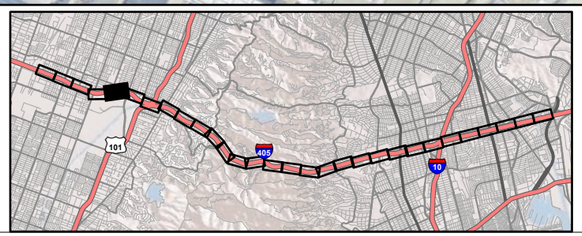

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Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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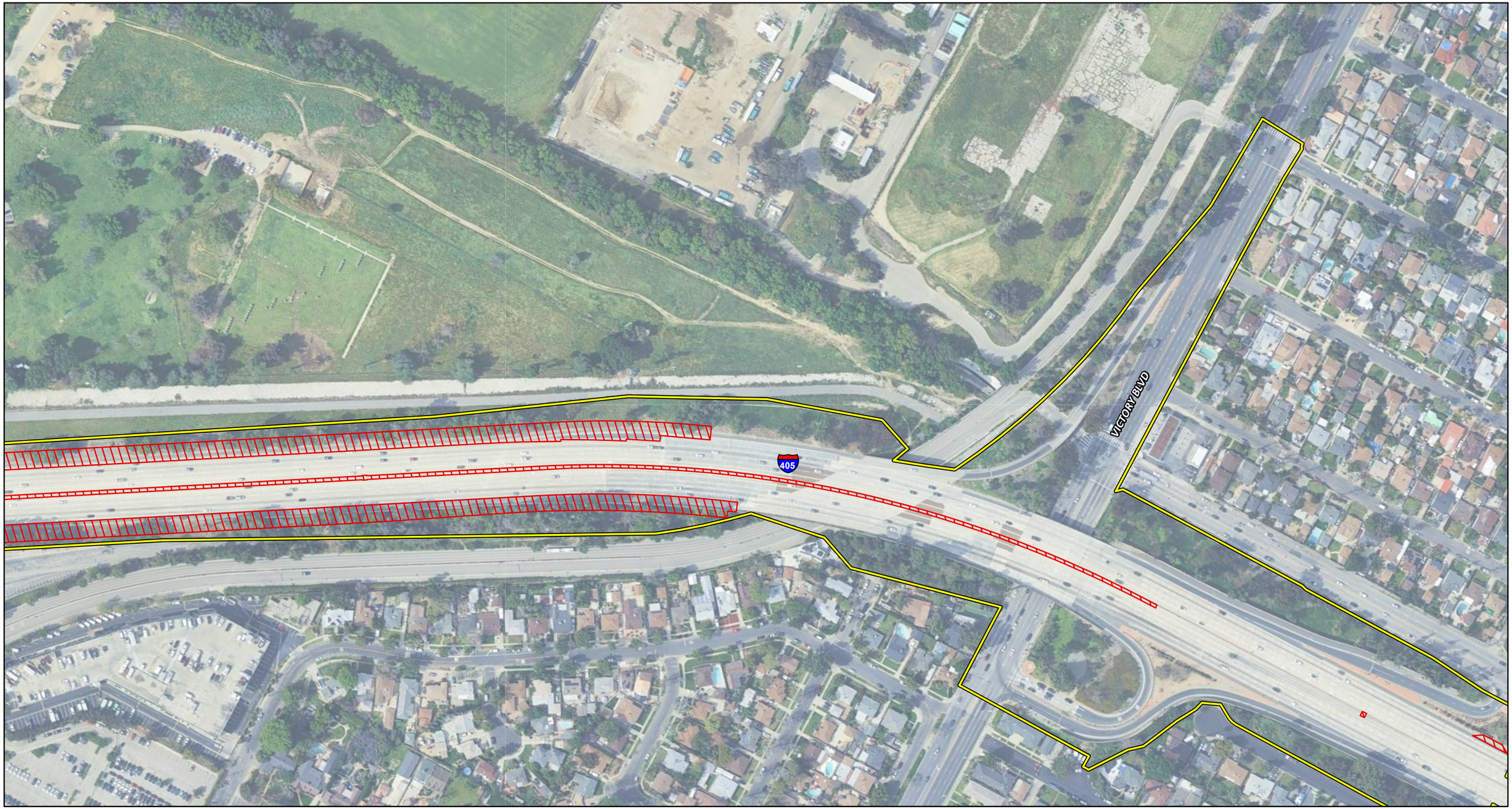

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
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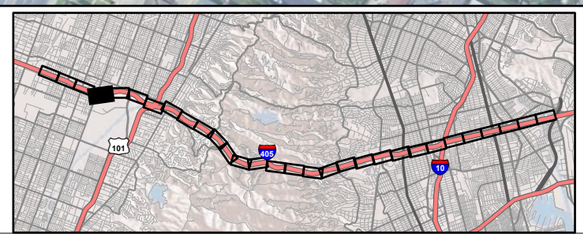

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
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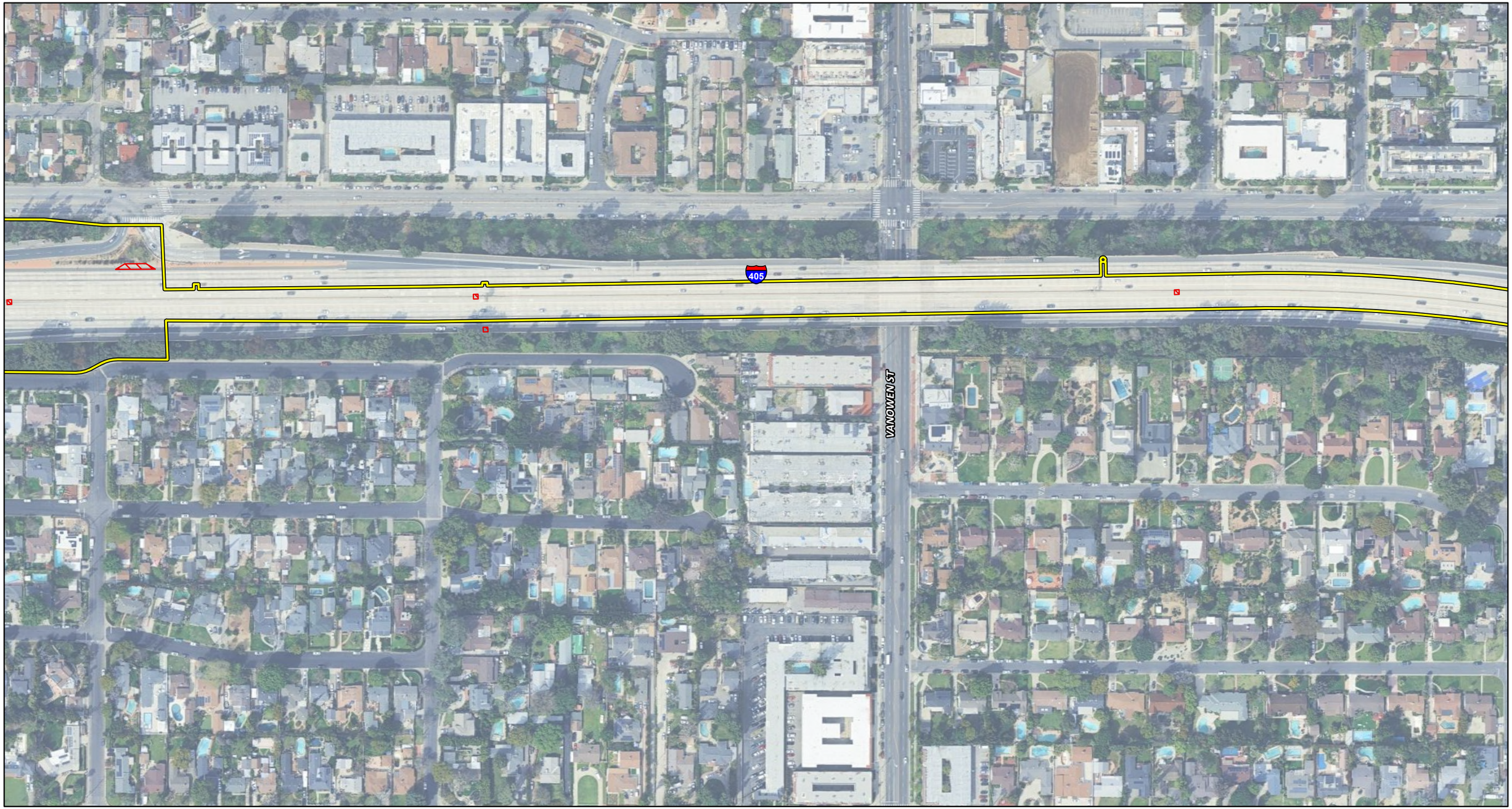

Project Impact Area
City Boundary
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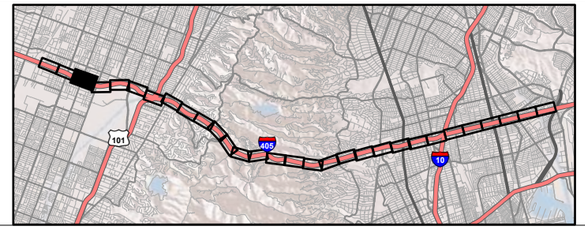

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
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Project Impact Area
City Boundary
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Temporary Impact Area
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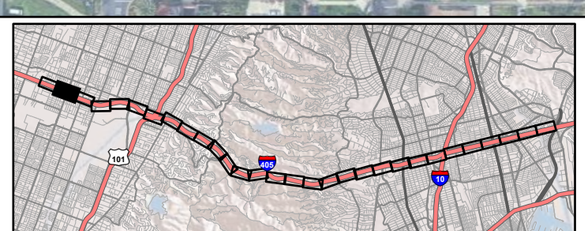

Fig 3.18-2
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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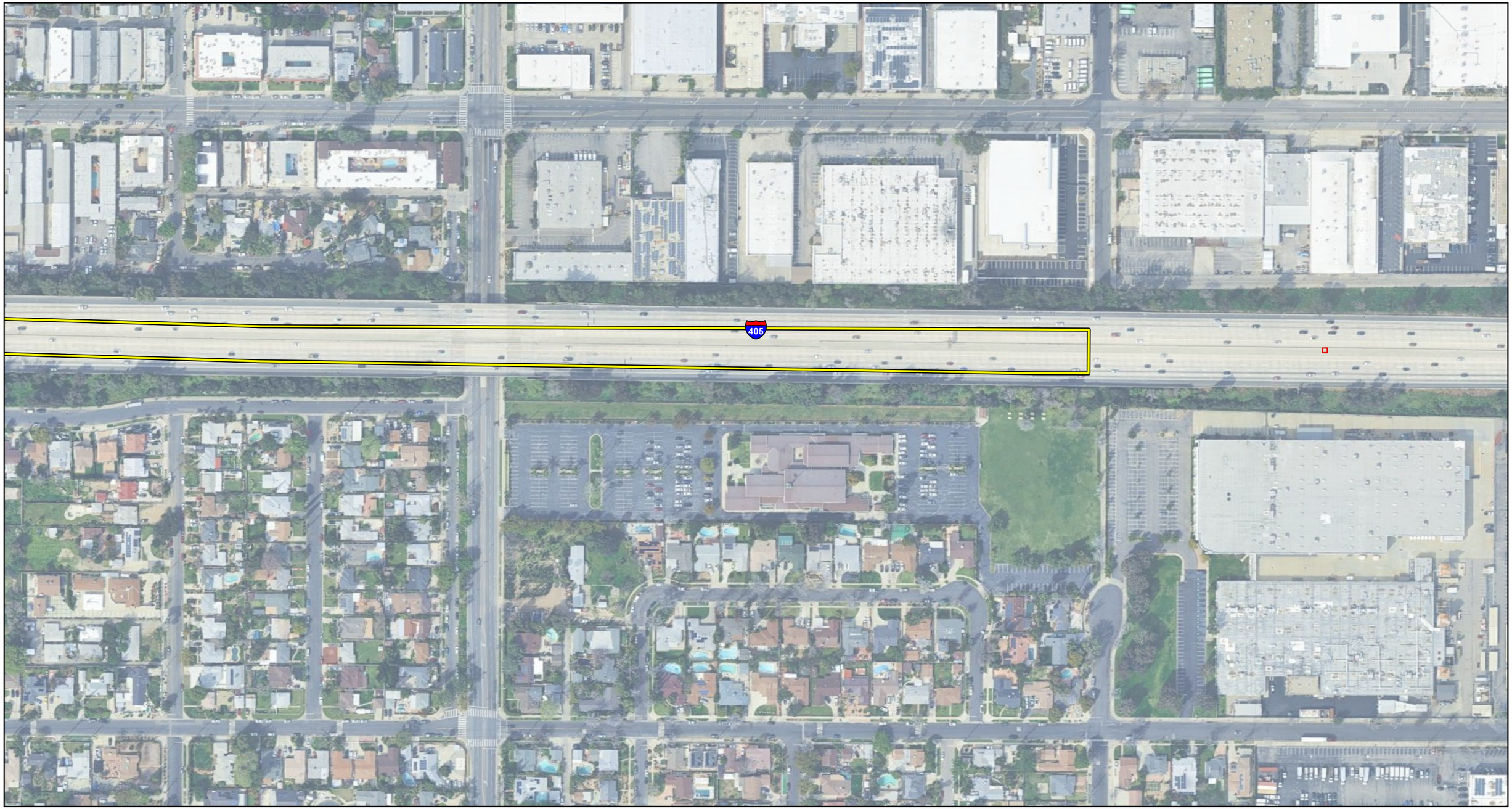

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdictional Features
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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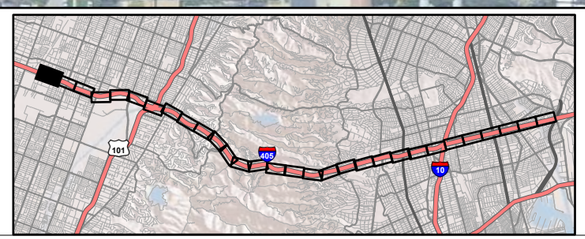

Fig 3.18-2
Sheet 30 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 3

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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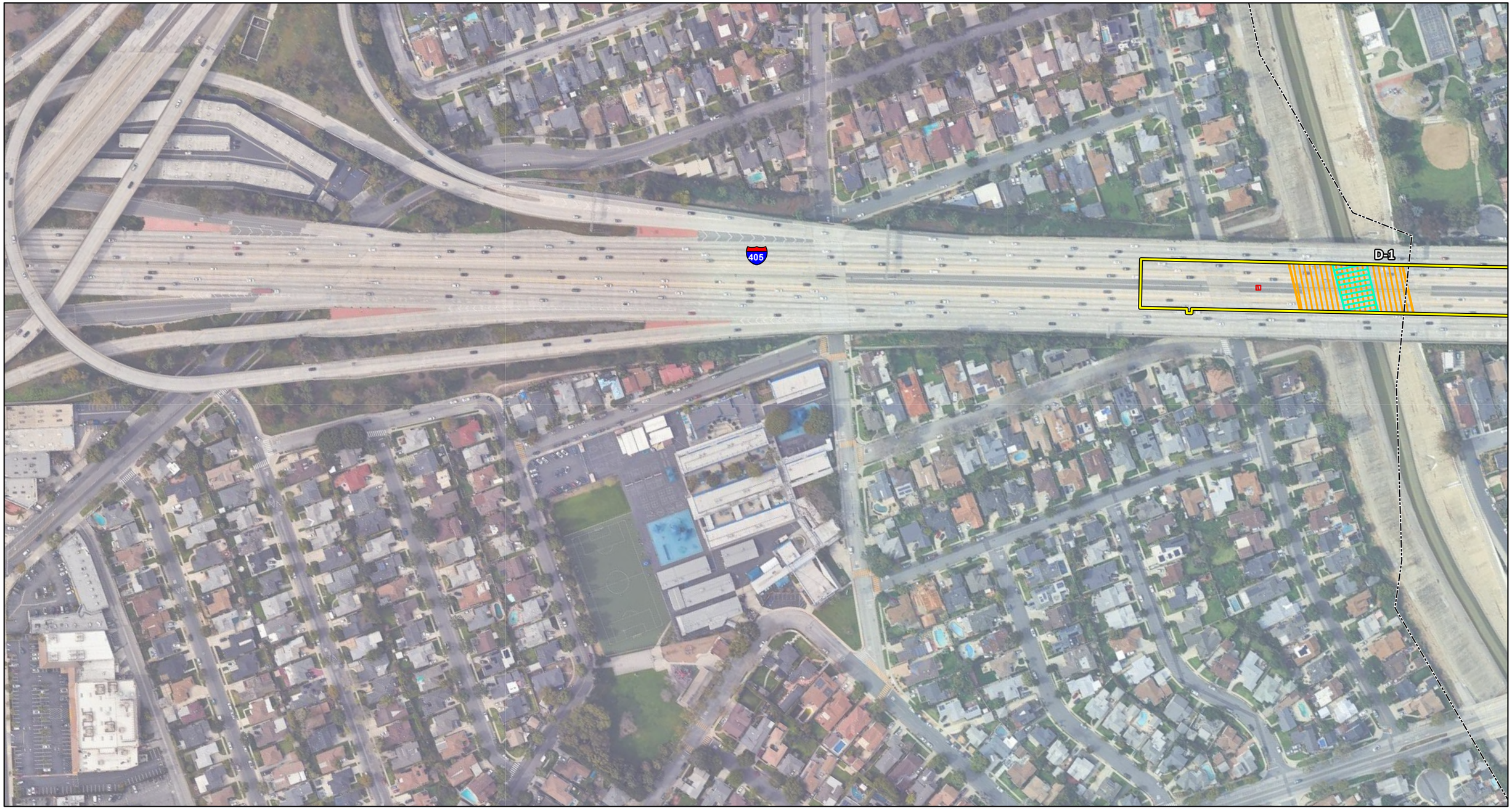

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

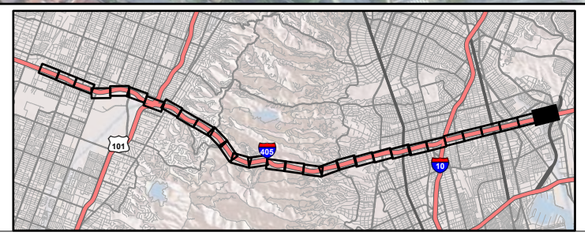

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Fig 3.18-3
Sheet 1 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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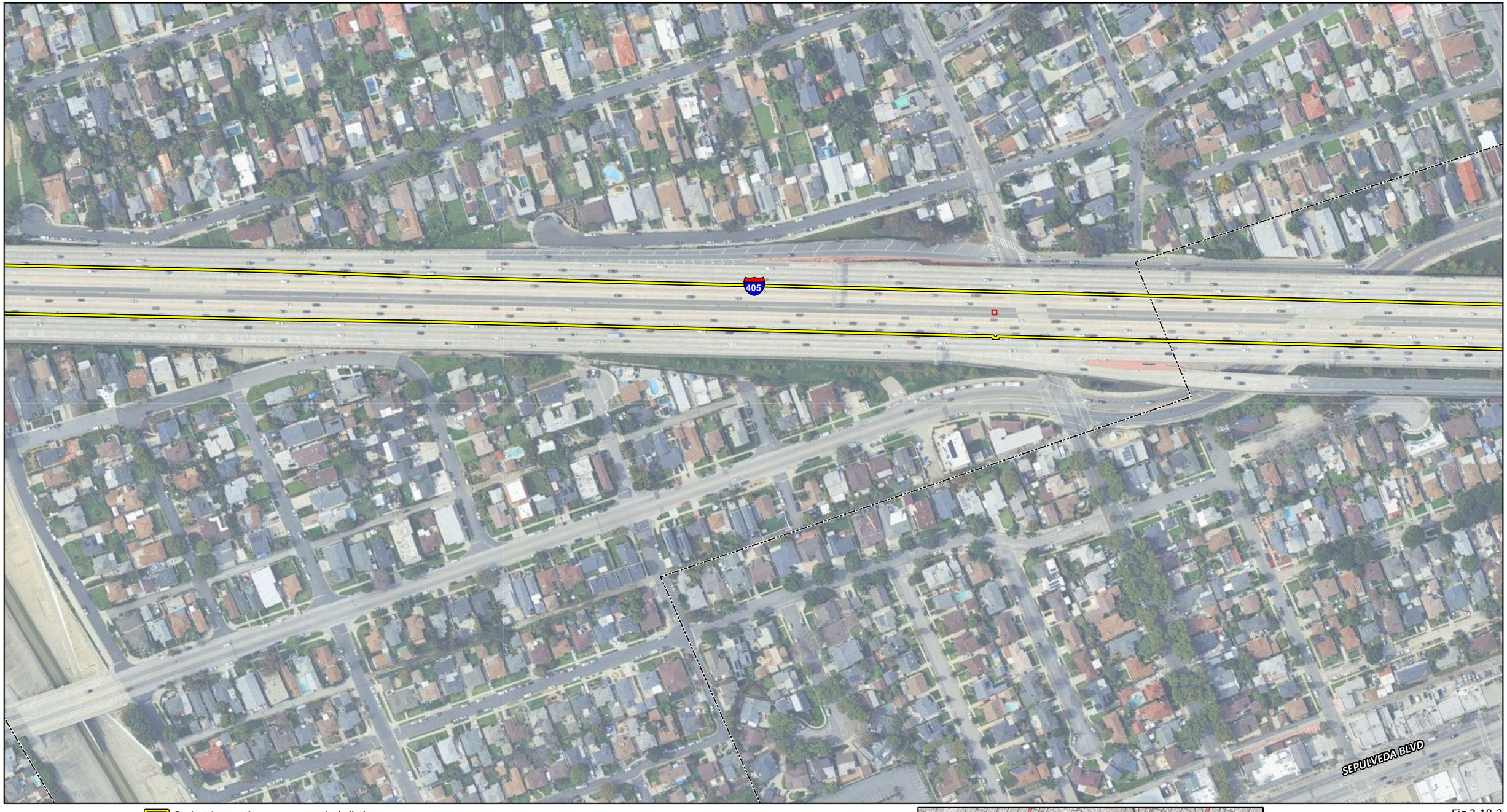

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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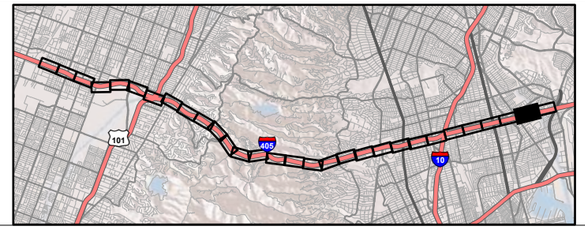

Fig 3.18-3
Sheet 2 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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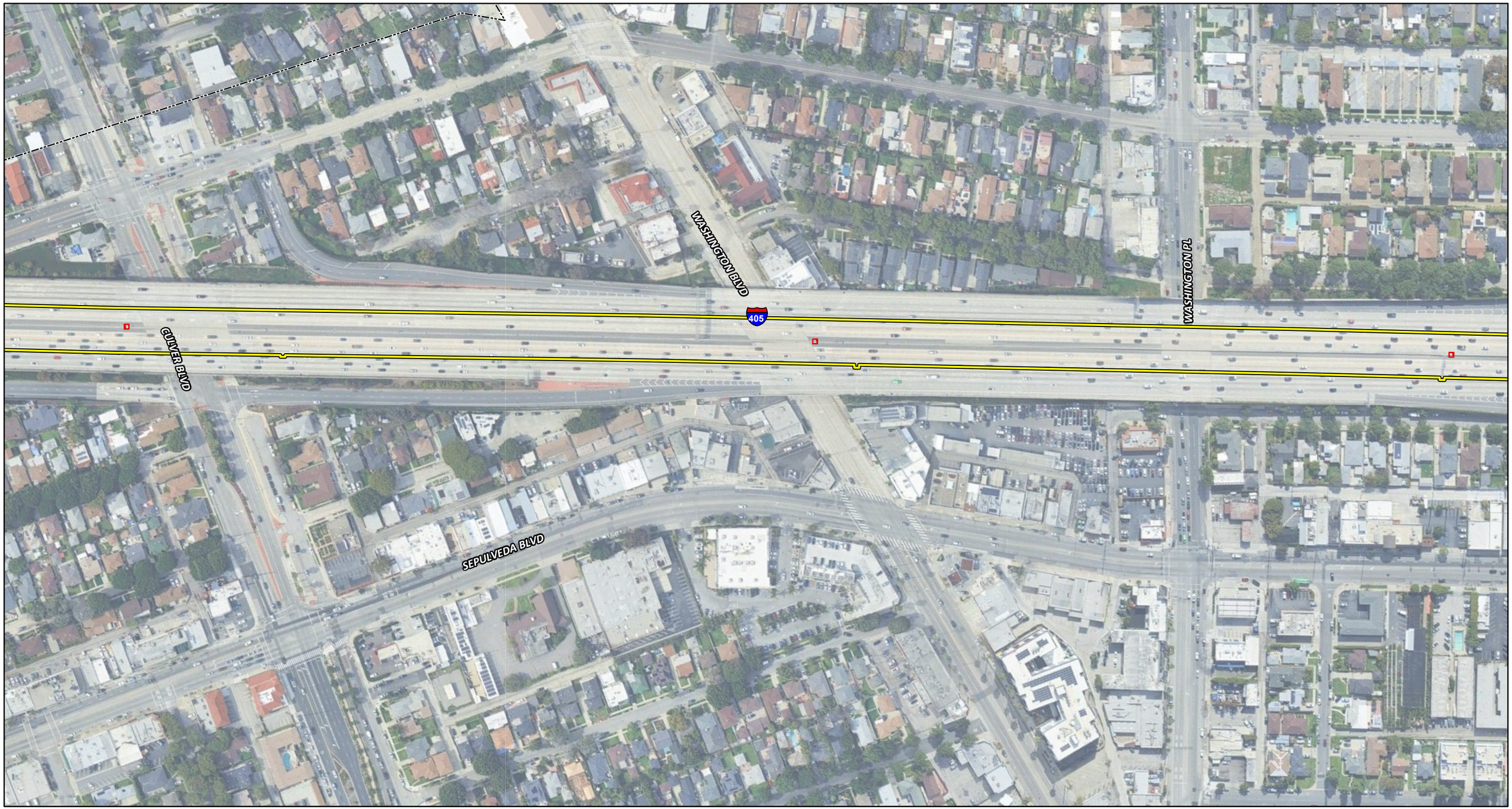

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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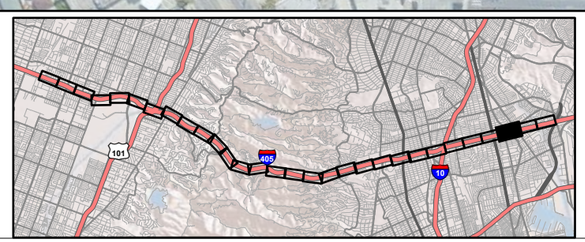

Fig 3.18-3
Sheet 3 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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VENICE BLVD

405

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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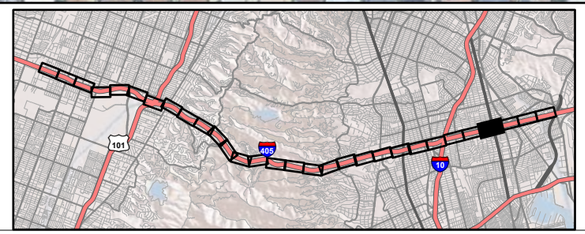

Fig 3.18-3
Sheet 4 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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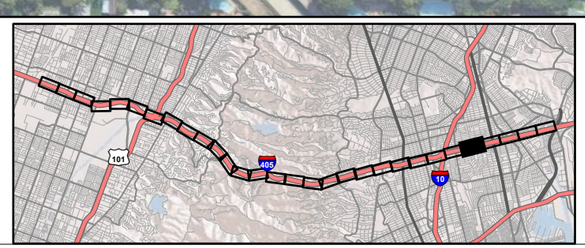
Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET



SOURCE: Google Maps (2022); WSP (2023)

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Fig 3.18-3
Sheet 5 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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NATIONAL BLVD

405

SEPULVEDA BLVD

10

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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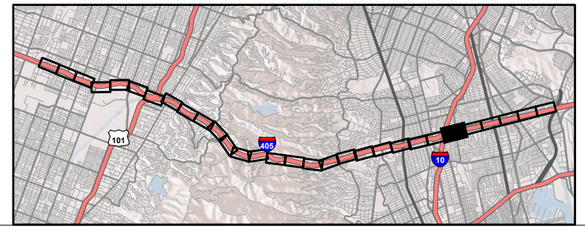

Fig 3.18-3
Sheet 6 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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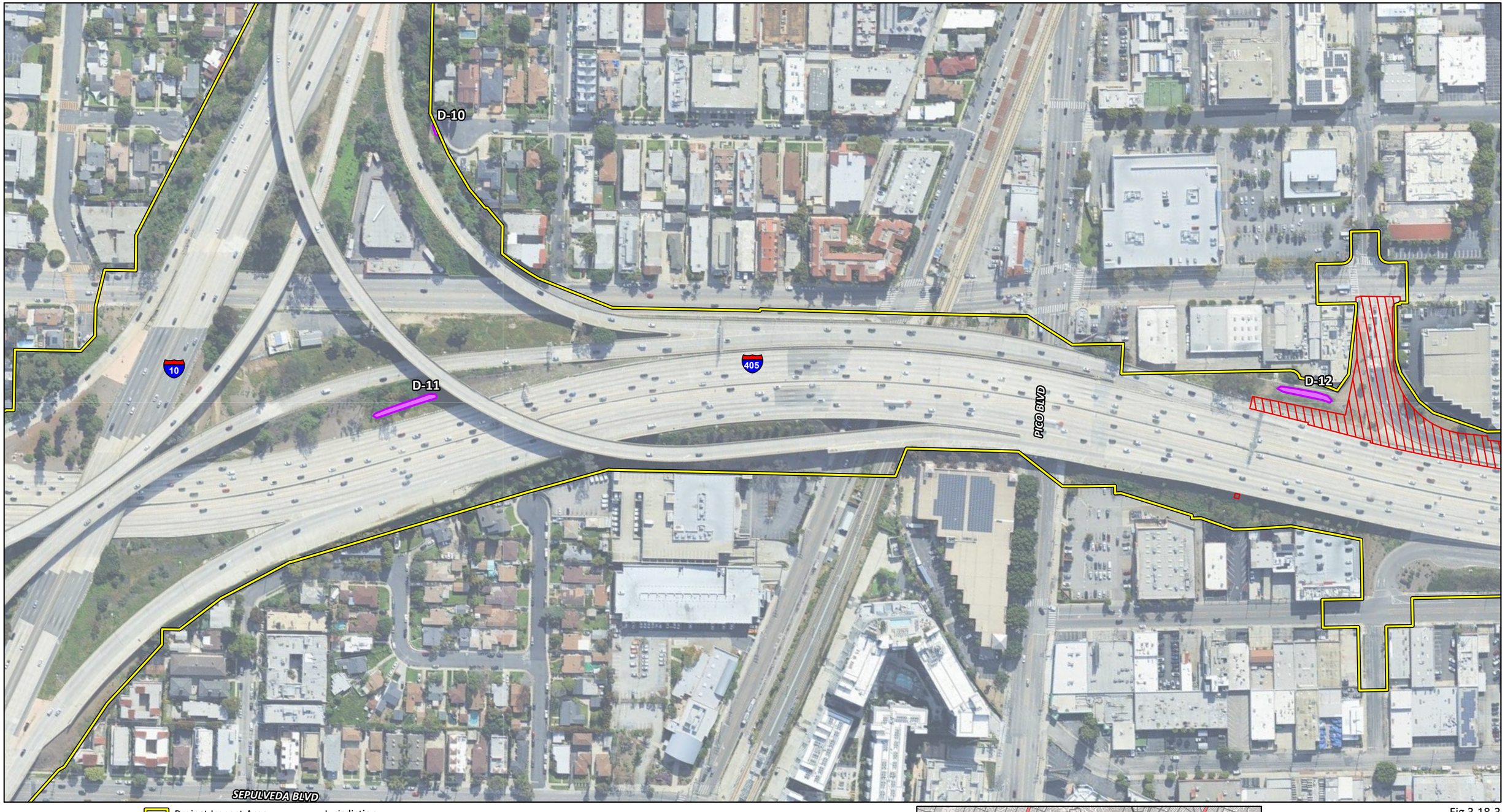

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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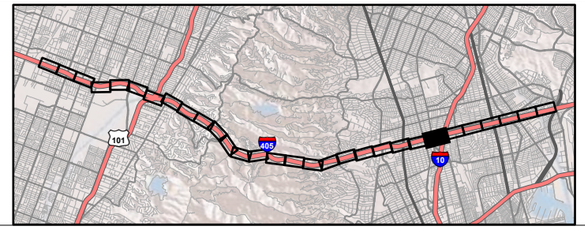

Fig 3.18-3
Sheet 7 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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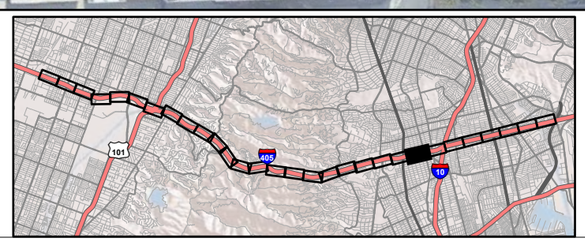
OLYMPIC BLVD

405

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)



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SOURCE: Google Maps (2022); WSP (2023)

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Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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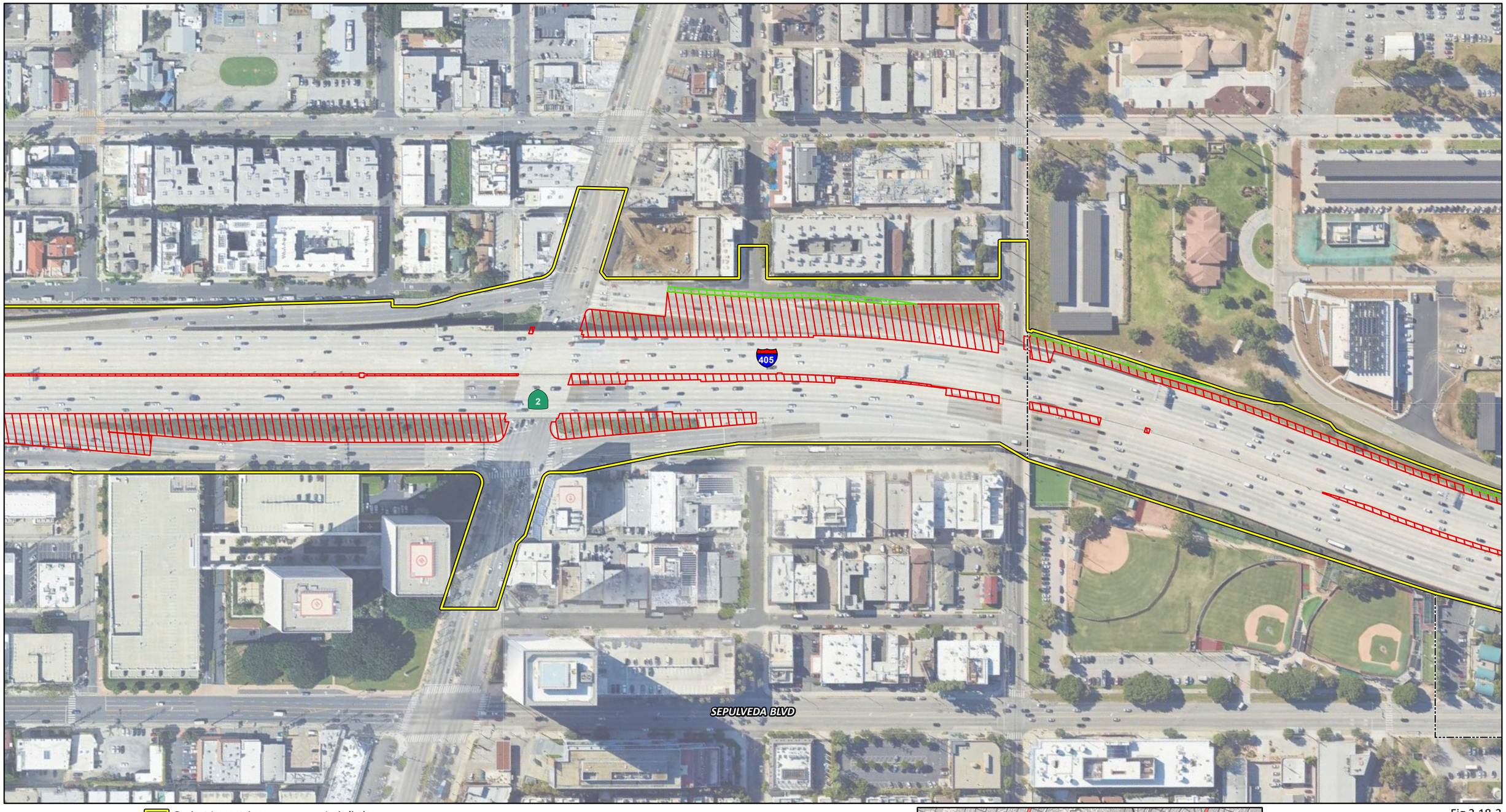

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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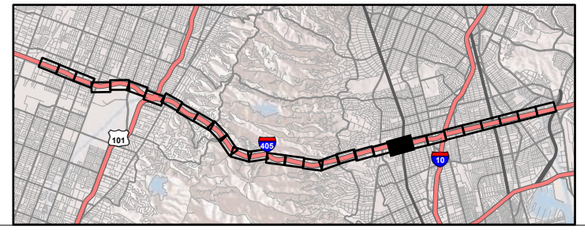

Fig 3.18-3
Sheet 9 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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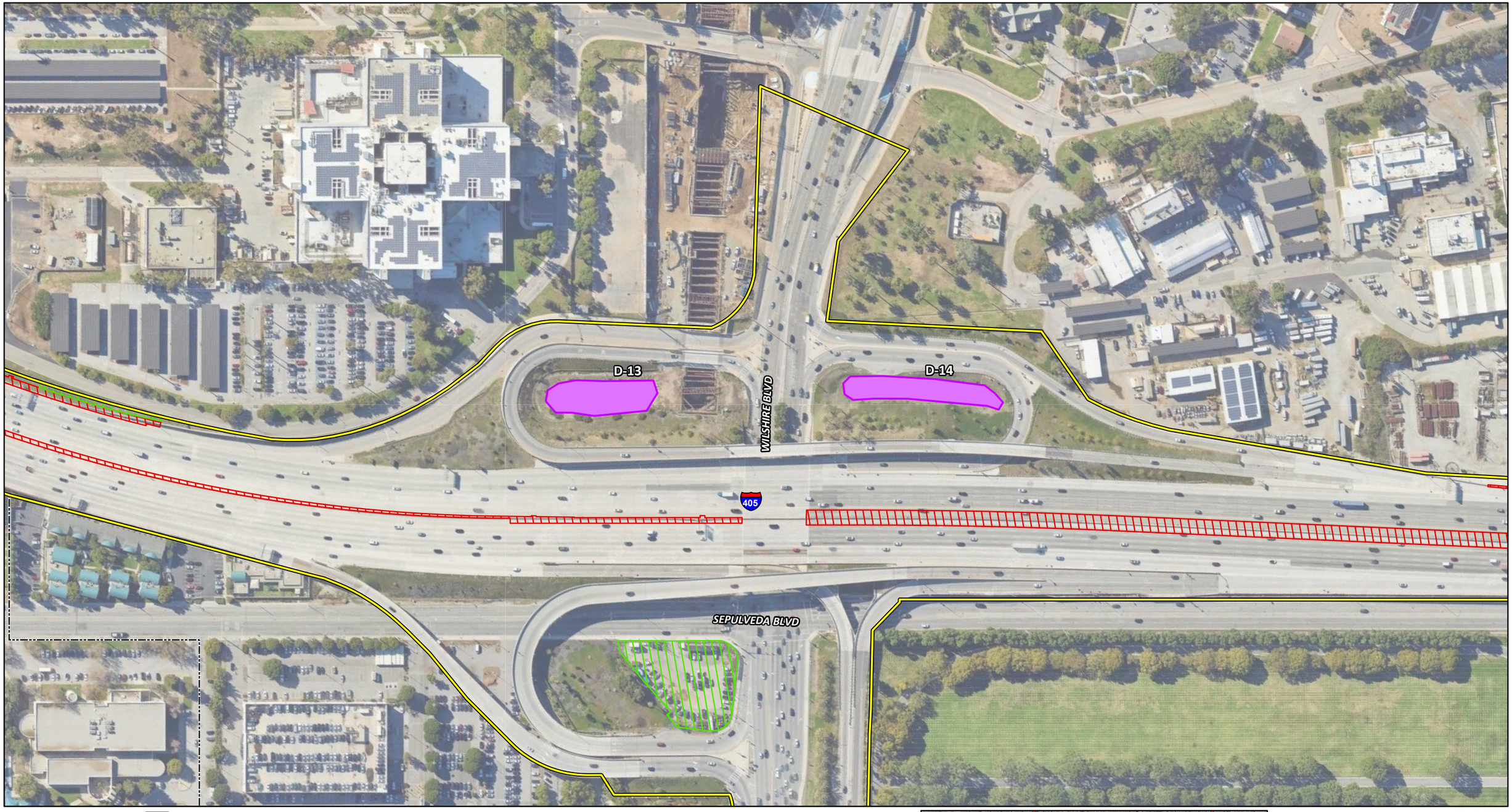

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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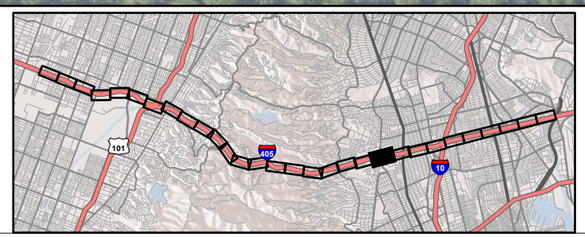

Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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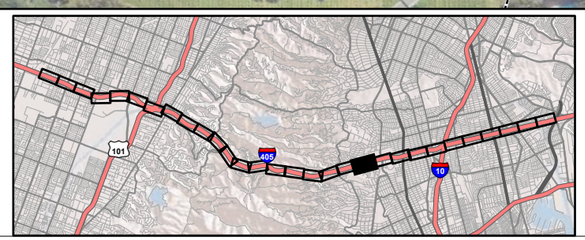

Fig 3.18-3
Sheet 11 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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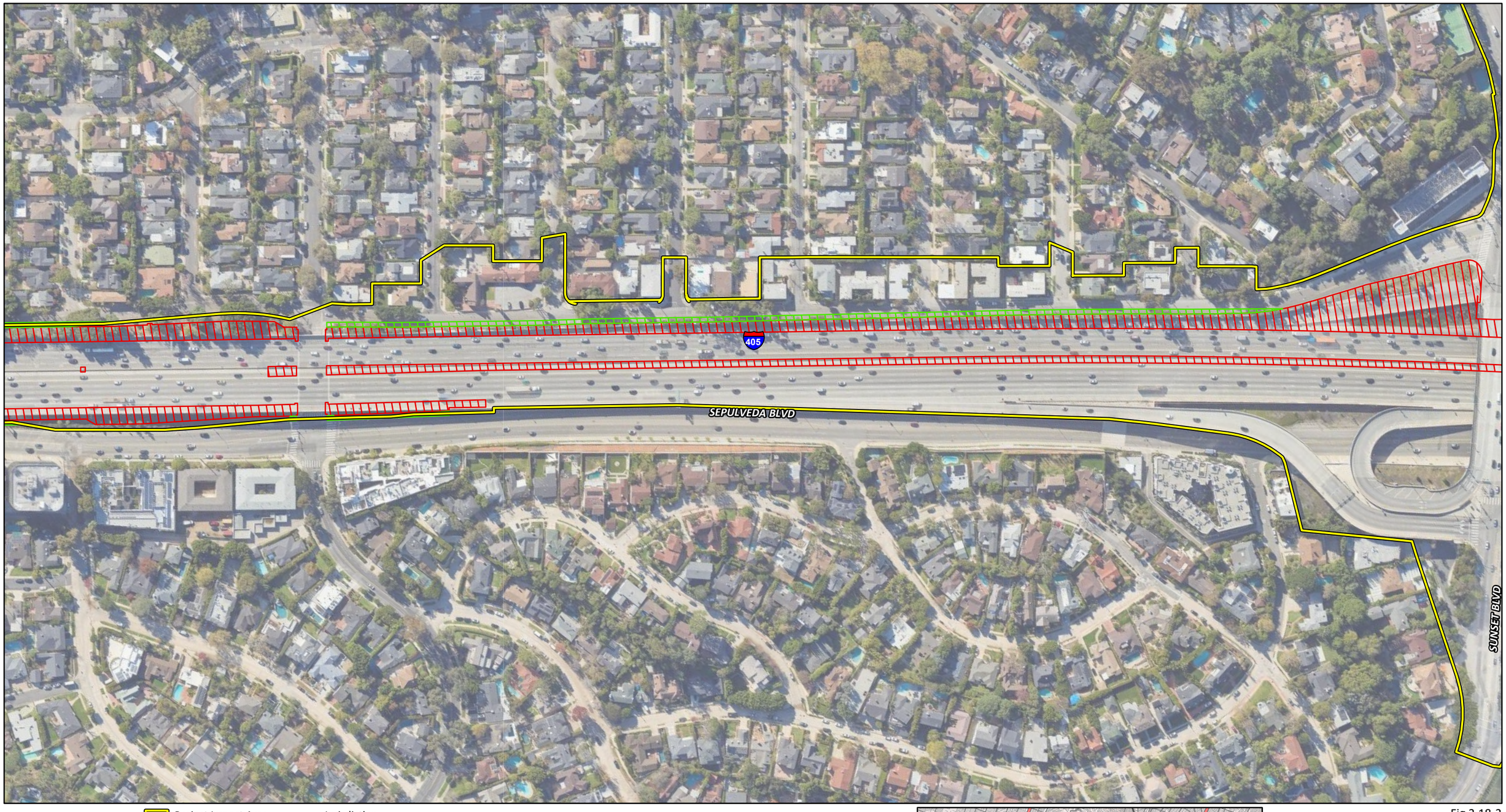

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

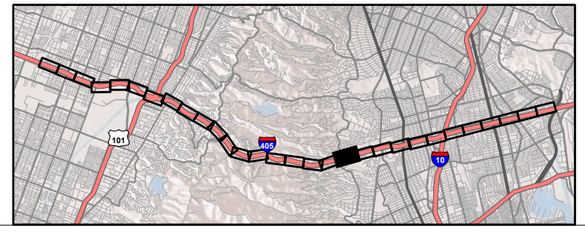

Fig 3.18-3
Sheet 12 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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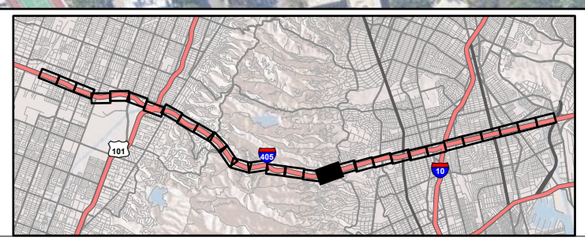

Fig 3.18-3
Sheet 13 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

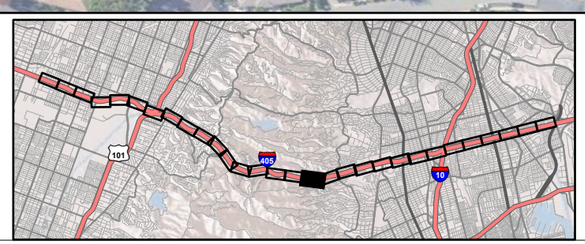

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Fig 3.18-3
Sheet 14 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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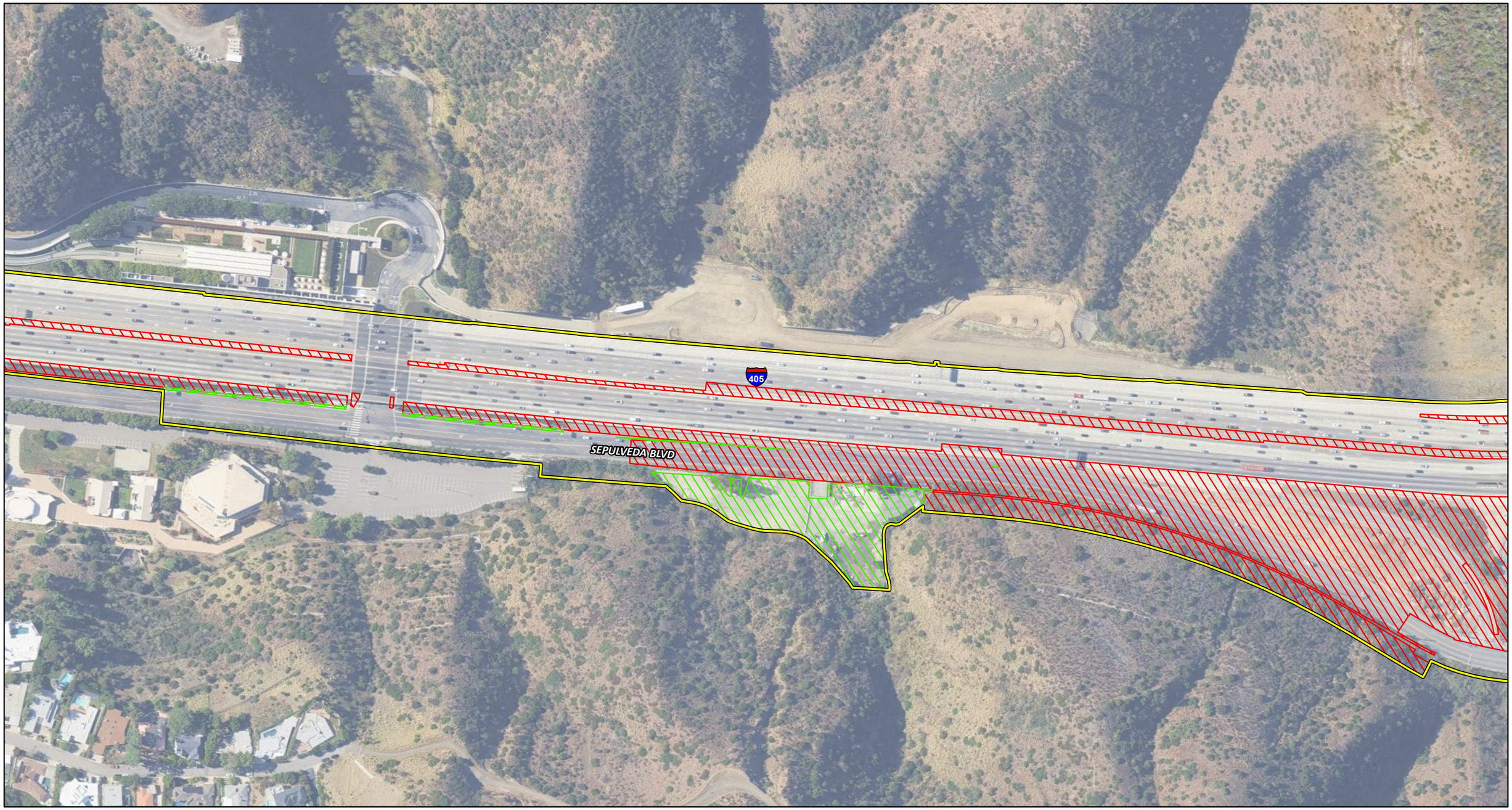

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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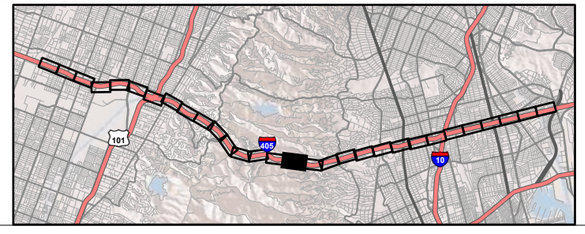

Fig 3.18-3
Sheet 15 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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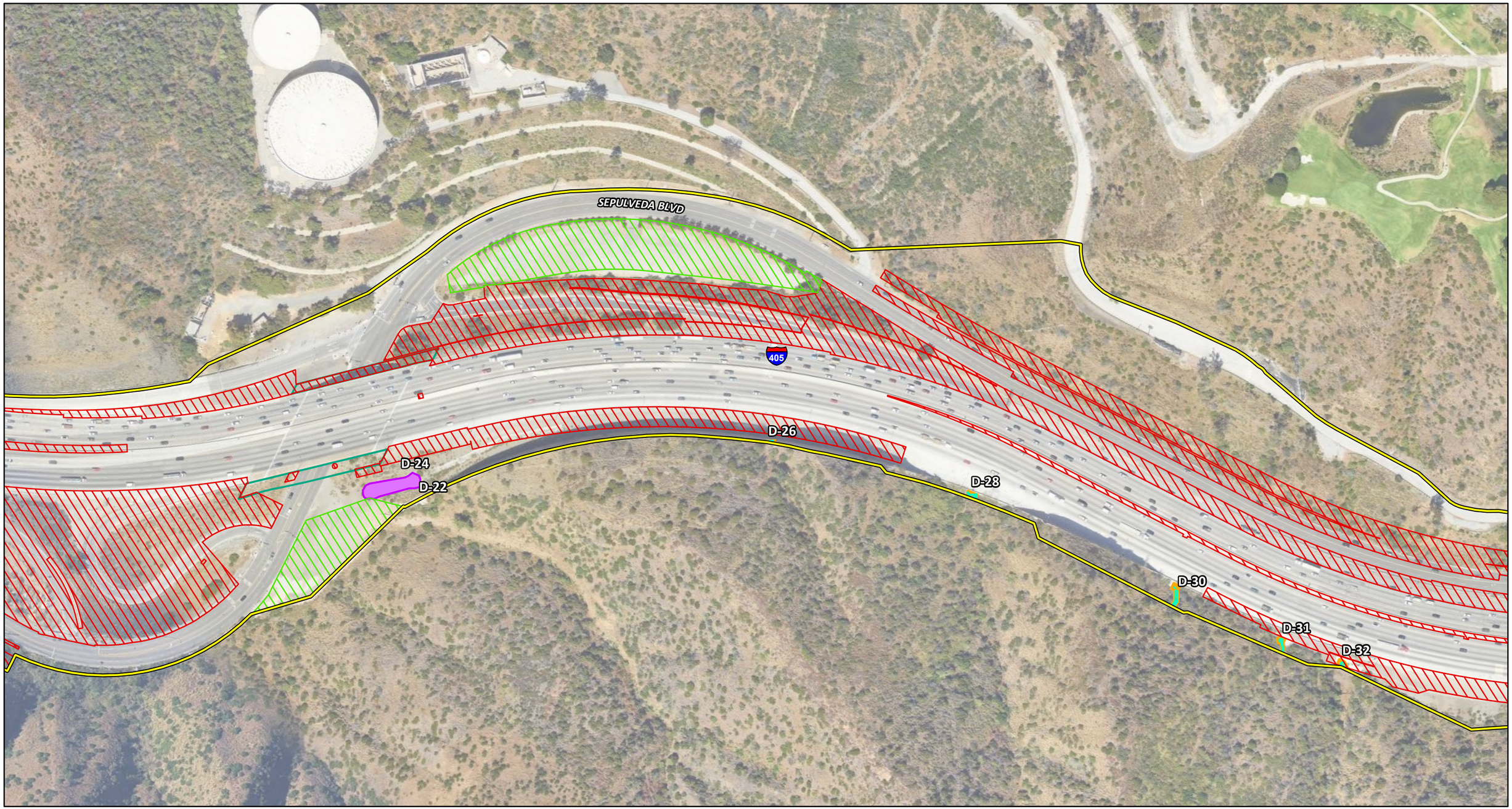

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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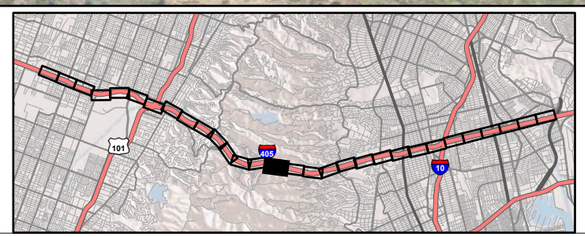

Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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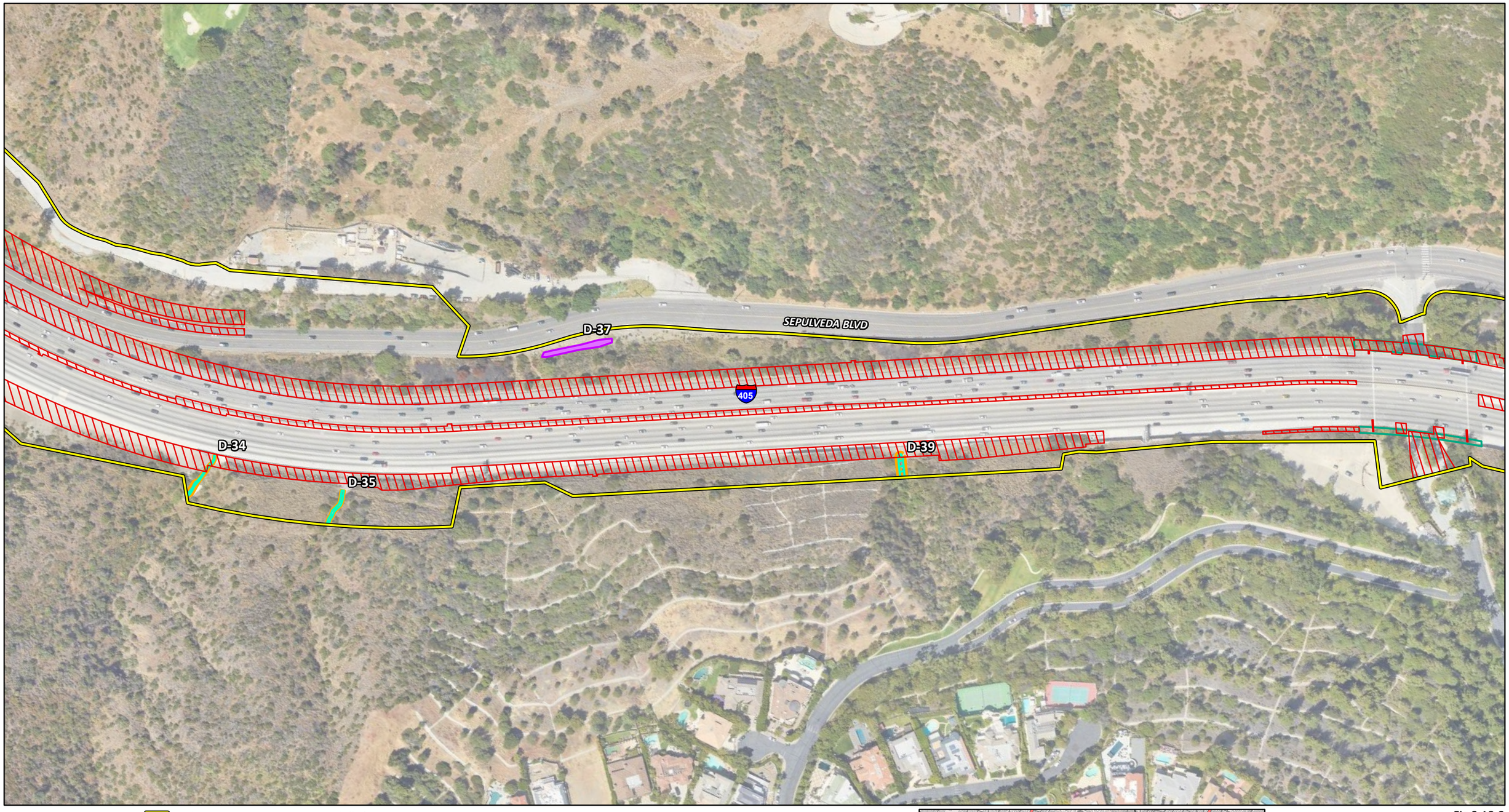

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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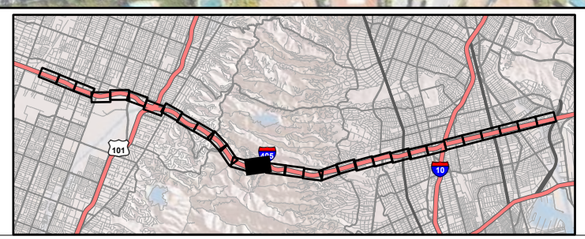

Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
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0 100 200
FEET

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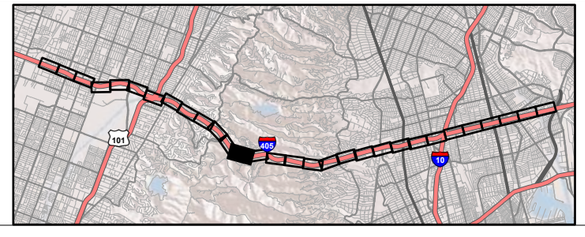

Fig 3.18-3
Sheet 18 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

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SEPULVEDA BLVD

405

D-45

D-44

RIMERTON RD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
CDFW Associated Riparian Vegetation (0.0195 acre)
CDFW/USACE/RWQCB
Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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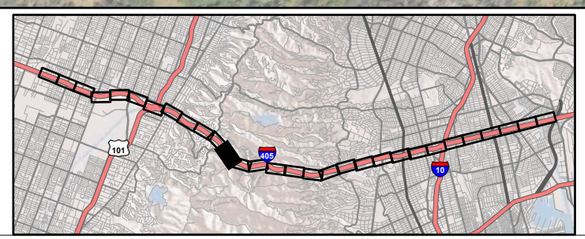

Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

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Project Impact Area
City Boundary
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

0 100 200
FEET

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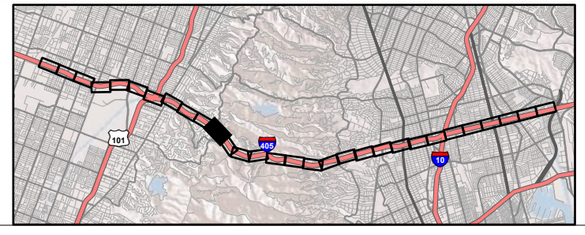

Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

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EA No. 07-354330
EFIS No. 0720000070

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Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
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Non-jurisdictional feature
Non-wetland WOTUS/WOTS (1.063 acres)

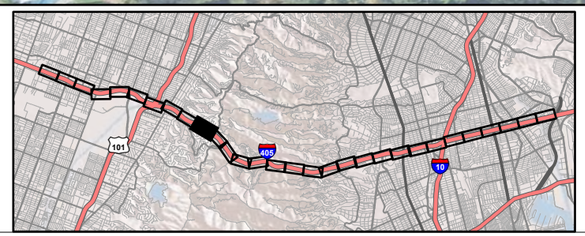

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Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
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Project Impact Area
City Boundary
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Temporary Impact Area
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Jurisdiction
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0 100 200
FEET

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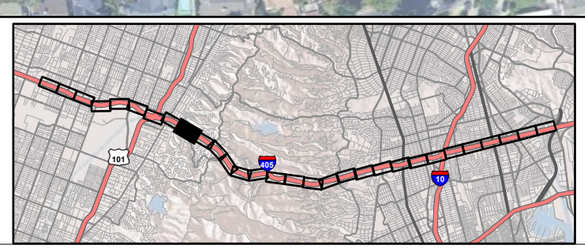

Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
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FLUME WALK

405

VENTURA BLVD

SEPULVEDA BLVD

Project Impact Area
City Boundary
Permanent Impact Area
Temporary Impact Area
Proposed Bridge Structures

Jurisdiction
CDFW Jurisdictional Streambed (1.5452 acres)
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0 100 200
FEET

SOURCE: Google Maps (2022); WSP (2023)

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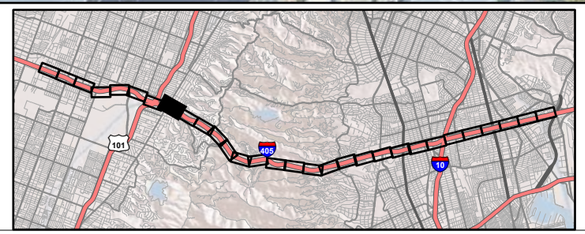

Fig 3.18-3
Sheet 23 of 30

I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
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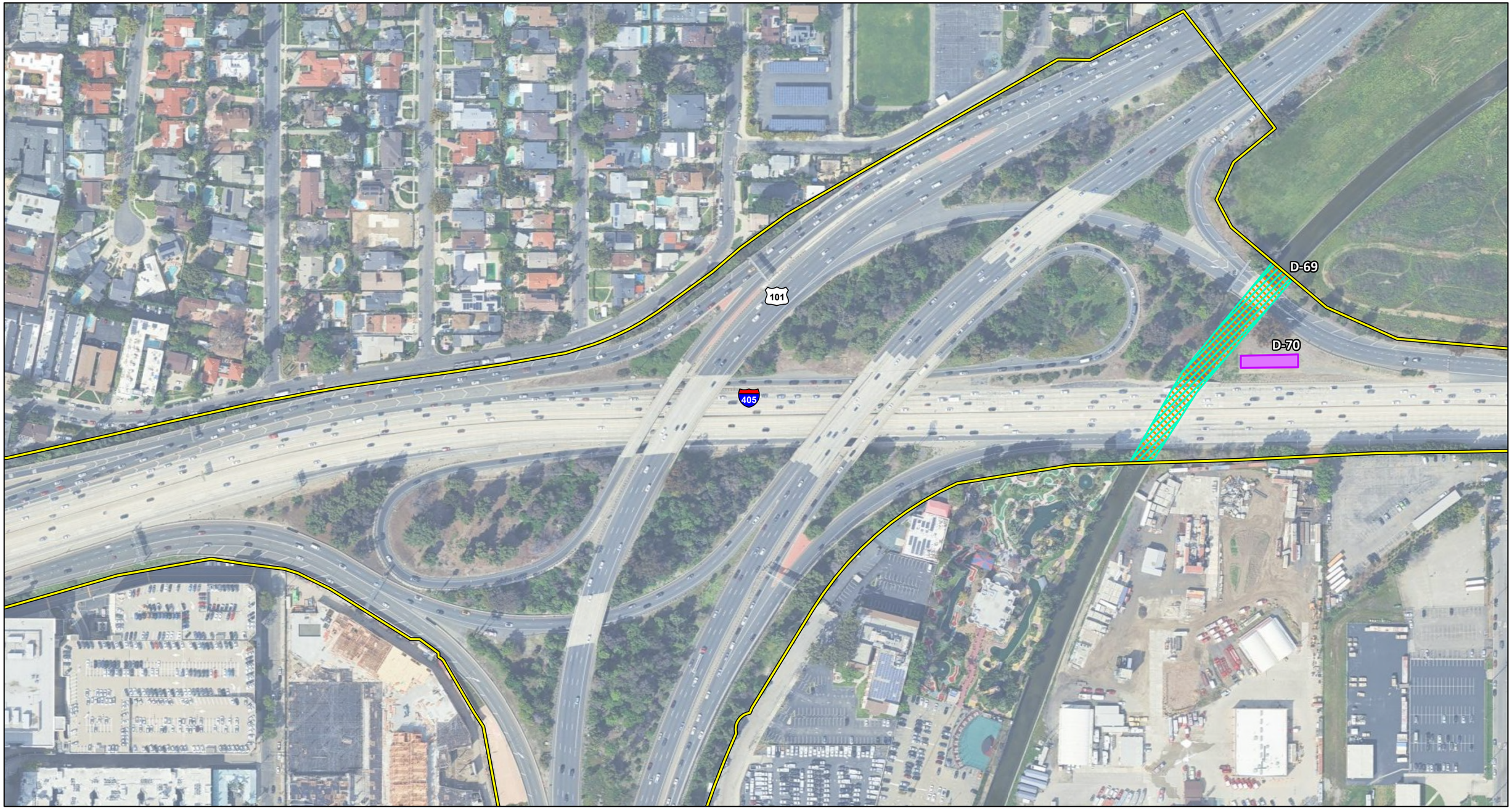

Project Impact Area
City Boundary
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Proposed Bridge Structures

Jurisdiction
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0 100 200
FEET

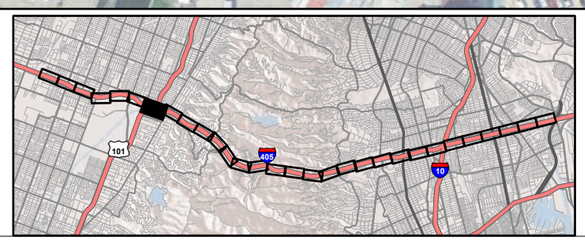

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Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
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Project Impact Area
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0 100 200
FEET

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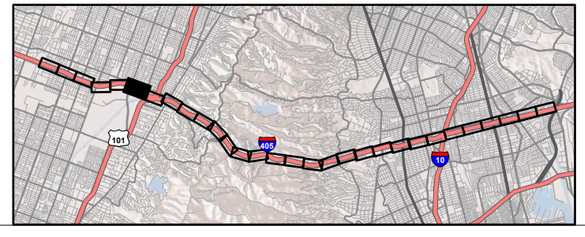

Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

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EA No. 07-354330
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Project Impact Area
City Boundary
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0 100 200
FEET

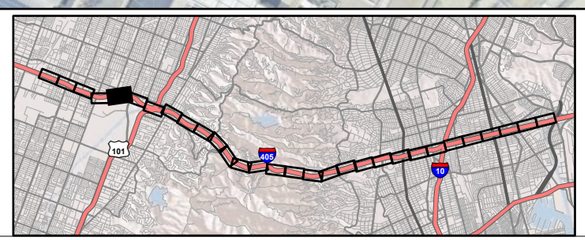

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Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
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Project Impact Area
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0 100 200
FEET

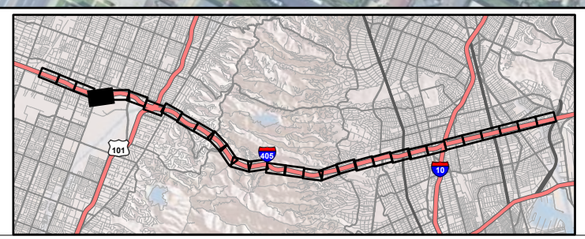

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Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
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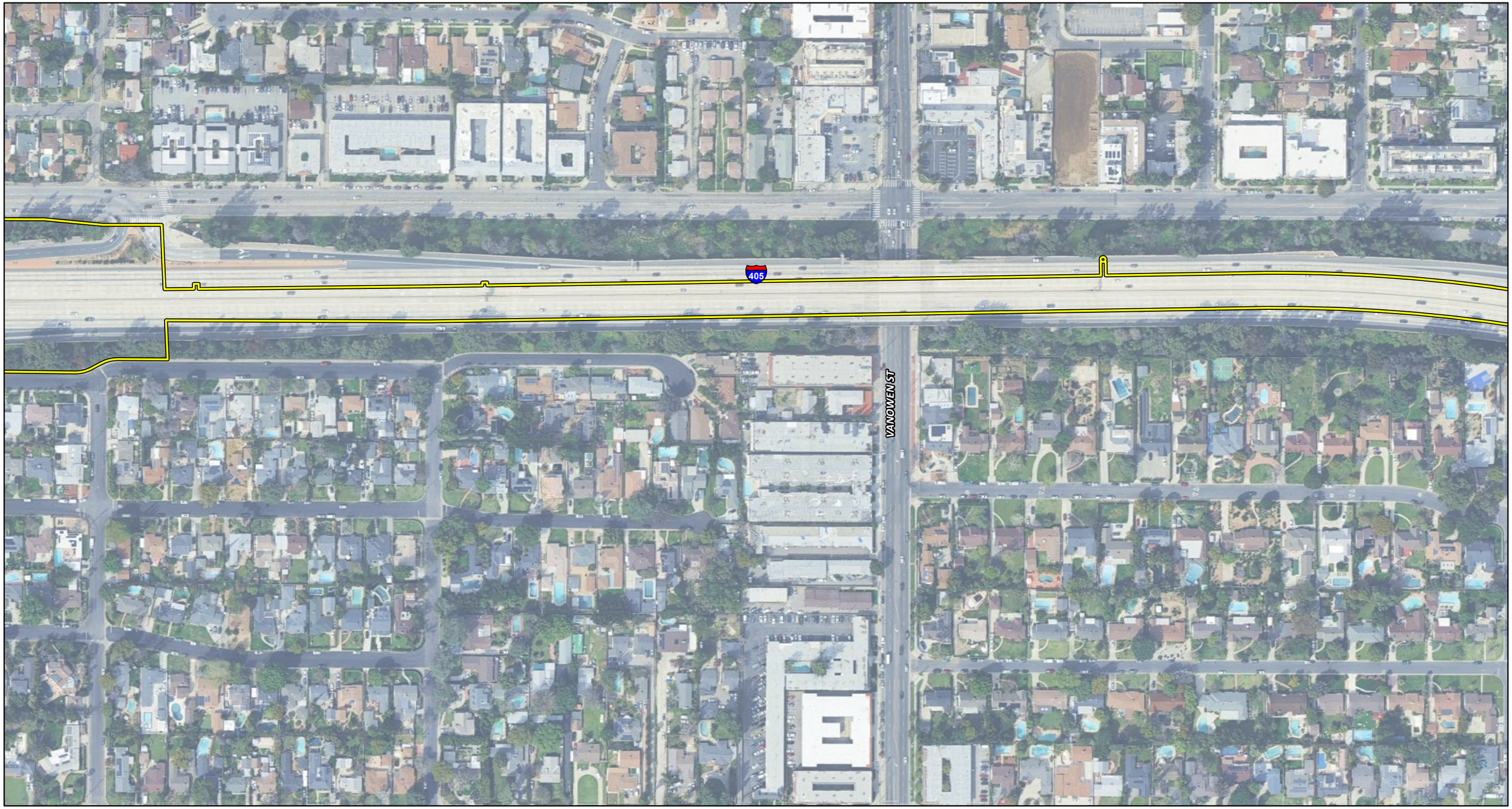

Project Impact Area
City Boundary
Permanent Impact Area
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Jurisdiction
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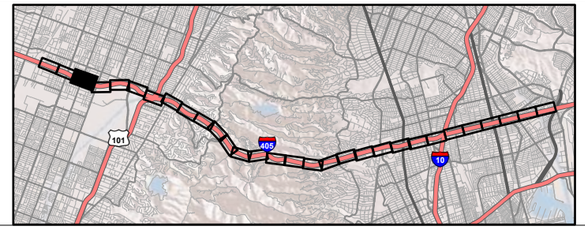

Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
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Project Impact Area
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FEET

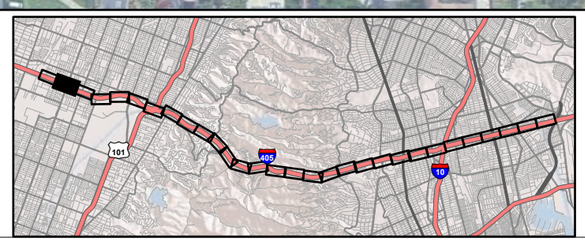

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Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
EA No. 07-354330
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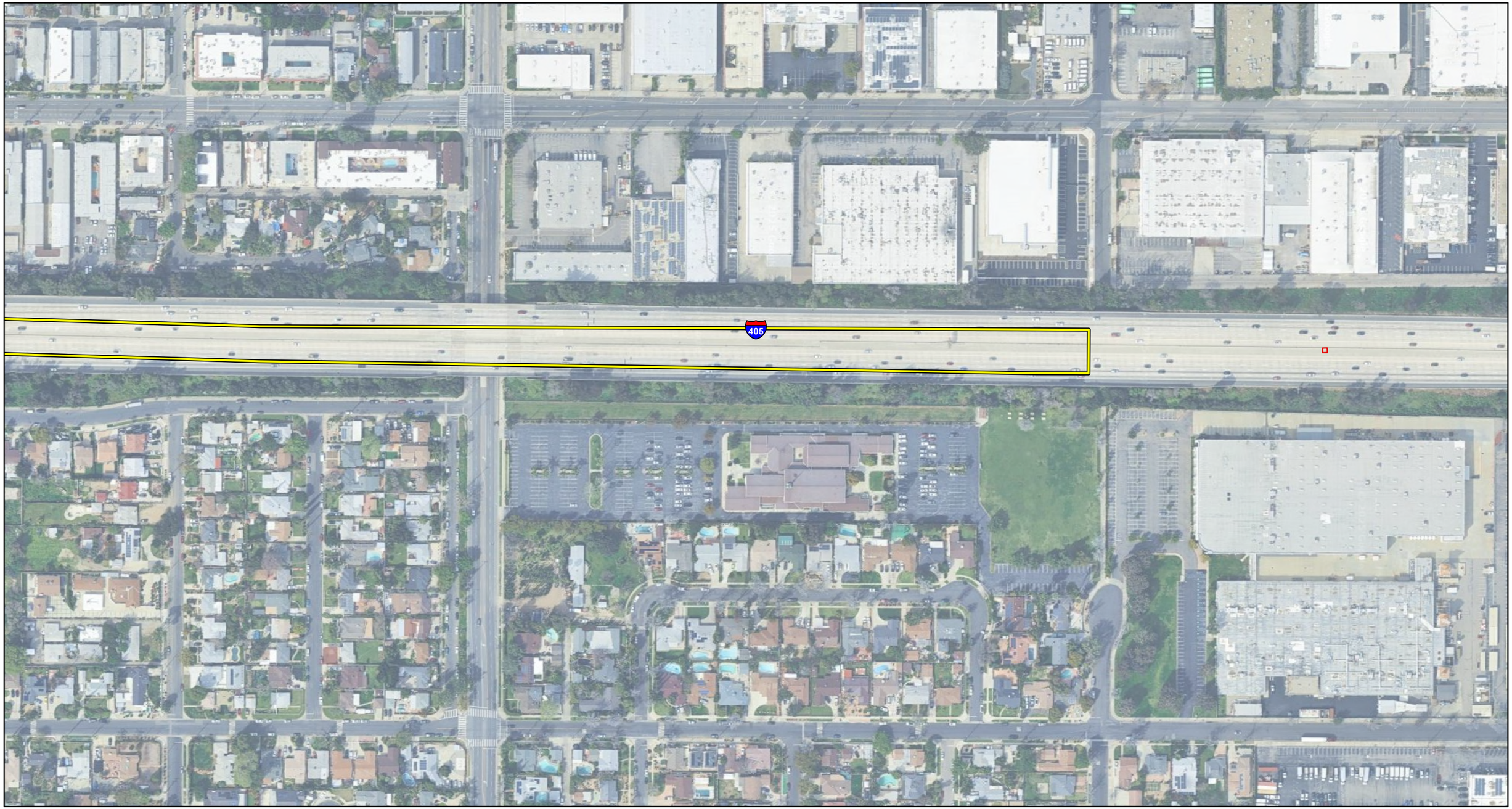

Project Impact Area
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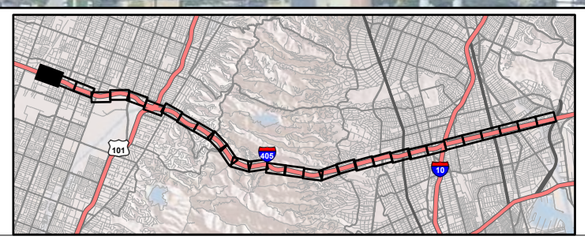

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Fig 3.18-3
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I-405 Sepulveda Pass ExpressLanes Project
Impacts to Jurisdictional Features, Alternative 5
07-LA-405 PM 28.4/41.4
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3.19 Plant Species

3.19.1 Regulatory Setting

The United States Fish and Wildlife Service (USFWS) has regulatory responsibility for the protection of federally listed special-status plant species. “Special-status” species are selected for protection because they are rare and/or subject to population and habitat declines. Special-status is a general term for species that are provided varying levels of regulatory protection. The highest level of protection is given to threatened and endangered species; these are species that are formally listed or proposed for listing as endangered or threatened under the Federal Endangered Species Act (FESA).

At the state level, the California Department of Fish and Wildlife (CDFW) has regulatory responsibility for special-status plant species protected by the California Endangered Species Act (CESA).

The Project is not anticipated to impact any species listed or proposed for listing as threatened or endangered plant species as discussed in Section 3.21.

This section of the document discusses all other special-status plant species, including USFWS candidate species, CDFW species of special concern, and California Native Plant Society (CNPS) rare plants.

3.19.2 Affected Environment

The information in this section is based on the *Natural Environment Study* (February 2024) prepared for the Project.

A literature review and records search were conducted to identify the existence or potential occurrence of sensitive or special-status plant species located within or in the vicinity of the Biological Study Area (BSA). The results of the literature review indicated 52 special-status plant species as potentially occurring in the BSA.

Of the 52 special-status plant species, 13 are federal and/or State-listed as endangered or threatened species: marsh sandwort (*Arenaria paludicola*), Braunton’s milk-vetch (*Astragalus brauntonii*), Ventura Marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*), coastal dunes milk-vetch (*Astragalus tener* var. *titi*), Nevin’s barberry (*Berberis nevinii*), salt marsh bird’s-beak (*Chloropyron maritimum* spp. *maritimum),* San Fernando Valley spineflower (*Chorizanthe parryi* var. *ildlifea*), slender-horned spineflower (*Dodecahema leptoceras*), Santa Monica dudleya (*Dudleya ildli* ssp. *ovatifolia*), San Diego button-celery (*Eryngium aristulatum* var. *parishii*), Gambel’s watercress (*Nasturtium (Rorippa) gambelii*), spreading navarretia (*Navarretia fossalis*), and California Orcutt grass (*Orcuttia californica*). Species listed or proposed for listing as threatened or endangered are discussed in Section 3.21. The remaining 39 special-status plant species identified in the records search as potentially occurring in or near the vicinity of the BSA are:

- Coulter’s saltbush (*Atriplex coulteri*)
- South coast saltscale (*Atriplex pacifica*)
- Parish's brittlescale (*Atriplex parishii*)
- Davidson’s saltscale (*Atriplex serenana* var. *davidsonii*)

- Slender mariposa lily (*Calochortus clavatus* var. *gracilis*)
- Lucky morning-glory (*Calystegia felix*)
- Lewis' evening-primrose (*Camissoniopsis lewisii*)
- Southern tarplant (*Centromadia parryi* ssp*. australis*)
- Orcutt's pincushion (*Chaenactis glabriuscula* var. *orcuttiana*)
- Coastal goosefoot (*Chenopodium littoreum)*
- Santa Susana tarplant (*Deinandra minthornii*)
- Beach spectaclepod (*Dithyrea maritima*)
- Blochman’s dudleya (*Dudleya blochmaniae* ssp*. blochmaniae*)
- San Gabriel Mountains dudleya (*Dudleya densiflora*)
- Many-stemmed dudleya (*Dudleya multicaulis*)
- Island wallflower (*Erysimum insulare*)
- Los Angeles sunflower (*Helianthus nuttallii* ssp. *Parishii*)
- Vernal barley (*Hordeum intercedens*)
- Mesa horkelia (*Horkelia cuneata* ssp. *puberula*)
- California satintail (*Imperata brevifolia*)
- Coulter’s goldfields (*Lasthenia glabrata* ssp. *coulteri*)
- Payne's bush lupine (*Lupinus paynei*)
- Davidson's bush-mallow (*Malacothamnus davidsonii*)
- White-veined monardella (*Monardella hypoleuca* ssp. *hypoleuca*)
- Mud nama (*Nama stenocarpum*)
- Prostrate vernal pool navarretia (*Navarretia prostrata*)
- Piute Mountains navarretia (*Navarretia setiloba*)
- Sonoran maiden fern (*Pelazoneuron puberulum* var*. sonorense*)
- South coast branching phacelia (*Phacelia ramosissima* var. *austrolitoralis*)
- Brand's star phacelia (*Phacelia stellaris*)
- Ballona cinquefoil (*Potentilla multijuga*)
- White rabbit-tobacco (*Pseudognaphalium leucocephalum*)
- Nuttall’s scrub oak (*Quercus dumosa*)
- Sanford's arrowhead (*Sagittaria sanfordii*)
- Chaparral ragwort (*Senecio aphanactis*)
- Salt spring checkerbloom (*Sidalcea neomexicana*)
- Western bristly scaleseed (*Spermolepis lateriflora*)

- San Bernardino aster (*Symphyotrichum defoliatum*)
- Greata's aster (*Symphyotrichum greatae*)

In addition to the literature review, reconnaissance-level field surveys were conducted on May 18–19, July 6, 2022, and April 25 and May 11, 2023, to characterize the general biological resources and to ascertain the presence or absence of special-status plant species and the likelihood of their occurrence in or near the BSA. Of the 39 listed above, only one special-status plant species, southern California black walnut (*Juglans californica*), was observed and 21 special-status plants were deemed a low probability as listed in Table 3.19.1 below. The remaining special-status plant species identified in the list either have a low probability of occurring or are not expected to occur within the BSA and are unlikely to be adversely affected by the activities related to the Build Alternatives. Native trees observed in the BSA include southern California black walnut, coast live oak *(Quercus agrifolia*), western sycamore (*Platanus racemosa*), Mexican elderberry (*Sambucus mexicana*), and arroyo willow (*Salix lasiolepis*). Nonnative trees include Mexican fan palm (*Washingtonian robusta*), Brazilian peppertree (*Schinus terebinthifolia*), and tree of heaven (*Ailanthus altissima*), among others. The BSA is situated within the city limits of Los Angeles, which makes provision to protect native trees such oaks (i.e., trees in the genus Quercus), sycamore, southern California black walnut, California bay (*Umbellularia californica*), Mexican elderberry, and toyon (*Heteromeles arbutifolia*).

A majority of the BSA consists of urban development and other disturbed sites adjacent to a busy freeway. Undeveloped areas within the BSA are a mix of natural vegetation communities located along the Santa Monica Mountains corridor. Other areas contain pockets of ornamental vegetation and ruderal areas along Interstate 405 (I-405) and surrounding residential and commercial developments that are affected by vehicular traffic, noise, and anthropogenic uses.

3.19.3 Environmental Consequences

The impacts described below are for plant species that are not listed or proposed listed threatened or endangered. Threatened and endangered species are discussed in Section 3.21 of this EIR/EIS.

3.19.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Alternative 2 would temporarily impact up to 0.14 acre of coast live oak woodland and forest, 0.39 acre of coastal sage /chaparral scrub ecotone, 0.002 acre of mixed mid-elevation chaparral, and 0.02 acre of mixed scrub. However, no special-status plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, special-status plant species are considered unlikely to occur in the BSA.

Alternative 3 would temporarily impact up to 0.18 acre of coast live oak woodland and forest, 0.43 acre of coastal sage/chaparral scrub ecotone, 0.05 acre of laurel sumac scrub, 0.21 acre of mixed mid-elevation chaparral, and 0.20 acre of mixed scrub. However, no special-status plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, special-status plant species are considered unlikely to occur in the BSA.

Table 3.19.1: Listed Plant Species Potentially Occurring or Known to Occur in and in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
PLANTS						
Arenaria paludicola	Marsh sandwort	US: FE CA: SE CNPS: 1B.1	Perennial stoloniferous herb. Marshes and swamps (brackish, freshwater) from 10 to 560 ft in elevation.	May–August	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Astragalus brauntonii	Braunton's milk-vetch	US: FE CA: – CNPS: 1B.1	Perennial herb. Recent burns or disturbed areas, usually sandstone with carbonate layers in chaparral, coastal sage scrub, and valley/foothill grassland from 15 to 2,100 ft in elevation.	January–August	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Astragalus pycnostachyus var. *lanosissimus*	Ventura marsh milk-vetch	US: FE CA: SE CNPS: 1B.1	Perennial herb. Coastal dunes, coastal scrub, and marshes and swamps (edges, coastal salt, brackish) from 5 and 115 ft in elevation.	August–October	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Astragalus tener var. *titi*	Coastal dunes milk-vetch	US: FE CA: SE CNPS: 1B.1	Annual herb. Often mesic or vernal mesic in sandy coastal bluff scrub, mesic coastal prairie, and coastal dunes from 5 and 165 ft in elevation.	March–May	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Atriplex coulteri	Coulter's saltbush	US: – CA: – CNPS: 1B.2	Perennial herb. Occurs in coastal bluff scrub, coastal dunes, coastal scrub, and valley and foothill grasslands, usually on ocean bluffs and ridge tops in alkaline or clay soils. From 10 to 1,510 ft in elevation.	March–October	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Atriplex pacifica	South coast saltscale	US: – CA: – CNPS: 1B.2	Annual herb. Found in alkaline soils in coastal scrub, coastal dunes, coastal playas, and coastal bluff scrub habitats below 460 ft in elevation.	March–October	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Atriplex parishii	Parish's brittlescale	US: – CA: – CNPS: 1B.1	Annual herb. Found in alkaline soils within chenopod scrub, playas, and vernal pools between 80 and 6,160 ft in elevation.	June–October	HA	**Not expected to occur**. No suitable habitat is present within the BSA.
Atriplex serenana var. *davidsonii*	Davidson's saltscale	US: – CA: – CNPS: 1B.2	Annual herb. Alkaline soils in scrub and herbaceous communities from 30 to 1,500 ft in elevation	April–October	HA	**Not expected to occur**. No suitable habitat is present within the BSA.

Table 3.19.1: Listed Plant Species Potentially Occurring or Known to Occur in and in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Berberis nevinii	Nevin's barberry	US: FE CA: SE CNPS: 1B.2	Perennial evergreen shrub. Occurs in chaparral, cismontane woodland, coastal scrub, and riparian scrub, usually in gravelly and sandy areas. From 230 to 2,705 ft in elevation.	March–June	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Calochortus clavatus var. *gracilis*	Slender mariposa lily	US: – CA: – CNPS: 1B.2	Perennial bulbiferous herb. Found in chaparral, cismontane woodland, coastal scrub, and valley and foothill woodland habitats between 1,050 and 3,280 ft in elevation.	March–June	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Calystegia felix	Lucky morning-glory	US: – CA: – CNPS: 1B.1	Annual rhizomatous herb. Occurs in alluvial riparian scrubs, meadows and seeps from 100 to 705 ft in elevation.	March–September	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Camissoniopsis lewisii	Lewis' evening-primrose	US: – CA: – CNPS: 3	Annual herb. Sandy or clay areas in coastal scrub, grassland, and woodland habitats below 1,000 ft in elevation.	March–June	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Centromadia parryi ssp. *australis*	Southern tarplant	US: – CA: – CNPS: 1B.1	Annual herb. Occurs in vernal pools, margins of marshes and swamps, and vernally mesic valley and foothill grasslands, sometimes with saltgrass on alkaline soils. Up to 1,400 ft in elevation.	May–November	HA	**Not expected to occur**. No suitable habitat is present within the BSA.
Chaenactis glabriuscula var. *orcuttiana*	Orcutt's pincushion	US: – CA: – CNPS: 1B.1	Annual herb. Coastal bluff scrub and coastal dunes from 0 to 330 ft in elevation.	January–August	HA	**Not expected to occur**. No suitable habitat is present within the BSA. The BSA is outside the known elevation range of this species.
Chenopodium littoreum	Coastal goosefoot	US: – CA: – CNPS: 1B.2	Annual herb. Coastal dunes from 35 to 100 ft in elevation.	April–August	HA	**Not expected to occur**. No suitable habitat is present within the BSA. The BSA is outside the known elevation range of this species.
Chloropyron maritimum spp. *maritimum*	Salt marsh bird's-beak	US: FE CA: SE CNPS: 1B.2	Annual herb. Coastal dunes and salt marshes from 0 to 100 ft in elevation.	May–October	HA	**Not expected to occur**. No suitable habitat is present within the BSA.

Table 3.19.1: Listed Plant Species Potentially Occurring or Known to Occur in and in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Chorizanthe parryi var. *fernandina*	San Fernando Valley spineflower	US: – CA: SE CNPS: 1B.1	Annual herb. Coastal scrub and valley and foothill grassland habitats on sandy soils up from 490 to 4,005 ft in elevation.	April–July	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Deinandra minthornii	Santa Susana tarplant	US: – CA: – CNPS: 1B.2	Perennial deciduous shrub. Chaparral and coastal scrub from 920 to 2,495 ft in elevation.	April–November	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Dithyrea maritima	Beach spectaclepod	US: – CA: – CNPS: 1B.1	Perennial rhizomatous herb. Coastal dunes and coastal scrub habitats from 10 to 165 ft in elevation.	March–May	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Dodecahema leptoceras	Slender-horned spineflower	US: FE CA: SE CNPS: 1B.1	Annual herb. In the Vail Lake area, occurs in gravel soils of Temecula arkose deposits in openings in chamise chaparral. In other areas, occurs in sandy cobbly riverbed alluvium in alluvial fan sage scrub (usually late seral stage), on floodplain terraces and benches that receive infrequent overbank deposits from generally large washes or rivers, where it is most often found in shallow silty depressions dominated by leather spineflower (*Lastarriaea coriacea*) and other native annual species, and is often associated with cryptogamic soil crusts composed of bryophytes, algae, and/or lichens. Occurs at 600 to 2,500 ft in elevation.	April–June	HA	**Not expected to occur**. No suitable habitat is present within the BSA. Suitable soils do not occur within the BSA.
Dudleya blochmaniae ssp. *blochmaniae*	Blochman's dudleya	US: – CA: – CNPS: 1B.1	Perennial herb. Occurs in coastal bluff, chaparral, coastal scrub, and valley and foothill habitats on clay and serpentine soils up to 4,500 ft in elevation.	April–June	HA	**Not expected to occur**. No suitable soils for this species is present in the BSA.
Dudleya cymosa ssp. *ovatifolia*	Santa Monica dudleya	US: FT CA: – CNPS: 1B.1	Perennial herb. Occurs in chaparral and coastal scrub from 490 to 5,495 ft in elevation.	March–June	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.

Table 3.19.1: Listed Plant Species Potentially Occurring or Known to Occur in and in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Dudleya densiflora	San Gabriel Mountains dudleya	US: – CA: – CNPS: 1B.1	Perennial herb. Occurs in chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, riparian woodland on cliffs and canyon walls from 800 to 2,000 ft in elevation.	March–July	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Dudleya multicaulis	Many-stemmed dudleya	US: – CA: – CNPS: 1B.2	Perennial herb. Occurs in chaparral, coastal scrub, and valley and foothill grasslands, usually in heavy, often clay soils. From 45 to 2,370 ft in elevation.	April–July	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Eryngium aristulatum var. *parishii*	San Diego button-celery	US: FE CA: SE CNPS: 1B.1	Annual/perennial herb. Occurs in coastal scrub, vernal pools, and valley/foothill grassland from 65 to 2,035 ft in elevation.	April–June	HA	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Erysimum insulare	Island wallflower	US: – CA: – CNPS: 1B.3	Perennial herb. Coastal bluff scrub and coastal dunes from 0 to 985 ft in elevation.	March–July	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Helianthus nuttallii ssp. *parishii*	Los Angeles sunflower	US: – CA: – CNPS: 1A	Perennial herb. Marshes and swamps (coastal salt and freshwater) at 30 to 1,600 ft in elevation.	August–October	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Hordeum intercedens	Vernal barley	US: – CA: – CNPS: 3.2	Annual herb. Coastal dunes, coastal scrub valley/foothill grassland (depressions, saline flats), and vernal pools from 15 to 3,280 ft in elevation.	March–June	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Horkelia cuneata ssp. *puberula*	Mesa horkelia	US: – CA: – CNPS: 1B.1	Perennial herb. Sandy or gravelly soils in chaparral, or rarely in cismontane woodland or coastal scrub habitats from 200 to 2,700 ft in elevation.	February–July (sometimes to September)	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Imperata brevifolia	California satintail	US: – CA: – CNPS: 2B.2	Perennial rhizomatous herb. Chaparral, coastal scrub, Mojavean desert scrub, riparian scrub, meadows and seeps from 0 to 3,985 ft in elevation.	September–May	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Lasthenia glabrata ssp. *coulteri*	Coulter's goldfields	US: – CA: – CNPS: 1B.1	Annual herb. Vernal pools and alkaline soils in marshes, playas, and similar habitats below 4,000 ft in elevation.	February–June	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.

Table 3.19.1: Listed Plant Species Potentially Occurring or Known to Occur in and in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Lupinus paynei	Payne's bush lupine	US: – CA: – CNPS: 1B.1	Perennial shrub. Occurs in coastal scrub, riparian scrub, and valley/foothill grassland from 720 to 1,380 ft in elevation.	March–April	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Malacothamnus davidsonii	Davidson's bush-mallow	US: – CA: – CNPS: 1B.2	Perennial deciduous shrub. Occurs in coastal scrub, chaparral, cismontane woodland, and riparian woodland habitats from 605 to 3,740 ft in elevation.	June–January	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Monardella hypoleuca ssp. *hypoleuca*	White-veined monardella	US: – CA: – CNPS: 1B.3	Perennial herb. Occurs in chaparral and cismontane woodland from 165 to 5,005 ft in elevation.	May–August	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Nama stenocarpum	Mud nama	US: – CA: – CNPS: 2B.2	Annual to perennial herb. Occurs in marshes and swamps and along lake margins and riverbanks. From 15 to 1,640 ft in elevation.	January–July	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Nasturtium (Rorippa) gambelii	Gambel's watercress	US: FE CA: ST CNPS: 1B.1	Perennial rhizomatous herb. Marshes from 20 to 1,100 ft in elevation.	April–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Navarretia fossalis	Spreading navarretia	US: FT CA: – CNPS: 1B.1	Annual herb. Chenopod scrub, marshes and swamps (shallow freshwater), playas, and vernal pools from 100 to 2,150 ft in elevation.	April–June	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Navarretia prostrata	Prostrate vernal pool navarretia	US: – CA: – CNPS: 1B.1	Annual herb. Vernal pools, usually alkaline, from 50 to 4,000 ft in elevation.	April–July	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Navarretia setiloba	Piute Mountains navarretia	US: – CA: – CNPS: 1B.1	Annual herb. Cismontane woodland, pinyon and juniper woodland, and valley/foothill grassland from 935 to 6,890 ft in elevation.	April–June	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Orcuttia californica	California Orcutt grass	US: FE CA: SE CNPS: 1B.1	Annual grass. Vernal pools from 50 to 2,200 ft in elevation.	April–August	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Pelazoneuron puberulum var. *sonorense*	Sonoran maiden fern	US: – CA: – CNPS: 2B.2	Perennial rhizomatous herb. Meadows and seeps from 165 to 2,000 ft in elevation.	January–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.

Table 3.19.1: Listed Plant Species Potentially Occurring or Known to Occur in and in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Phacelia ramosissima var. *austrolitoralis*	South coast branching phacelia	US: – CA: – CNPS: 3.2	Perennial herb. Occurs in chaparral, coastal dunes, coastal scrub, marshes and swamps from to 15 to 985 ft in elevation.	March–August	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Phacelia stellaris	Brand's star phacelia	US: – CA: – CNPS: 1B.1	Annual herb. Coastal dunes and coastal scrub from 5 to 1,310 ft in elevation.	March–June	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Potentilla multijuga	Ballona cinquefoil	US: – CA: – CNPS: 1A	Perennial herb. Meadows and seeps (brackish) below 5 ft in elevation.	June–August	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Pseudognaphalium leucocephalum	White rabbit-tobacco	US: – CA: – CNPS: 2B.2	Perennial herb. Occurs in chaparral, cismontane woodland, coastal scrub, and riparian woodland on sandy and gravelly soils below 7,000 ft in elevation.	August–November (July–December)[1]	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Quercus dumosa	Nuttall's scrub oak	US: – CA: – CNPS: 1B.1	Perennial evergreen shrub. Occurs in closed-cone coniferous forest, chaparral, and coastal scrub in sandy, clay loam soils. From 45 to 1,200 ft in elevation.	February–April	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Sagittaria sanfordii	Sanford's arrowhead	US: – CA: – CNPS: 1B.2	Perennial emergent herb. Marshes and swamps below 2,100 ft in elevation. Occurs in standing or slow-moving fresh water (ponds, marshes, and ditches).	May–October	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Senecio aphanactis	Chaparral ragwort	US: – CA: – CNPS: 2B.2	Annual herb. Openings (especially alkaline flats) in cismontane woodland, coastal sage scrub, and chaparral at 50 to 2,600 ft in elevation.	January–April	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Sidalcea neomexicana	Salt spring checkerbloom	US: – CA: – CNPS: 2B.2	Perennial herb. Alkaline springs and brackish marshes below 5,000 ft in elevation.	March–June	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Spermolepis lateriflora	Western bristly scaleseed	US: – CA: – CNPS: 2A	Annual herb. Occurs in Sonoran desert scrub from 1,200 to 2,200 ft in elevation.	March–April	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.

Table 3.19.1: Listed Plant Species Potentially Occurring or Known to Occur in and in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Symphyotrichum defoliatum	San Bernardino aster	US: – CA: – CNPS: 1B.2	Perennial rhizomatous herb. Vernally wet sites (such as ditches, streams, and springs) in many plant communities below 6,700 ft in elevation.	July–November	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Symphyotrichum greatae	Greata's aster	US: – CA: – CNPS: 1B.3	Perennial rhizomatous herb. Broadleafed woodland from 985 to 6,595 ft in elevation.	June–October	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.

Source: *Natural Environment Study* (January 2024).

Status:
Federal
- FE = Federally Endangered
- PE = Proposed Endangered
- FT = Federally Threatened
- FC = Federal Candidate for Listing

State
- SE = State Endangered
- SCE = Candidate Endangered
- ST= State Threatened
- SCT = Candidate Threatened

BSA = Biological Study Area
ft = foot/feet

CNPS = California Native Plant Society
CNPS California Rare Plant Ranking (CRPR) Designations:
- 1A = Plants presumed extinct in California
- 1B = Plants rare and endangered in California and throughout their range
- 2 = Plants rare, threatened, or endangered in California but more common elsewhere in their range
- 3 = Plants needing more information (a review list)
- 4 = Plants of limited distribution (a watch list) – not included in this list

CNPS CRPR Threat Codes:
- 0.1 = Seriously endangered in California
- 0.2 = Fairly endangered in California
- 0.3 = Not very endangered in California

Habitat Present/Absent:
HA = habitat absent
HP = habitat present

Alternative 5 would temporarily impact up to 0.18 acre coast live oak woodland and forest, 0.44 acre of coastal sage/chaparral scrub ecotone, 0.05 acre of laurel sumac scrub, 0.21 acre of mixed mid-elevation chaparral, and 0.20 acre of mixed scrub. However, no special-status plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, special-status plant species are considered unlikely to occur in the BSA.

No southern California black walnut would be temporarily affected under the Build Alternatives. Coast live oak trees would be temporarily affected under the Build Alternatives through tree trimming or where temporary ground disturbance would occur.

Temporary indirect impacts during construction activities associated with the Build Alternatives may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. These impacts would not be new to the BSA but would temporarily increase the level of indirect disturbance near these habitats during construction activities associated with the Build Alternatives. As a result, construction of the Build Alternatives is not anticipated to result in temporary substantial adverse effects on special-status plant species during construction.

Special-status species do not appear to occur in the BSA, and the Build Alternatives would not result in temporary impacts to special-status plant species. The Build Alternatives would temporarily impact marginally suitable habitat for special-status plant species, but they are not likely to result in temporary adverse effects to individuals. To address potential temporary impacts to suitable habitat for special-status species, Measures PS-1 and PS-2 would be implemented as described further under Section 3.19.4, which requires pre-construction surveys to confirm the absence of sensitive botanical resources within work areas and avoidance of special-status plant species through installation of exclusionary fencing. In addition, Project Features PF-NC-1 through PF-NC-3 (Section 3.17.3) and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 (Section 3.17.4), would also protect plant and tree species.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in any temporary adverse effects related to special-status plant species or tree species.

3.19.3.2 Permanent Impacts

Build Alternatives (Alternative 2)

Alternative 2 would permanently impact up 0.19 acre of coast live oak woodland and forest, 0.69 acre of coastal sage/chaparral scrub ecotone, and 0.15 acre of mixed scrub. However, no special-status plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, special-status plant species are considered unlikely to occur in the BSA. To address potential permanent impacts to suitable habitat for special-status species, Measures PS-1 and PS-2 would be implemented which require pre-construction surveys to confirm the absence of sensitive botanical resources within work areas and avoidance of special-status plant species through installation of exclusionary fencing. If impacts to special-status plant species cannot be avoided, MM PS-3 would be implemented to compensate for permanent impacts to special-status plant species that cannot be avoided.

No southern California black walnut would be permanently affected. Coast live oak trees would be permanently affected under Alternative 2 through potential tree removal. Existing trees that are not in areas of removal would be protected in place by the implementation of Project Feature PF-NC-1. Mature trees removed within Caltrans right-of-way would be replaced at a 1:1 ratio. Oak trees and other protected native tree species removed within or outside Caltrans right-of-way would be replaced at a 3:1 ratio (i.e., three trees planted for each one removed) in accordance with implementation of Measure NC-5 in Section 3.17, Natural Communities. Replacement trees would consist of, at a minimum, 10- or 15-gallon container plants or container ("boxed") trees depending on the tree species to be removed. When trimming trees, no more than 25 percent of the tree canopy should be trimmed.

Build Alternatives (Alternative 3)

Alternative 3 would permanently impact up to 0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 2.10 acres of coast live oak woodland and forest, 0.0004 acre of coast live oak woodland/ornamental, 3.40 acres of coastal sage/chaparral scrub ecotone, 0.15 acre of laurel sumac scrub, 0.70 acre of mixed mid-elevation chaparral, 5.74 acres of mixed scrub, 0.02 acre mulefat scrub, and 0.0005 acre of sycamore woodland. However, no special-status plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, special-status plant species are considered unlikely to occur in the BSA. To address potential permanent impacts to suitable habitat for special-status species, Measures PS-1 and PS-2 would be implemented which require pre-construction surveys to confirm the absence of sensitive botanical resources within work areas and avoidance of special-status plant species through installation of exclusionary fencing. If impacts to special-status plant species cannot be avoided, MM-PS-3 would be implemented to compensate for permanent impacts to special-status plant species that cannot be avoided.

No southern California black walnut would be permanently affected. Coast live oak and sycamore trees would be permanently affected under Alternative 3 through potential tree removal. Existing trees that are not in areas of removal would be protected in place by the implementation of Project Feature PF-NC-1. Mature trees removed within Caltrans right-of-way would be replaced at a 1:1 ratio. Oak trees and other protected native tree species removed within or outside Caltrans right-of-way would be replaced at a 3:1 ratio (i.e., three trees planted for each one removed) in accordance with implementation of Measure NC-5 in Section 3.17, Natural Communities. Replacement trees would consist of, at a minimum, 10- or 15-gallon container plants or container ("boxed") trees depending on the tree species to be removed. When trimming trees, no more than 25 percent of the tree canopy should be trimmed.

Build Alternatives (Alternative 5)

Alternative 5 would permanently impact up to 0.001 acre California buckwheat scrub, 0.00004 acre California buckwheat scrub/annual grassland ecotone, 2.10 acres of coast live oak woodland and forest, 0.0004 acre of coast live oak woodland/ornamental, 3.37 acres of coastal sage/chaparral scrub ecotone, 0.15 acre of laurel sumac scrub, 0.69 acre of mixed mid-elevation chaparral, 5.77 acres of mixed scrub, 0.02 acre of mulefat scrub, and 0.0005 acre of sycamore woodland. However, no special-status plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, special-status plant species are considered unlikely to occur in the BSA. To address potential permanent impacts to suitable habitat for special-status species, Measures PS-1 and PS-2 would be implemented which require pre-construction surveys to confirm the absence of sensitive botanical resources within work areas and avoidance of special-status

plant species through installation of exclusionary fencing. If impacts to special-status plant species cannot be avoided, MM-PS-3 would be implemented to compensate for permanent impacts to special-status plant species that cannot be avoided. No southern California black walnut would be permanently affected. Coast live oak and sycamore trees would be permanently affected under Alternative 5 through potential tree removal. Existing trees that are not in areas of removal would be protected in place by the implementation of Project Feature PF-NC-1. Mature trees removed within Caltrans right-of-way would be replaced at a 1:1 ratio. Oak trees and other protected native tree species removed within or outside Caltrans right-of-way would be replaced at a 3:1 ratio (i.e., three trees planted for each one removed) in accordance with implementation of Measure NC-5 in Section 3.17, Natural Communities. Replacement trees would consist of, at a minimum, 10- or 15-gallon container plants or container ("boxed") trees depending on the tree species to be removed. When trimming trees, no more than 25 percent of the tree canopy should be trimmed.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in any permanent adverse effects related to special-status plant species or tree species.

3.19.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Features PF-NC-1 through PF-NC-3 (Section 3.17.3) to help address potential impacts. In addition, the following avoidance, minimization, and/or mitigation measures would be implemented to avoid, minimize, and/or compensate for temporary and permanent effects to special-status plant species and trees:

PS-1 **Pre-Construction Botanical Surveys.** A qualified biologist/botanist shall conduct pre-construction surveys to confirm the absence of sensitive botanical resources within the work areas. The pre-construction surveys shall take place during the appropriately-timed blooming period (February through July) prior to the commencement of work activities. They will be conducted regularly, including prior to initiation of final design, until the start of construction. If special-status plant species are observed within the work area (or areas potentially indirectly affected by Project activities as determined by the qualified biologist), Caltrans would consult with the United States Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW), as applicable, to determine whether any permits or authorizations are required, prior to conducting work that would affect the species.

PS-2 **Special-Status Plant Species Avoidance and Minimization Measure.** If special-status plant species can be avoided, exclusionary fencing shall be installed around the avoidance area by a qualified biologist/botanist. No ground-disturbing activities, including construction of new facilities, construction staging, or other temporary work areas shall take place within the exclusionary areas. If special-status plant species cannot be avoided, unavoidable impacts will be addressed through MM-PS-3.

MM-PS-3 **Compensatory Mitigation for Special-Status Plants.** Where avoidance of impacts on a special-status plant species is not feasible, impacts will be mitigated through the development of a project-specific Special-Status Plant

Species Mitigation Plan. If a plant listed under the FESA, CESA or unlisted special-status plant is found within the direct impact area, the Applicant will obtain authorization from the appropriate agency prior to impacts and prior to implementing measures specific to that species. Compensatory mitigation will be provided in accordance with resource agency requirements and/or one or more of the following methods:

a. The acquisition, protection, and in-perpetuity management of other existing plant species occurrences/populations at a minimum 1:1 conservation-to-impact ratio.

b. The salvage of seed and/or plant material for translocation and/or planting at suitable on-site location(s), with monitoring, and management requirements that ensure the translocated or seeded individuals are self-sustaining for a minimum of 5 years at a minimum 1:1 compensation-to-impact ratio.

c. The salvage of seed and/or plant material for translocation and/or planting at suitable off-site location(s), with long-term protections, monitoring, and management requirements that ensure the translocated or seeded individuals are self-sustaining for a minimum of 5 years at a minimum 1:1 compensation-to-impact ratio.

In addition to the measure described above for special-status plant species and trees, Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 in Section 3.17, Natural Communities, would also protect plant and tree species.

3.20 Animal Species

3.20.1 Regulatory Setting

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act (NEPA)
- Migratory Bird Treaty Act (MBTA)
- Fish and Wildlife Coordination Act

The U.S. Fish and Wildlife Service and NOAA Fisheries are responsible for implementing these laws.

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act (CEQA)
- Sections 1600–1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

The California Department of Fish and Wildlife are responsible for implementing these laws.

This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the Federal Endangered Species Act or the California Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in Section 3.21. All other special-status animal species are discussed here, including USFWS or NOAA Fisheries candidate species and California Department of Fish and Wildlife fully protected species and species of special concern.

3.20.2 Affected Environment

The information in this section is based on the *Natural Environment Study* (NES) (February 2024) prepared for the Project.

3.20.2.1 Literature Review, Records Search, and Field Visits

A literature review and records search were conducted to identify the presence or potential occurrence of sensitive or special-status animal species within or in the vicinity of the Biological Study Area (BSA). A species list was obtained from the California Natural Diversity Database (CNDDB) (CDFW 2023a); USFWS Information Planning and Conservation System in October 2023; National Oceanic and Atmospheric Administration (NOAA) and other published sources provided in Chapter 5. The special-status animal species list includes species occurring in a wide variety of habitat types. The determination of whether a given animal species could occur in the BSA was based on an evaluation of the regional and local geographic distribution of the species and the availability of suitable habitat in the BSA. All habitats in the BSA were evaluated to determine the potential for special-status species to be present.

The results of the literature review indicated 61 special-status animal species as potentially occurring in the BSA. The following 35 special-status animal species that are not federally

and/or State-listed as endangered or threatened, or candidate species were identified in the literature and records searches as potentially occurring in or near the BSA:

- Santa Monica shieldback katydid (*Aglaothorax longipennis*)
- Belkin's dune tabanid fly (*Brennania belkini*)
- Sandy beach tiger beetle (*Cicindela hirticollis gravida*)
- Globose dune beetle (*Coelus globosus)*
- Busck's gall moth (*Eugnosta busckana*)
- Lange's El Segundo dune weevil (*Onychobaris langei)*
- Wandering (=saltmarsh) skipper (*Panoquina errans)*
- Henne's eucosman moth (*Pelochrista hennei*)
- Dorothy's El Segundo Dune weevil (*Trigonoscuta dorothea*)
- Arroyo chub (*Gila orcuttii)*
- Santa Ana speckled dace (*Rhinichthys osculus* ssp.)
- Coast Range newt (*Taricha torosa torosa*)
- Southern California legless lizard (*Anniella stebbinsi*)
- California glossy snake (*Arizona elegans occidentalis*)
- Coastal whiptail (*Aspidoscelis tigris stejnegeri*)
- San Bernardino ringneck snake (*Diadophis punctatus modestus*)
- Coast horned lizard (*Phrynosoma blainvillii*)
- Two-striped gartersnake (*Thamnophis hammondii*)
- Cooper’s hawk (*Accipiter cooperii*)
- Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*)
- Pallid bat (*Antrozous pallidus*)
- Townsend’s big-eared bat (*Corynorhinus townsendii*)
- Spotted bat (*Euderma maculatum*)
- Western mastiff bat (*Eumops perotis californicus*)
- Silver-haired bat (*Lasionycteris noctivagans*)
- Hoary bat (*Lasiurus cinereus*)
- Western yellow bat (*Lasiurus xanthinus*)
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*)
- California leaf-nosed bat (*Macrotus californicus*)
- South coast marsh vole (*Microtus californicus stephensi*)
- San Diego desert woodrat (*Neotoma lepida intermedia*)

- Big free-tailed bat (*Nyctinomops macrotis*)
- Southern grasshopper mouse (*Onychomys torridus ramona*)
- Southern California saltmarsh shrew (*Sorex ornatus salicornicus*)
- American badger (*Taxidea taxus*)

Reconnaissance-level field surveys were conducted on May 18 and 19, and July 6, 2022, and April 25 and May 11, 2023, to characterize the general biological resources and to ascertain the presence or absence of special-status animal species and the likelihood of their occurrence in and near the BSA.

A daytime bat habitat suitability assessment for bats was conducted August 9, 11, and 19, 2021, to ascertain the potential for bat foraging and roosting activity within the BSA. Follow-up nighttime acoustic and emergence survey was conducted on August 19, 2021, at structures where large numbers of bats were identified during the daytime assessment. Potential foraging habitat was assessed throughout the BSA on the basis of vegetation composition, adjacent habitat, and accessibility. Potential roosting sites were identified through the examination of bridges and culvert structures for suitable crevices and roosting habitat. Large trees suitable for foliage-roosting species were noted, but roosting activity at these locations could not be confirmed due to the nature of this roosting behavior.

Based on the field surveys, it was determined that 17 of the 35 special-status animal species have the potential to occur and/or have potentially suitable habitat present within the BSA and are discussed below (refer to Table 3.20.2 later in this section).

Wildlife species identified in the BSA are characteristic of those found in developed areas in Southern California and include 15 bird species (a complete list of species observed is provided in Appendix C of the NES).

3.20.2.2 Southern California Legless Lizard

Southern California legless lizard is a California Species of Special Concern. Southern California legless lizard inhabits coastal dunes, sandy washes and alluvial fans where there is moist loose soil with sufficient plant cover and/or leaf litter.

No focused surveys were conducted for southern California legless lizard, and it was not observed in the BSA during the field surveys. Therefore, it is unknown whether this species currently occurs in the BSA. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present in the form of coastal sage scrub (CSS), chaparral, and riparian areas. There are 14 documented occurrences of this species within 5 miles of the BSA, and none are within the BSA.

3.20.2.3 California Glossy Snake

California glossy snake is a California Species of Special Concern. California glossy snake is a generalist species reported from a range of scrub and grassland habitats, often with loose or sandy soils.

No focused surveys were conducted for California glossy snake, and it was not observed in the BSA during the field surveys. Therefore, it is unknown whether this species currently occurs in the BSA. The potential for this species was determined based on an evaluation of

the habitat present in the BSA, which identified that suitable habitat is present in the form of CSS, chaparral, and annual grassland areas. There are no documented occurrences of this species within 5 miles of the BSA, and none within the BSA. The nearest documented occurrence of this species is 10 miles from the BSA.

3.20.2.4 Coastal Whiptail

Coastal whiptail is a California Species of Special Concern. Coastal whiptail inhabits a wide variety of habitats, including CSS, sparse grassland, and riparian woodland.

No focused surveys were conducted for coastal whiptail, and it was not observed in the BSA during the field surveys. Therefore, it is unknown whether this species currently occurs in the BSA. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present in the form of CSS, chaparral, and riparian areas. There is one documented occurrence of this species within 5 miles of the BSA, and none are within the BSA.

3.20.2.5 Coast Horned Lizard

Coast horned lizard is a California Species of Special Concern. Coast horned lizard inhabits a wide variety of habitats, including CSS, sparse grassland, and riparian woodland.

No focused surveys were conducted for coast horned lizard, and it was not observed in the BSA during the field surveys. Therefore, it is unknown whether this species currently occurs in the BSA. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present in the form of CSS, chaparral, and riparian areas. There are three documented occurrences of this species within 5 miles of the BSA, and none are within the BSA.

3.20.2.6 San Diego Black-Tailed Jackrabbit

San Diego black-tailed jackrabbit is a California Species of Special Concern. San Diego black-tailed jackrabbit occupies open habitats including grasslands, sage scrub, alluvial fan scrub, desert scrub, and juniper and oak woodlands.

No focused surveys were conducted for San Diego black-tailed jackrabbit, and it was not observed in the BSA during the field surveys. Therefore, it is unknown whether this species currently occurs in the BSA. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present in the form of CSS, chaparral, and woodland areas. There are no documented occurrences of this species within 5 miles of the BSA, and none are within the BSA. The nearest documented occurrence of this species is 7 miles from the BSA.

3.20.2.7 San Diego Desert Woodrat

San Diego desert woodrat is a California Species of Special Concern. San Diego desert woodrat inhabits desert scrub and CSS habitat, especially in association with cactus patches.

No focused surveys were conducted for San Diego desert woodrat, and it was not observed in the BSA during the field surveys. Therefore, it is unknown whether this species currently occurs in the BSA. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present in the form of CSS and chaparral areas. There are no documented occurrences of this species within 5

miles of the BSA and none are within the BSA. The nearest documented occurrence of this species is between 8 and 10 miles from the BSA.

3.20.2.8 American Badger

American badger is a California Species of Special Concern. American badger inhabits drier open stages of most shrub. Frequently reuse old burrows, although some may dig a new den each night, especially in summer

No focused surveys were conducted for American badger, and it was not observed in the BSA during the field surveys. Therefore, it is unknown whether this species currently occurs in the BSA. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present in the form of CSS, chaparral, and annual grassland areas. There are no documented occurrences of this species within 5 miles of the BSA and none are within the BSA. The nearest documented occurrence of this species is 10 miles from the BSA.

3.20.2.9 Nesting Migratory Birds

Based on literature review, records search, and field surveys, suitable habitat is present within the BSA for the following 2 special-status avian species that are not federally- and/or State-listed as endangered or threatened. These species are also protected under the MBTA (16 USC Sections 703–711) and under Sections 3503 and 3800 of the California Fish and Game Code.

- Cooper's hawk
- Southern California rufous-crowned sparrow

Suitable foraging and nesting habitat are present within the BSA for Cooper's hawk and Southern California rufous-crowned sparrow that support CSS, chaparral, and riparian habitats. Furthermore, Cooper's hawk may also use ornamental trees in proximity to urban development.

Migratory birds are protected under the MBTA. In addition, Sections 3503, 3503.5, and 3800 of the California Fish and Game Code prohibit the take, possession, or destruction of migratory birds, their nests, or their eggs.

3.20.2.10 Special-Status Bridge/Culvert and Crevice-Dwelling Animal Species

Based on literature review, records search, and field surveys, suitable roosting habitat is present within the BSA for the following special-status bridge/culvert and crevice-dwelling animal species that are not federally and/or State-listed as endangered or threatened:

- Pallid bat
- Townsend's big-eared bat
- Spotted bat
- Western mastiff bat
- Silver-haired bat
- Yuma myotis

- Hoary bat
- Western yellow bat

Daytime bat habitat assessment surveys were conducted on August 9, 11, and 19, 2021. The majority of the BSA consists of developed, urbanized areas along the I-405 shoulders and within adjacent private properties. Within these areas, foraging habitat for bats is present in the ornamental landscaping and along the drainages present throughout the BSA. In addition to providing foraging resources, mature ornamental trees within the BSA may also be used as day roosts by foliage-roosting species such as the hoary bat, which roosts in a variety of tree species. Western yellow bats may also roost within any of the palm trees (*Washingtonia* spp.) present throughout the BSA.

A total of 71 structures within the BSA were examined for the presence of structural features that may be used by day-roosting and/or night-roosting bats, and for the presence of bats or bat sign (e.g., guano or staining). Suitable day-roosting habitat was observed in 16 structures, suitable night roosting habitat was observed in 6 structures, and 15 structures contained no suitable roosting habitat at all. Twenty-six structures contained day-roosting habitat of marginal quality, two structures contained night-roosting habitat of marginal quality, and six structures contained suitable habitat but are likely unusable by bats due to extensive human disturbance at those locations. Night-roosting habitat was present along bridge girders and culvert walls at various structures throughout the BSA. Detailed results of the bat habitat assessment are provided in Table 3.20.1. Bat roosting was confirmed through the presence of bats and/or bat sign at two structures, and the presence of a maternity colony comprising Mexican free-tailed bats and Yuma myotis was confirmed at the I-405 Van Nuys Overhead Bridge.

Yuma myotis is a nonlisted special-status animal species, and Mexican free-tailed bat is a common animal species. Additional special-status bat species that have potential to roost within the BSA include those species identified as having habitat present in Table 3.20.2 below. This includes pallid bat, Townsend’s big-eared bat, spotted bat, western mastiff bat, silver-haired bat, hoary bat, and western yellow bat, as well as non-special-status bat species.

Various regulations afford protections to bats, which are classified as indigenous non-game mammal species regardless of their status under both CESA and FESA. These regulations include Title 14, Section 251.1 of the California Code of Regulations, which prohibits harassment (detailed in that section as an intentional act that disrupts an animal’s normal behavior patterns, including breeding, feeding, or sheltering) of non-game mammals (e.g., bats), and California Fish and Game Code Section 4150, which prohibits “take” or possession of all non-game mammals or parts thereof. Any activities resulting in bat mortality (e.g., the destruction of an occupied bat roost that results in the death of bats), disturbance that causes the loss of a maternity colony of bats (resulting in the death of young), or various modes of non-lethal pursuit or capture may be considered “take” as defined in Section 86 of the California Fish and Game Code by the CDFW.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
1	I-405 over Washington Boulevard Bridge 53-1260	Closed concrete box girder design	Wide joint near the bridge centerline and weep holes providing access to the bridge interior. However, low probability of roosting given its location over an active roadway, and minimal foraging habitat near structure.	Marginal day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
2	I-405 over Washington Place Bridge 53-1261	Closed concrete box girder design	Wide joint near the bridge centerline and weep holes providing access to the bridge interior. However, low probability of roosting given its location over an active roadway, and minimal foraging habitat near structure.	Marginal day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
3	I-405 over SR-187 Venice Boulevard Bridge 53-0701	Closed concrete box girder and tee-beam design	Wide joint near the bridge centerline and weep holes providing access to the bridge interior. Extensive homeless encampments; evidence of fires and other disturbance that would deter bats from roosting in this structure.	Roosting unlikely due to high degree of disturbance	None observed.	None
4	Palms Boulevard over I-405 Bridge 53-2981	Closed concrete box girder design with closure pour	No crevices suitable for roosting observed. Closure pour between eastbound and westbound lanes suitable for night roosting but use unlikely due to position over active freeway lanes as well as lack of adjacent foraging habitat.	Roosting unlikely due to high degree of disturbance	None observed.	None

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
5	Palms Boulevard over Sawtelle-Westwood Channel Bridge 53C-1274	Concrete slab design	No crevices suitable for roosting observed. Area beneath structure marginally suitable for night roosting. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Marginal night roosting (walls beneath bridge)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.
6	I-405 over Westwood Flood Control Channel Bridge 53-1267	Steel girder design	No crevices suitable for roosting observed. Area beneath structure along girders suitable for night roosting. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Night roosting (girders)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.
7	Sepulveda Boulevard over Westwood Flood Control Channel Bridge 53C-0279	Concrete slab design	No crevices suitable for roosting observed. Area beneath structure marginally suitable for night roosting. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Marginal night roosting (walls beneath bridge)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.
8	Sepulveda/Westwood Flood Control Channel Culvert beneath Queensland Street/Military Avenue N/A	Reinforced concrete culverts	Two large single-box culverts of unknown length; only first 500 ft examined. No crevices observed in sections examined; however, suitable day-roosting habitat is present along the walls of both culverts. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Day roosting (walls of culvert)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use. If nighttime work is proposed within 100 ft of this structure,

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
						avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.
9	Palms Boulevard over Sawtelle Channel Culvert	Reinforced Concrete Box Culvert	Large box culvert of unknown length; only first 500 ft examined. No crevices observed in sections examined; however, suitable day-roosting habitat is present along the walls of both culverts. Adjacent park may provide additional foraging habitat. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Day roosting (walls of culvert)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use. If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.
10	I-405 over National Boulevard Bridge 53-0703	Closed concrete box girder design	Wide joint near the bridge centerline and weep holes providing access to the bridge interior. However, low probability of roosting given its location over an active roadway, and minimal foraging habitat near structure.	Marginal day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
11	NB 405 to EB 10 over South Sepulveda Boulevard Bridge 53-1638G	Closed concrete box girder design	Weep holes providing access to the bridge interior.	Marginal day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
12	NB 405 to WB 10 Connector over I-405 and I-10, Sawtelle Bridge 53-1630G	Closed concrete box girder design	Multiple bridge joints/hinges suitable for use by day-roosting bats, including maternity colonies.	Day-roosting (hinges)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
13	SB 405 to WB I-10 over Sawtelle Boulevard Bridge 53-0704F	Closed concrete box girder design	Multiple bridge joints/hinges suitable for use by day-roosting bats, including maternity colonies.	Day-roosting (hinges)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
14	SB I-405-EB I-10 Connector over WB I-10-SB I-405, I-10, Sepulveda Bridge 53-1629F	Closed concrete box girder design	Multiple bridge joints/hinges suitable for use by day-roosting bats, including maternity colonies.	Day-roosting (hinges)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
15	EB I-10 to NB I-405 Flyover Bridge 53-1627	Closed concrete box girder design	Multiple bridge joints/hinges suitable for use by day-roosting bats, including maternity colonies.	Day-roosting (hinges)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
16	Route I-10, EB I-10-SB I-405 over Sawtelle Boulevard Bridge 53-0939	Closed concrete box girder design	No crevice habitat in E10-S405 over Sawtelle Boulevard; at I-10 bridge, wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June – August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
17	I-10 over Sepulveda Bridge 53-1623	Closed concrete box girder design	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
18	Route I-10 over I-405 Bridge 53-1628	Closed concrete box girder design	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
19	WB I-10 to SB I-405 Connector over Military Avenue	Closed concrete box girder design	Weep holes providing access to the bridge interior.	Marginal day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
20	WB I-10 to SB I-405 Connector flyover	Closed concrete box girder design	Multiple bridge joints/hinges suitable for use by day-roosting bats, including maternity colonies.	Day-roosting (hinges)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
21	I-10 over Military Avenue Bridge 53-1640	Closed concrete box girder design	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day-roosting (bridge interior	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
22	I-405 over UP RR, Pico Boulevard, Exposition Boulevard Bridge 53-0704	Closed concrete box girder design with steel beams over railroad	Wide joint near the bridge centerline and weep holes providing access to the bridge interior. Bridge joints/hinges suitable for use by day-roosting bats, including maternity colonies. Extensive homeless encampments; evidence of fires and other disturbance that would deter bats from roosting in this structure.	Roosting unlikely due to high degree of disturbance	None observed.	None

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
23	Metro/Railroad over Sawtelle Boulevard just north of Exposition Boulevard	Closed concrete box girder design	Weep holes providing access to the bridge interior. Extensive homeless encampments; evidence of fires and other disturbance that would deter bats from roosting in this structure.	Roosting unlikely due to high degree of disturbance	None observed.	None
24	I-405 over Olympic Boulevard Bridge 53-0706	Closed concrete box girder design with tee-beam widening on outside edges	Wide joint near the bridge centerline and weep holes providing access to the bridge interior. Extensive homeless encampments; evidence of fires and other disturbance that would deter bats from roosting in this structure.	Roosting unlikely due to high degree of disturbance	None observed.	None
25	I-405 over SR-2 Santa Monica Boulevard Bridge 53-0708	Closed concrete box girder design with tee-beam widening on outside edges	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginally suitable day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
26	I-405 over Ohio Avenue Bridge 53-1097	Closed concrete box girder design with concrete box beam widening on outside edges	Wide joint near the bridge centerline providing access to the bridge interior; multiple crevices in box beam sections on outside edges of bridge suitable for use by day-roosting bats.	Marginally suitable day-roosting (bridge interior and crevices)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
27	I-405 over Wilshire Boulevard Bridge 53-0710	Closed concrete box girder design with concrete I-beam widening on outside edges	Wide joint near the bridge centerline and weep holes providing access to the bridge interior; however, bridge is covered by bird exclusion netting.	None	N/A	None
28	I-405 NB Off Ramp Wilshire Boulevard Bridge 53-3092S	Concrete I-beam design	No crevices or day-roosting habitat features.	None	N/A	None
29	I-405 NB On Ramp Wilshire Boulevard Bridge 53-3093S	Concrete I-beam design	No crevices or day-roosting habitat features.	None	N/A	None
30	SB I-405 Off Ramp over Wilshire Boulevard Bridge 53-3050K	Steel girder design	No crevices or day-roosting habitat features.	None	N/A	None
31	NB I-405 On Ramp over Sepulveda Boulevard, Wilshire Boulevard Bridge 53-3021S	Closed concrete box girder design	Bridge joint/hinge suitable for use by day-roosting bats, including maternity colonies. Cemetery and park spaces provide adjacent foraging habitat.	Day roosting (crevices)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
32	EB Wilshire Off Ramp/ Sepulveda Undercrossing Bridge 53-3021K	Closed concrete box girder design	Weep holes providing access to bridge interior.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
33	I-405 over Constitution Avenue Bridge 53-0711	Concrete box beam or slab design	Multiple crevices beneath bridge but most of them are sealed or too tight for use by bats. However, at the western end of the bridge and along the tops of the abutments there are crevices suitable for use by day-roosting bats, including maternity colonies. Adjacent cemetery could provide foraging habitat.	Day roosting (crevices)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
34	I-405 over Montana Avenue Bridge 53-0712	Closed concrete box girder design	Wide joint near the bridge centerline and weep holes provide access to bridge interior. Lights present beneath bridge.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
35	Sepulveda Boulevard Undercrossing/Sunset Boulevard On Ramp Bridge 53-1042S	Closed concrete box girder design	Weep holes providing access to bridge interior.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
36	NB Sunset Boulevard Off Ramp Bridge 53-1041S	Steel girder design	No visible crevices or cavities suitable for use by bats.	None	N/A	None

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
37	Sunset Boulevard over I-405, North Sepulveda Boulevard Bridge 53-3054	Concrete I-beam	Over freeway; no visible crevices or cavities suitable for use by bats.	None	N/A	None
38	I-405 over Church Lane Bridge 53-0714	Closed concrete box girder design	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
39	I-405 over Getty Center Drive Bridge 53-0738	Closed concrete box girder design	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
40	I-405 over North Sepulveda Boulevard Bridge 53-0695	Closed concrete box girder design with concrete I-beam widening on outside edges	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
41	I-405 over Bel Air Crest Road North Bridge 53-1464	Closed concrete box girder design with concrete I-beam widening on outside edges	Wide joint near the bridge centerline and weep holes providing access to the bridge interior and weep holes; however, netting over joint and covers over weep holes prevent access by wildlife.	None	N/A	None
42	Culvert along Sepulveda Pass 34.116186, -118.481250	Concrete pipe culvert	Four ft diameter concrete pipe culvert with no crevices suitable for day roosting; however, suitable day-roosting habitat is present along the culvert walls. All day-roosting habitat inspected, and no evidence of maternity roosting. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Day roosting (walls of culvert)	Yes. Small amount of scattered, myotis-sized guano.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use. If nighttime work is proposed within 100 ft of this structure, avoid light overspill into this area to minimize potential impacts to foraging and night-roosting bats.
43	Skirball Center Drive over I-405 Bridge 53-3052	Concrete I-beam design	Over freeway; no visible crevices or cavities suitable for use by bats.	None observed	N/A	None
44	Mulholland Drive over I-405/ Mulholland Overcrossing Bridge 53-3053	Closed concrete box girder design with narrow closure pour	Over freeway; no visible crevices or cavities suitable for use by bats. Weep holes appear to be obstructed.	None observed	N/A	None

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Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
45	Sepulveda Boulevard Undercrossing Bridge 53-0740	Closed concrete box girder design with steel girder widening on outside edges	Wide joint near the bridge centerline and weep holes providing access to the bridge interior; however, netting across bridge prevents access by wildlife.	None observed	None observed.	None
46	I-405 Greenleaf Street Undercrossing Bridge 53-2973R	Closed concrete box girder design	Weep holes providing access to bridge interior.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
47	I-405 over Ventura Boulevard and NB I-405-N/S US-101 Connector over Ventura Boulevard Bridge 53-0741	Steel stringer (I-405 lanes) and concrete beam (connector lanes) design	No visible crevices suitable for use by bats.	None observed	N/A	None
48	NB US-101 to SB I-405 Connector Bridge 53-1146G	Closed concrete box girder	Over freeway; no visible crevices or cavities suitable for use by bats. Weep holes appear to be obstructed.	None observed	N/A	None
49	SB US-101 to NB I-405 Connector Bridge 53-1146F	Closed concrete box girder	Over freeway; no visible crevices or cavities suitable for use by bats. Weep holes appear to be obstructed.	None observed	N/A	None

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Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
50	US-101 SB over I-405 Bridge 53-1146L	Closed concrete box girder	Weep holes (possibly obstructed); longitudinal joint crevice near middle of structure; some crevices at abutments.	Marginally suitable day-roosting (longitudinal joint and bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
51	US-101 NB over I-405 Bridge 53-1146R	Closed concrete box girder	Longitudinal joint crevice near southern edge of structure; weep holes (possibly obstructed).	Marginally suitable day-roosting (longitudinal joint)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
52	US-101 NB over SB I-405-SB US-101 Connector Ramp Bridge 53-1147R	Closed concrete box girder	Weep holes providing access to bridge interior.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
53	US-101 Sepulveda Boulevard Undercrossing Bridge 53-1102L/R	Closed concrete box girder design with concrete I-beam widening on outside edges	Weep holes providing access to bridge interior.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
54	Sepulveda Boulevard over the Los Angeles River Bridge 53C-0269	Concrete tee-beam design	Suitable night roosting habitat along concrete girders and diaphragms beneath bridge. No crevices for day roosting. Palm tree at northwest abutment and adjacent culverts along channel may provide day-roosting habitat at this location. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Night roosting (girders) Day roosting (adjacent culverts along channel)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.
55	US-101 over Kester Avenue Bridge 53-1375	Closed concrete box girder	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
56	Kester Avenue over the Los Angeles River Bridge 53C-1216	Concrete tee-beam design	Suitable night roosting habitat along concrete girders and diaphragms beneath bridge. No crevices for day roosting. Adjacent culverts along channel may provide day-roosting habitat. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Night roosting (girders) Day roosting (adjacent culverts along channel)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.
57	SR-101 over Van Nuys Boulevard Bridge 53-1376	Steel girder design	Vertical crevices suitable for day-roosting bats present along abutment walls.	Marginal day-roosting (crevices)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
58	Van Nuys Boulevard over the Los Angeles River Bridge 53C-1353	Concrete slab design	Suitable night roosting habitat beneath bridge. Adjacent culverts along channel may provide day-roosting habitat. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Night roosting (bridge soffit) Day roosting (adjacent culverts along channel)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
59	I-405 over the Los Angeles River Bridge 53-1159	Steel girder design	No crevices suitable for roosting observed. Area beneath structure along girders suitable for night roosting. Adjacent culverts along channel may provide day-roosting habitat. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Night roosting (girders) Day roosting (adjacent culverts along channel)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.
60	SB I-405 to US-101 Connector over Los Angeles River Bridge 53-1160F	Steel girder design	No crevices suitable for roosting observed. Area beneath structure along girders suitable for night roosting. Adjacent culverts along channel may provide day-roosting habitat. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Night roosting (girders) Day roosting (adjacent culverts along channel)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.
61	US-101 Haskell Avenue Undercrossing Bridge 53-1103L/R	Concrete tee-beam design	Vertical crevices suitable for day-roosting bats present along abutment walls.	Marginal day-roosting (crevices)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
62	EB Burbank Boulevard over the Los Angeles River Bridge 53C-1109	Closed concrete box girder	Weep holes providing access to bridge interior. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Day-roosting (bridge interior)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
63	WB Burbank Boulevard over the Los Angeles River Bridge 53C-1047	Closed concrete box girder	Weep holes providing access to bridge interior. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Day-roosting (bridge interior)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
64	Burbank Boulevard over I-405 Bridge 53-1291	Closed concrete box girder	Wide joint near the bridge centerline and weep holes providing access to the bridge interior, and vertical crevices for day roosting in barrier rails. However, low probability of roosting given its location over an active freeway.	Very marginal day-roosting (bridge interior and barrier rail)	None observed.	None
65	Access Road beneath Burbank Boulevard	Concrete slab	No crevices or other features suitable for day roosting. High level of human disturbance that likely deters bats from roosting in this structure.	None observed	None observed	None

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Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
66	Burbank Boulevard over Haskell Creek Bridge 53C-1110	Reinforced concrete double-box culvert	No crevices suitable for day roosting; suitable day-roosting habitat along culvert walls but dense cobwebs along walls likely deter use.	Marginal day-roosting (along culvert walls)	None observed; however, the absence of guano is an unreliable indicator due to presence of water.	None
67	Van Nuys Overhead Bridge 53-1362	Closed concrete box girder design	Longitudinal crevices in closure pour.	Day-roosting (longitudinal crevice)	Yes; maternity colony.	**Yes**, if work occurs on or within 100 ft of structure, prepare a Bat Habitat Mitigation and Monitoring Plan (BHMMP).
68	Ramp/Connector I-405 over Haskell Avenue Bridge 53-1550K	Closed concrete box girder design	No crevices or other features suitable for day roosting.	None observed	N/A	None
69	Haskell Avenue/Orange Line Busway over Haskell Creek	Reinforced concrete pipe and concrete box culverts	90-inch diameter reinforced concrete pipe appears to be part of an extensive storm drain system. Proximity to high-quality foraging habitat increases the likelihood of occupancy by bats.	Day-roosting (sides of culverts) Night-roosting (sides of culverts)	Yes; guano inside culvert.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use. If nighttime work is proposed within 100 ft of this structure, avoid light overspill into the channel to minimize potential impacts to foraging and commuting bats.

Table 3.20.1: Results of Bat Habitat Suitability Assessment Within the Biological Study Area by Structure

Structure No. on Map Figure	Bridge/Culvert Name (Bridge Number)	Structure Description	Roosting Habitat Description/Observations	Type of Roosting Habitat Present	Bats/Bat Sign Present?	Recommended Avoidance/Minimization Strategies at This Structure?
70	I-405 over Victory Boulevard Bridge 53-1449	Closed concrete box girder	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day-roosting (bridge interior)	None observed.	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.
71	I-405 over Van Owen Street Bridge 53-1408	Closed concrete box girder	Wide joint near the bridge centerline and weep holes providing access to the bridge interior.	Marginal day-roosting (bridge interior)	None observed	If work is proposed at this structure, perform a focused nighttime survey during the summer months (June–August) to determine whether bats are present. If bats are present, develop minimization strategies specific to the species and type of use.

Source: *Natural Environment Study* (January 2024).
ft = foot/feet
I-10 = Interstate 10
I-405 = Interstate 405
N/A = not available
NB = northbound
SB = southbound
US-101 = United States Route 101

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
INVERTEBRATES						
Aglaothorax longipennis	Santa Monica shieldback katydid	US: - CA: SA	Occur nocturnally in chaparral and canyon stream bottom vegetation, in the Santa Monica Mountains of Southern California. Inhabit introduced iceplant and native chaparral plants.	Year-round, adults nocturnal	HP	**Not Expected to Occur.** While potentially suitable habitat is present within the BSA, this species is only known to occur in Topanga State Park, which is located over 8 miles from the BSA. Species was not observed during the field surveys.
Bombus crotchii	Crotch's bumble bee	US: - CA: SA, SCE	Inhabits open grassland and scrub habitats primarily in California. Food plant genera include Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.	Year-round	HP	**Moderate potential to occur**. Potentially suitable habitat is present within the BSA. Several nectar sources were observed during the field surveys. Species was not observed during the field surveys.
Brennania belkini	Belkin's dune tabanid fly	US: – CA: SA	Sand obligate species known from coastal dunes near Playa del Rey and El Segundo south to Ensenada, Mexico. One of few tabanids not requiring a blood meal for successful egg production; adults taken on flowers. Larvae collected 50 cm beneath surface of sandy soil; presumably burrowing predators with undetermined hosts, likely beetle larvae.	Adults fly from May–July	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Cicindela hirticollis gravida	Sandy beach tiger beetle	US: – CA: SA	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.	Spring through fall	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Coelus globosus	Globose dune beetle	US: – CA: SA	Inhabitant of coastal sand dune habitat, from Bodega Head in Sonoma County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.	Year-round, adults often nocturnal	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Danaus plexippus (wintering sites)	Monarch – California overwintering population	US: FC CA: SA	Winter roosts are located in wind-protected tree groves (Eucalyptus, Monterey Pine, Cypress) with nectar and water sources nearby.	September–March	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA. Species was not observed during the field surveys.
Eugnosta busckana	Busck's gall moth	US: – CA: SA	Inhabitant of coastal dunes and costal scrub.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Euphilotes battoides allyni	El Segundo blue butterfly	US: FE CA: –	Restricted to remnant coastal dune habitat in Southern California. Host plant is Eriogonum parvifolium; larvae feed only on the flowers and seeds; used by adults as major nectar source.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Onychobaris langei	Lange's El Segundo dune weevil	US: – CA: SA	Known from El Segundo Dunes. Occurs in coastal dunes.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Panoquina errans	Wandering (saltmarsh) skipper	US: – CA: SA	Southern California coastal salt marshes. Requires moist saltgrass for larval development.	Adults fly from June–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Streptocephalus woottoni	Riverside fairy shrimp	US: FE CA: SA	Warm-water vernal pools (i.e., large, deep pools that retain water into the warm season) with low to moderate dissolved solids, in annual grassland areas interspersed through chaparral or coastal sage scrub vegetation. Suitable habitat includes some artificially created or enhanced pools, such as some stock ponds, that have vernal pool-like hydrology and vegetation.	Seasonally following rains; typically January–April	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Pelochrista hennei	Henne's eucosman moth	US: – CA: SA	Coastal sand dunes with host Phacelia ramosissima. Originally believed to be endemic to the El Segundo sand dunes of Los Angeles County where the type specimen was collected. Also collected from coastal San Luis Obispo County. Larval foodplant is Phacelia ramosissima var austrolitoralis; larvae can be found on woody stems and upper root parts.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Trigonoscuta dorothea dorothea	Dorothy's El Segundo Dune weevil	US: – CA: SA	Coastal sand dunes in Los Angeles County.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
FISH						
Catostomus santaanae	Santa Ana sucker	US: FE CA: –	Endemic to Los Angeles Basin south coastal streams. Habitat generalists, but prefer sand-rubble-boulder bottoms, cool, clear water, and algae.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Gila orcuttii	Arroyo chub	US: – CA: SSC	Perennial streams or intermittent streams with permanent pools; slow water sections of streams with mud or sand substrates; spawning occurs in pools. Native to Los Angeles, San Gabriel, San Luis Rey, Santa Ana, and Santa Margarita River systems; introduced in Santa Ynez, Santa Maria, Cuyama, and Mojave River systems and smaller coastal streams.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Oncorhynchus mykiss irideus	Southern California steelhead DPS	US: FE CA: SA	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including, the Santa Maria River.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Rhinichthys osculus ssp.	Santa Ana speckled dace	US: – CA: SSC	Found in the headwaters of the Santa Ana and San Gabriel River drainages. Found in riffles in small streams and shore areas with abundant gravel and rock.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
AMPHIBIANS						
Anaxyrus (Bufo) californicus	Arroyo toad	US: FE CA: SSC	Washes and arroyos with open water; sand or gravel beds; for breeding, pools with sparse overstory vegetation. Coastal and a few desert streams from Santa Barbara County to Baja California.	March–July	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Emys marmorata (Actinemys) marmorata	Western pond turtle	US: FPT CA: SSC	Inhabits permanent or nearly permanent water. Absent from desert regions, except in the Mojave Desert along the Mojave River and its tributaries. Requires basking sites such as partially submerged logs, rocks, or open mud banks.	Year-round with reduced activity November through March	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Rana muscosa	Southern mountain yellow-legged frog	US: FE CA: CE	Disjunct populations known from southern Sierras (northern DPS) and San Gabriel, San Bernardino, and San Jacinto Mountains (southern DPS). Found at 1,000 to 12,000 ft elevation in lakes and creeks that stem from springs and snowmelt. May overwinter under frozen lakes. Often encountered within a few feet of water. Tadpoles may require 2–4 years to complete their aquatic development.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Spea hammondii	Western spadefoot	US: FPT CA: SSC	Grasslands and occasionally hardwood woodlands; largely terrestrial but requires rain pools or other ponded water persisting at least 3 weeks for breeding; burrows in loose soils during dry season. Occurs in the Central Valley and adjacent foothills, the non-desert areas of Southern California, and Baja California.	October–June (following onset of winter rains)	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Taricha torosa torosa (southern populations)	Coast Range newt	US: – CA: SSC	Breeds in ponds, reservoirs, and slow-moving streams; uses nearby upland areas including grassland, chaparral, and woodland; coastal drainages from Mendocino County south to San Diego County, with populations from Monterey County south designated as sensitive.	October–April (following onset of fall rains); diurnal	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
REPTILES						
Anniella stebbinsi	Southern California legless lizard	US: – CA: SSC	Inhabits coastal dunes, sandy washes and alluvial fans where there is moist loose soil with sufficient plant cover and/or leaf litter.	Breeds early spring–July; diurnal	HP	**Moderate potential to occur**. Potentially suitable habitat is present in the form of CSS, chaparral, and annual grassland areas in the BSA. Species was not observed during the field surveys.
Arizona elegans occidentalis	California glossy snake	US: – CA: SSC	Patchily distributed from the eastern portion of San Francisco Bay, southern San Joaquin Valley, and the Coast, Transverse, and Peninsular ranges, south to Baja California. Generalist reported from a range of scrub and grassland habitats, often with loose or sandy soils.	February–November Nocturnal	HP	**Moderate potential to occur**. Potentially suitable habitat is present in the form of CSS, chaparral, and annual grassland areas in the BSA. Species was not observed during the field surveys.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Aspidoscelis tigris stejnegeri	Coastal whiptail	US: – CA: SSC	Wide variety of habitats including coastal sage scrub, sparse grassland, and riparian woodland; coastal and inland valleys and foothills; Ventura County to Baja California.	April–August	HP	**Moderate potential to occur**. Potentially suitable habitat is present in the form of CSS, chaparral, and annual grassland areas in the BSA. Species was not observed during the field surveys.
Diadophis punctatus modestus	San Bernardino ringneck snake	US: – CA: SA	Most common in open, relatively rocky areas. Often in somewhat moist microhabitats near intermittent streams. Avoids moving through open or barren areas by restricting movements to areas of surface litter or herbaceous vegetation.	Inactive during winter	HP	**Not expected to occur**. No suitable habitat for this species is present in the BSA. The BSA lacks rocky areas.
Phrynosoma blainvillii	Coast horned lizard	US: – CA: SSC	Primarily in sandy soil in open areas, especially washes and floodplains, in many plant communities. Requires open areas for sunning, bushes for cover, patches of loose soil for burial, and an abundant supply of ants or other insects. Occurs west of the deserts from northern Baja California north to Shasta County below 8,000 ft in elevation.	April–July with reduced activity August–October	HP	**Moderate potential to occur**. Potentially suitable habitat is present in the form of CSS, chaparral, and annual grassland areas in the BSA. Species was not observed during the field surveys.
Thamnophis hammondii	Two-striped gartersnake	US: – CA: SSC	Highly aquatic. Only in or near permanent sources of water. Streams with rocky beds supporting willows or other riparian vegetation. From Monterey County to northwest Baja California.	Diurnal year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
BIRDS						
Accipiter cooperii (nesting)	Cooper's hawk	US: – CA: SA (breeding)	Forages in a wide range of habitats, but primarily in forests and woodlands. These include natural areas as well as human-created habitats such as plantations and ornamental trees in urban landscapes. Usually nests in tall trees (20 to 60 ft) in extensive forested areas (generally woodlots of 4 to 8 hectares with canopy closure of greater than 60%). Occasionally nests in isolated trees in more open areas.	Year-round	HP	**Moderate potential to occur.** Suitable foraging and nesting habitat is present within the BSA. Species was not observed during the field surveys.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Agelaius tricolor (nesting colony)	Tricolored blackbird	US: – CA: SCE, SSC (breeding)	Open country. Forages in grassland and cropland habitats. Nests in large groups near fresh water, preferably in emergent wetland with tall, dense cattails or tules, but also in thickets of willow, blackberry, wild rose, or tall herbs. Seeks cover for roosting in emergent wetland vegetation, especially cattails and tules, and also in trees and shrubs.	Year-round	HP	**Low potential to occur**. Marginal habitat is present in the 500 ft BSA but lacks suitable emergent vegetation for nesting. Suitable foraging habitat is present throughout the BSA. Species was not observed during the field surveys.
Aimophila ruficeps canescens	Southern California rufous-crowned sparrow	US: – CA: SA	Steep, rocky, coastal sage scrub and open chaparral habitats, particularly scrubby areas mixed with grasslands. From Santa Barbara County to northwestern Baja California.	Year-round, diurnal activity	HP	**Moderate potential to occur**. Suitable foraging and nesting habitat is present within the BSA. Species was not observed during the field surveys.
Athene cunicularia (burrow sites)	Burrowing owl	US: – CA: SSC (breeding)	Open country in much of North and South America. Usually occupies ground squirrel burrows in open, dry grasslands, agricultural and range lands, railroad rights-of-way, and margins of highways, golf courses, and airports. Often utilizes human-made structures, such as earthen berms, cement culverts, cement, asphalt, rock, or wood debris piles. They avoid thick, tall vegetation, brush, and trees, but may occur in areas where brush or tree cover is less than 30%.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Brachyramphus marmoratus	Marbled murrelet	US: FT CA: SE	Feeds near-shore; nests inland along coast from Eureka to Oregon border and from Half Moon Bay to Santa Cruz. Nests in old-growth redwood-dominated forests, up to six miles inland, often in Douglas fir.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Buteo swainsoni	Swainson's hawk	US: – CA: ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	February–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Charadrius alexandrinus nivosus (nesting)	Western snowy plover	US: FT (coastal population) CA: SSC	Sandy coastal beaches, lakes, and alkaline playas. Scattered locations along coastal California and Channel Islands, inland at Salton Sea and at various alkaline lakes.	Coast: Year-round Inland Lakes: April–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Coccyzus americanus occidentalis (nesting)	Western yellow-billed cuckoo	US: FT CA: SE	Breeds and nests in extensive stands of dense cottonwood/willow riparian forest along broad, lower flood bottoms of larger river systems at scattered locales in western North America; winters in South America.	June–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Empidonax traillii extimus (nesting)	Southwestern willow flycatcher	US: FE CA: SE	Rare and local breeder in extensive riparian areas of dense willows or (rarely) tamarisk, usually with standing water, in the southwestern U.S. and possibly extreme northwestern Mexico. Winters in Central and South America. Below 6,000 ft in elevation.	May–September	HA	**Not expected to occur.** No suitable habitat for this species is present in the BSA.
Gymnogyps californianus	California condor	US: FE CA: SE	Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Passerculus sandwichensis beldingi	Belding's Savannah sparrow	US: – CA: SE	Resident in salt marshes, with rare exception (e.g., Islas Todos Santos, Baja California), of Pacific Coast from Santa Barbara County to Baja California.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Pelecanus occidentalis californicus	California brown pelican	US: FD CA: SD, CFP	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground-dwelling predators. Roosts communally.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Polioptila californica californica	Coastal California gnatcatcher	US: FT CA: SSC	Inhabits coastal sage scrub in low-lying foothills and valleys up to about 1,640 ft in elevation in cismontane southwestern California and Baja California.	Year-round	HP	**Low potential to occur**. Marginal breeding and foraging habitat is present within the BSA. Species was not observed during the field surveys.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Rallus obsoletus levipes	Light-footed Ridgway's rail	US: FE CA: SE/CFP	Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on mollusks and crustaceans.	Year-round, vocalizes at night, dawn, and dusk	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Riparia riparia (nesting)	Bank swallow	US: – CA: ST	Nesting habitat is vertical banks of fine textured soils, most commonly along streams and rivers. Nesting population extirpated from southern California.	Variable year-round	HA	**Not expected to occur**. No suitable nesting habitat for this species is present in the BSA.
Sternula antillarum browni (nesting colony)	California least tern	US: FE CA: SE/CFP	Nests along the coast from San Francisco Bay south to northern Baja California. Forages in shallow water. Colonial breeder on bare or sparsely vegetated, flat substrates, sand beaches, alkali flats, landfills, or paved areas.	April–October	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Vireo bellii pusillus	Least Bell's vireo	US: FE CA: SE	Riparian forests and willow thickets. The most critical structural component of least Bell's vireo habitat in California is a dense shrub layer 2 to 10 ft aboveground.	April–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
MAMMALS						
Antrozous pallidus	Pallid bat	US: – CA: SSC	Most common in open, dry habitats with rocky areas for roosting. Day roosts in caves, crevices, rocky outcrops, tree hollows or crevices, mines and occasionally buildings, culverts, and bridges. Night roosts may be more open sites, such as porches and open buildings. Grasslands, shrublands, woodlands, and forest in western North America.	Year-round; nocturnal	HP	**Low potential to occur**. Suitable roosting habitat present in structures and tree/rock crevices within the BSA. Suitable foraging habitat present. This species was not detected during the bat assessment.
Corynorhinus townsendii	Townsend's big-eared bat	US: – CA: SSC	Requires caves, mines, tunnels, bridges, buildings, or other similar structures for roosting. It has also been documented using rock crevices and hollow trees for roosting. Often uses separate sites for night, day, hibernation, or maternity roosts.	Year-round; nocturnal	HP	**Low potential to occur**. Suitable roosting habitat present in structures and tree/rock crevices within the BSA. Suitable foraging habitat present. This species was not detected during the bat assessment.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Euderma maculatum	Spotted bat	US: – CA: SSC	Occupies a wide variety of habitats from arid deserts and grasslands through mixed conifer forests. Feeds over water and along washes. Feeds almost entirely on moths. Needs rock crevices in cliffs or caves for roosting.	Year-round; nocturnal	HP	**Low potential to occur**. Suitable roosting habitat present in structures and tree/rock crevices within the BSA. Suitable foraging habitat present. This species was not detected during the bat assessment.
Eumops perotis californicus	Western mastiff bat	US: – CA: SSC	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral, etc.; roosts in crevices in vertical cliff faces, high buildings, and tunnels, and travels widely when foraging.	Year-round; nocturnal	HP	**Low potential to occur**. Suitable roosting habitat present in structures within the BSA. Suitable foraging habitat present. This species was not detected during the bat assessment.
Lasionycteris noctivagans	Silver-haired bat	US: – CA: SSC	Primarily a coastal and montane forest dweller, feeding over streams, ponds and open brushy areas. Roosts in hollow trees, beneath exfoliating bark, abandoned woodpecker holes, and rarely under rocks. Needs drinking water.	Year-round; nocturnal	HP	**Low potential to occur**. Limited roosting habitat present within the BSA. May forage within the BSA. This species was not detected during the bat assessment.
Lasiurus cinereus	Hoary bat	US: – CA: SA	Solitary. Roosts in the foliage of coniferous, deciduous, and evergreen trees and shrubs, often at the edge of a clearing. Typically roosts near the ends of branches approximately 10 to 40 ft aboveground. Forages over a wide range of habitats. Ranges throughout most of California.	Primarily the winter months (September–April); nocturnal	HP	**Low potential to occur**. Suitable roosting habitat for this foliage-roosting species is present in trees throughout the BSA.
Lasiurus xanthinus	Western yellow bat	US: – CA: SA	Roosts hanging from the underside of leaves in trees. Commonly roosts in the dead fronds of native and non-native palm trees, though has also been documented roosting in cottonwood trees. Foraging areas include natural and non-natural water features, canyons, riparian areas, orchards, and residential areas.	Migratory status not well known, but documented year-round in Southern California; nocturnal	HP	**Low potential to occur**. Suitable roosting habitat for this foliage-roosting species is present in trees throughout the BSA.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Lepus californicus bennettii	San Diego black-tailed jackrabbit	US: – CA: SSC	Found in a variety of open habitats including grasslands, sage scrub, alluvial fan scrub, desert scrub, and juniper and oak woodlands.	Year-round	HP	**Moderate potential to occur**. Potentially suitable habitat is present in the form of CSS, chaparral, and annual woodland areas in the BSA. Species was not observed during the field surveys.
Macrotus californicus	California leaf-nosed bat	US: – CA: SSC	Desert riparian, desert wash, desert scrub, desert succulent scrub, alkali scrub and palm oasis habitats. Needs rocky, rugged terrain with mines or caves for roosting.	Year-round; nocturnal	HA	**Not expected to occur** Potentially suitable roosting habitat in the form of caves and mines are absent from the BSA.
Microtus californicus stephensi	South coast marsh vole	US: – CA: SSC	Tidal marshes in Los Angeles, Orange and southern Ventura Counties.	Year-round	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Myotis yumanensis	Yuma myotis	US: – CA: SA	Optimal habitats are open forests and woodlands with sources of water over which to feed. Distribution is closely tied to bodies of water. Maternity colonies in caves, mines, buildings, or crevices.	Year-round; nocturnal	HP	**Present.** Species was detected during bat surveys at the I-405 Van Nuys Overhead Bridge.
Neotoma lepida intermedia	San Diego desert woodrat	US: – CA: SSC	Found in desert scrub and coastal sage scrub habitat, especially in association with cactus patches. Builds stick nests around cacti, or on rocky crevices. Occurs along the Pacific slope from San Luis Obispo County to northwest Baja California.	Year-round, mainly nocturnal, occasionally crepuscular and diurnal	HP	**Moderate potential to occur**. Potentially suitable habitat is present in the form of CSS and chaparral, areas in the BSA. Species was not observed during the field surveys.
Nyctinomops macrotis	Big free-tailed bat	US: – CA: SSC	Inhabits rugged, rocky canyon country in southwestern United States. Needs high cliffs or rocky outcrops for roosting sites. Found from northern South America and the Caribbean Islands northward to the western United States. In the southwestern U.S., populations appear to be scattered.	Probably year-round; nocturnal	HA	**Not expected to occur** Potentially suitable roosting habitat in the form of high cliffs and rocky outcrops are absent from the BSA.
Onychomys torridus ramona	Southern grasshopper mouse	US: – CA: SSC	Common in arid desert habitats of the Mojave Desert. Less common in coastal Southern California scrub, chaparral, and riparian habitats. Prefers open shrub cover.	Year-round; nocturnal	HA	**Not expected to occur**. Unknown in the Los Angeles area.

Table 3.20.2: Special-Status Animals Potentially Occurring or Known to Occur in, and/or in the Vicinity of the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
Perognathus longimembris brevinasus	Los Angeles pocket mouse	US: – CA: SSC	Prefers sandy soil for burrowing but has been found on gravel washes and stony soils. Found in coastal sage scrub in Los Angeles, Riverside, and San Bernardino Counties.	April–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Perognathus longimembris pacificus	Pacific pocket mouse	US: FE CA: SSC	Historically occupied open habitats on sandy soils along the coast from Los Angeles to the Mexican border. Now known from only four sites in Orange and San Diego Counties.	April–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Puma concolor	Mountain lion	US: – CA: SCT	Found in nearly all habitats, except xeric regions of the Mojave and Colorado deserts that do not support mule deer populations. Excluded from croplands in the Central Valley. Most abundant in riparian areas, and brushy stages of most habitats. Ranging from sea level to alpine meadows.	Year-round	N/A	**Low probability to occur**. Unlikely suitable denning habitat for this species is present in the BSA due to the anthropogenic disturbances; however, the species may forage or migrate throughout the BSA in areas that support native habitat and wildlife crossings. Species was not observed during the field surveys.
Sorex ornatus salicornicus	Southern California saltmarsh shrew	US: – CA: SSC	Coastal marshes with dense vegetation and woody debris for cover. Known only from Los Angeles, Ventura, and Orange Counties.	Year-round, mostly nocturnal	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Taxidea taxus	American badger	US: – CA: SSC	Primary habitat requirements seem to be sufficient food and friable soils in relatively open uncultivated ground in grasslands, woodlands, and desert. Widely distributed in North America.	Year-round	HP	**Moderate potential to occur**. Potentially suitable habitat is present in the form of CSS, chaparral, and annual grassland areas in the BSA. Species was not observed during the field surveys.

Source: *Natural Environment Study* (January 2024).

Table footnotes continued on following page

Status:

Federal
- FE = Federally Endangered
- PE = Proposed Endangered
- FT = Federally Threatened
- FC = Federal Candidate for Listing
- FSC = Federal Species of Concern
- D = Delisted

State
- SE = State Endangered
- SCE = Candidate Endangered
- ST= State Threatened
- SCT = Candidate Threatened
- SSC = California Species of Special Concern
- SA = California Special Animal
- CFP = California Fully Protected Species
- WL = Watch List

BSA = Biological Study Area
cm = centimeters
DPS = distinct population segment
ft = foot/feet

Habitat Present/Absent:

HA = habitat absent
HP = habitat present
P = Present (species observed within the BSA during surveys)
sDPS = southern distinct population segment

3.20.3 Environmental Consequences

The impacts described below are for animal species that are not listed or proposed listed threatened or endangered species. Threatened and endangered species are discussed in Section 3.21 of this EIR/EIS.

3.20.3.1 Temporary Impacts

Build Alternatives (Alternative 2)

Alternative 2 is anticipated to temporarily impact suitable habitat for the southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, and American badger. Up to 0.41 acre of temporary impacts to suitable habitats for these species in the form of coastal sage/ chaparral scrub ecotone (0.39 acre), mixed scrub (0.02 acre), and mixed-mid elevation chaparral (0.002 acre). In addition, these areas could be indirectly temporarily impacted by dust, changes in hydrology, erosion, siltation, increased runoff, and invasion by non-native species introduction and spreading during construction of Alternative 2. With implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3 and MM-NC-4 (detailed in Section 3.17.4), potential temporary impacts to these species during construction of Alternative 2 would not result in substantial adverse effects.

Construction of Alternative 2 could also temporarily impact nesting birds protected under the MBTA and the California Fish and Game Code either directly as a result of the removal of trees occupied by nesting birds or disturbances to bridge and crevice habitat, or indirectly as a result of disturbances near trees occupied by nesting birds. Implementation of Project Feature PF-AS-1, which would restrict tree removal and trimming to the nonbreeding season and would protect nesting birds, would reduce potential temporary adverse effects to nesting birds during construction.

Bat roosting habitat would be subject to temporary impacts, as construction activities would occur on roadways below several bridges and remove several trees which may provide suitable day-roosting and/or night-roosting habitat. Construction activities proposed on top of the bridges where bats are likely to roost are not anticipated to directly impact bat roosting habitat.

Indirect construction-related impacts could temporarily deter access to roost sites in the crevices of adjacent bridges, culverts, and overhead structures. Because those activities would be performed adjacent to highly traveled roadways, indirect impacts (i.e., noise, dust, night lighting, and human encroachment) are expected to be minimal.

Alternative 2 includes project features and avoidance, minimization, and/or mitigation measures to avoid adverse effects to roosting bats to the fullest extent practicable. With implementation of Project Feature PF-AS-2, Measures AS-2 through AS-11, and Measures MM-AS-1 and MM-AS-12, potential temporary impacts to bats and bridge- and crevice-nesting species during construction of Alternative 2 would not result in substantial adverse effects.

PF-AS-1 **Avoidance of Breeding Season and Nesting Bird Surveys.** Vegetation clearing shall occur outside the nesting season (February 1–September 1) to the fullest practicable extent. If vegetation clearing shall occur during nesting season, at least 2 weeks prior to the initiation of Project activities during the nesting bird/raptor season, a qualified biologist with experience in conducting

breeding bird surveys will conduct weekly bird surveys with the last survey being conducted no more than 3 days prior to the initiation of Project activities to detect the presence/absence of migratory and resident bird species occurring in suitable nesting habitat. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or clearing will not be conducted in this zone until the biologist determines that the young have fledged or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area.

PF-AS-2 **Construction Equipment Staging.** To the extent practicable, internal combustion equipment (e.g., generators and vehicles) is not to be parked or operated beneath or adjacent to the structures unless it is required for Project-related work on that structure.

Build Alternatives (Alternative 3)

Alternative 3 is anticipated to temporarily impact suitable habitat for the southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, and American badger. Up to 0.89 acre of temporary impacts to suitable habitats for these species in the form of coastal sage scrub/chaparral scrub ecotone (0.43 acre), mixed scrub (0.20 acre), laurel sumac scrub (0.05 acre), and mixed mid-elevation chaparral (0.21 acre). In addition, these areas could be indirectly temporarily impacted by dust, changes in hydrology, erosion, siltation, increased runoff, and invasion by non-native species introduction and spreading during construction of Alternative 3. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) would ensure that indirect impacts to suitable habitat would be minimal and would ensure that indirect impacts to suitable habitat for these species are avoided and minimized.

Construction of Alternative 3 could also temporarily impact nesting birds protected under the MBTA and the California Fish and Game Code either directly as a result of the removal of trees occupied by nesting birds or disturbances to bridge and crevice habitat, or indirectly as a result of disturbances near trees occupied by nesting birds. Implementation of Project Feature PF-AS-1, which would restrict tree removal and trimming to the nonbreeding season and would protect nesting birds, would reduce potential temporary adverse effects to nesting birds during construction.

Bat roosting habitat would be subject to temporary impacts, as construction activities would occur on roadways below several bridges and remove several trees that may provide suitable day-roosting and/or night-roosting habitat. Construction activities proposed on top of the bridges above where bats are likely to roost are not anticipated to directly impact bat roosting habitat.

Indirect construction-related impacts could temporarily deter access to roost sites in the crevices of bridges, culverts, and overhead structures. Because those activities would be performed on highly traveled roadways, indirect impacts (i.e., noise, dust, night lighting, and human encroachment) are expected to be minimal.

Alternative 3 includes project features and avoidance, minimization, and/or mitigation measures to avoid adverse effects to roosting bats to the fullest extent practicable. With implementation of Project Feature PF-AS-2, Measures AS-1 through AS-11, and Mitigation Measures MM-AS-1 and MM-AS-12, potential temporary impacts to bats and bridge- and crevice-nesting species during construction of Alternative 3 would not result in substantial adverse effects.

Build Alternatives (Alternative 5)

Alternative 5 is anticipated to temporarily impact suitable habitat for southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, and American badger. Up to 0.91 acres of suitable habitat for these species in the form of coastal sage scrub/chaparral scrub ecotone (0.44 acre), mixed scrub (0.21 acre), laurel sumac scrub (0.05 acre), and mixed mid-elevation chaparral (0.21 acre) are anticipated to occur with implementation of Alternative 5. In addition, these areas could be indirectly temporarily impacted by dust, changes in hydrology, erosion, siltation, increased runoff, and invasion by non-native species introduction and spreading during construction of Alternative 5. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) would ensure that indirect impacts to suitable habitat would be minimal and would ensure that indirect impacts to suitable habitat for these species are avoided and minimized.

Construction of Alternative 5 could also temporarily impact nesting birds protected under the MBTA and the California Fish and Game Code either directly as a result of the removal of trees occupied by nesting birds or disturbances to bridge and crevice habitat, or indirectly as a result of disturbances near trees occupied by nesting birds. Implementation of Project Feature PF-AS-1, which would restrict tree removal and trimming to the nonbreeding season and would protect nesting birds, would reduce potential temporary adverse effects to nesting birds during construction.

Bat roosting habitat would be subject to temporary impacts, as construction activities would occur on roadways below several bridges and remove several trees which may provide suitable day-roosting and/or night-roosting habitat. Construction activities proposed on top of the bridges above where bats are likely to roost are not anticipated to directly impact bat roosting habitat.

Indirect construction-related impacts are not anticipated to deter access to adjacent and potential roost sites in the crevices of adjacent bridges, culverts, and overhead structures but may deter access to adjacent suitable roosting habitat in trees. Because those activities would be performed adjacent to highly traveled roadways, indirect impacts (i.e., noise, dust, night lighting, and human encroachment) are expected to be minimal.

Alternative 5 includes project features and avoidance, minimization, and/or mitigation measures to avoid adverse effects to roosting bats to the fullest extent practicable. With implementation of Project Feature PF-AS-2, Measures AS-1 through AS-11, and Measures MM-AS-1 and MM-AS-12, potential temporary impacts to bats and bridge- and crevice-nesting species during construction of Alternative 5 would not result in substantial adverse effects.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in temporary effects related to special-status animal species.

3.20.3.2 Permanent Impacts

Build Alternatives (Alternative 2, 3, and 5)

The Build Alternatives would not result in permanent impacts to southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, and American badger that have the potential but are not expected to occur within the BSA.

The Build Alternatives would not result in any permanent direct impacts on nesting birds. Humane eviction and exclusion of bats from a roost would be considered a permanent impact if the roost site remained sealed. Indirect noise impacts on bats and nesting birds from traffic on I-405 and area streets would be expected to be the same as under existing conditions.

With implementation of Measure PS-1 (Section 3.19.3), Project Features PF-AS-1 and PF-AS-2, Measures AS-1 through AS-11, and Measures MM-AS-1 and MM-AS-12, potential direct and indirect permanent impacts to southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, and American badger, nesting birds and bats, and bridge- and crevice-nesting species resulting from implementation of the Build Alternatives would not result in substantial adverse effects.

Wildlife corridors would be permanently impacted through the modifications of wildlife corridors as discussed in Chapter 3.17, Natural Communities. Impacts to wildlife corridors would be addressed through the implementation of Measures NC-9 through NC-13 (Section 3.17.4), permanent impacts to wildlife corridors would not result in substantial adverse effects.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in permanent effects related to special-status animal species.

3.20.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Feature PF-AS-1 and PF-AS-2 outlined in Section 3.20.3, and PF-NC-1 through PF-NC-3 (Section 3.17.3) to help address potential impacts. In addition, to protect special-status animals and other wildlife during construction and implementation of the Build Alternatives, the following measures would be implemented:

MM-AS-1 **Bat Habitat Mitigation and Monitoring Plan (BHMMP).** If construction activities are proposed on or within 100 feet of the Interstate 405 (I-405) Van Nuys Overhead (Bridge 53-1362), a BHMMP would be prepared by a CDFW-approved biologist with demonstrated success in designing effective minimization and mitigation measures for bats. This BHMMP would include site- and project-specific impact minimization measures that include, but are not limited to, humane eviction/exclusion if warranted, roosting habitat

mitigation associated with any eviction/exclusion, noise abatement, and construction monitoring of roosting bats.

AS-2 **Pre-Construction Nighttime Bat Surveys.** At bridge and culvert structures identified as potential maternity roosts where construction activities are proposed on those structures, nighttime bat surveys would be performed by a qualified bat biologist during the peak period (June or July) of the bat maternity season (April 1–August 31) to confirm whether maternity colonies are present. These surveys would be performed by a qualified bat biologist at least one year in advance of construction so that appropriate site-specific and species-specific minimization measures can be developed in coordination with the CDFW and a qualified bat biologist. If any maternity colonies are found, a BHMMP would be prepared by a CDFW-approved biologist with demonstrated success in designing effective minimization and mitigation measures for bats. This BHMMP would include site- and project-specific impact minimization measures that include, but are not limited to, humane eviction/exclusion if warranted, roosting habitat mitigation associated with any eviction/exclusion, noise abatement, and construction monitoring of roosting bats.

AS-3 **Avoidance of the Bat Maternity Season.** Within 500 feet of structures where maternity roosting is confirmed, activities that pose adverse impacts to roosting bats through elevated noise and vibration, such as demolition and pile-driving activities, would avoid the recognized bat maternity season (April 1–August 31) to prevent potential mortality of flightless young bats. Any such construction activities at structures housing maternity colonies would be coordinated with a qualified bat biologist and the CDFW prior to work within the bat maternity season.

AS-4 **Humane Eviction and Exclusion.** If direct impacts to bat-roosting habitat are anticipated, humane evictions and exclusions of roosting bats would be performed under the supervision of a qualified bat biologist in the fall (September or October) prior to any work activities that would result in direct impacts or direct mortality to roosting bats. This action would be performed in coordination with the CDFW. To avoid potential mortality of flightless juvenile bats, evictions and exclusions of bats cannot be performed during the maternity season (April 1–August 31). Winter months are also inappropriate for bat eviction because not all individuals in a roost would emerge on any given night. In addition, long-distance movements to other roost sites are more difficult during the winter, when prey availability is scarce, resulting in high mortality rates of evicted bats.

AS-5 **Night Work Lighting.** If night work (i.e., between dusk and dawn) is anticipated within 100 feet of structures where bat roosting is confirmed, night lighting would be used only in areas of active work and shall be focused on the direct area(s) of work and away from the culvert entrances to the greatest extent practicable.

AS-6 **Obstruction of Weep Hole Features.** If bridge weep holes are covered to exclude birds from nesting in bridges during Project construction, this action would be coordinated with a CDFW-approved bat biologist to ensure that

appropriate one-way doors usable by both birds and bats are installed to prevent potential entrapment of roosting bats.

AS-7 **Obstruction of Bat Roosting Features.** Airspace access to and from the roost features of the structures shall not be obstructed except in direct work areas, and construction personnel shall not be present in non-active areas beneath the structures or near the entrances to the structures.

AS-8 **Replacement Lighting Locations.** If the project proposes replacement of lighting in various areas, siting of these replacement lights should avoid overspill into bat-roosting sites, and light shields should be installed for lights adjacent to suitable foraging habitat to avoid permanent impacts to roosting and foraging bats.

AS-9 **Swallow Nest Removal.** If swallow nests are removed to prevent swallows from nesting in the Project Corridor during construction activities, the nests would be inspected for roosting bats by a CDFW-approved bat biologist and removed in the fall (September or October) in a manner that ensures they do not fall to the ground before lack of occupancy has been established.

AS-10 **Tree Trimming and Removal.** To the greatest extent feasible, tree trimming/removal activities would be performed outside the bat maternity season (April 1 through August 31) to avoid direct impacts to nonvolant (flightless) young that may roost in palm trees within the study area. This period also coincides with the bird nesting season of February 1 through September 1. If trimming or removal of palm trees during the bat maternity season (April 1 through August 31) cannot be avoided, any trees that have also been identified as containing suitable bat roosting habitat would be surveyed at night within three days prior to removal to identify any maternity roosts and avoid “take” of juvenile bats. These surveys would include acoustic monitoring and observation with night vision equipment to adequately confirm absence of bats. Any trees confirmed during those surveys as housing bat maternity colonies would be avoided until the end of the maternity season to avoid potential mortality of juvenile bats.

AS-11 **Construction Night Lighting.** If night work (i.e., between dusk and dawn) is anticipated within 100 feet of structures where bat roosting is confirmed, night lighting would be used only in areas of active work and focused on the direct area(s) of work, and away from the culvert entrances or bridges to the greatest extent practicable.

MM-AS-12 **Compensation for Direct Impacts to Bats.** If permanent, direct impacts to bat-roosting habitat are anticipated and/or a humane eviction/exclusion is performed, alternate roosting habitat would be provided to ensure no net loss of bat-roosting habitat. The design, numbers, and locations of these roost structures would be determined in consultation with a qualified bat biologist. This action shall be coordinated with Caltrans, the CDFW, and a qualified bat biologist to ensure that the installed habitat will provide adequate mitigation for impacts.

In addition to the measures described above for special-status animal species, the following measures would also protect special-status animal species:

- Measures NC-1 through NC-3, and MM-NC-4 in Section 3.17, Natural Communities

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3.21 Threatened and Endangered Species

3.21.1 Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA). This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies are required to consult with the US Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species.

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States.

3.21.2 Affected Environment

The information in this section is based on the *Natural Environment Study* (NES) (February 2024) prepared for the Project.

3.21.2.1 Threatened and/or Endangered Plant Species

A special-status species list was compiled from a literature and database review of the California Natural Diversity Database (CNDDB) (CDFW 2023a); the California Native Plant Society (CNPS) Online Edition (2023); and USFWS Information Planning and Conservation System in October 2023 and re-run in July 2025. The list obtained from the above sources determined that 52 special-status plant species have the potential to occur in the Biological Study Area (BSA). Of those 52 special-status plant species, 13 are federal- and/or State-listed as endangered, threatened, or candidate species (refer to Table 3.21.1): marsh sandwort (*Arenaria paludicola*), Braunton's milk-vetch (*Astragalus brauntonii*), Ventura Marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*), coastal dunes milk-vetch (*Astragalus tener* var. *titi*), Nevin's barberry (*Berberis nevinii*), salt marsh bird's-beak (*Chloropyron maritimum* spp. *Maritimum),* San Fernando Valley spineflower (*Chorizanthe parryi var. fernandina*), slender-horned spineflower (*Dodecahema leptoceras*), Santa Monica dudleya (*Dudleya cymosa ssp. ovatifolia*), San Diego button-celery (*Eryngium aristulatum* var. *parishii*), Gambel's watercress (*Nasturtium (Rorippa) gambelii*), spreading navarretia (*Navarretia fossalis*), and California Orcutt grass (*Orcuttia californica*).

The following seven listed plant species identified in the literature review are not expected to occur because the BSA lacks suitable habitat or the BSA is outside of the species' known current range: marsh sandwort, coastal dunes milk-vetch, salt marsh bird's-beak, slender-horned spineflower, Gambel's watercress, spreading navarretia, and California orcutt grass.

Table 3.21.1: Listed Plant Species Potentially Occurring or Known to Occur in the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
PLANTS						
Arenaria paludicola	Marsh sandwort	US: FE CA: SE CNPS: 1B.1	Perennial stoloniferous herb. Marshes and swamps (brackish, freshwater) from 10 to 560 ft in elevation.	May–August	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Astragalus brauntonii	Braunton's milk-vetch	US: FE CA: – CNPS: 1B.1	Perennial herb. Recent burns or disturbed areas, usually sandstone with carbonate layers in chaparral, coastal sage scrub, and valley/foothill grassland from 15 to 2,100 ft in elevation.	January–August	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Astragalus pycnostachyus var. *lanosissimus*	Ventura marsh milk-vetch	US: FE CA: SE CNPS: 1B.1	Perennial herb. Coastal dunes, coastal scrub, and marshes and swamps (edges, coastal salt, brackish) from 5 and 115 ft in elevation.	August–October	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Astragalus tener var. *titi*	Coastal dunes milk-vetch	US: FE CA: SE CNPS: 1B.1	Annual herb. Often mesic or vernal mesic in sandy coastal bluff scrub, mesic coastal prairie, and coastal dunes from 5 and 165 ft in elevation.	March–May	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Berberis nevinii	Nevin's barberry	US: FE CA: SE CNPS: 1B.2	Perennial evergreen shrub. Occurs in chaparral, cismontane woodland, coastal scrub, and riparian scrub, usually in gravelly and sandy areas. From 230 to 2,705 ft in elevation.	March–June	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Chloropyron maritimum spp. *maritimum*	Salt marsh bird's-beak	US: FE CA: SE CNPS: 1B.2	Annual herb. Coastal dunes and salt marshes from 0 to 100 ft in elevation.	May–October	HA	**Not expected to occur**. No suitable habitat is present within the BSA.
Chorizanthe parryi var. *fernandina*	San Fernando Valley spineflower	US: – CA: SE CNPS: 1B.1	Annual herb. Coastal scrub and valley and foothill grassland habitats on sandy soils up from 490 to 4,005 ft in elevation.	April–July	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Dodecahema leptoceras	Slender-horned spineflower	US: FE CA: SE CNPS: 1B.1	Annual herb. In the Vail Lake area, occurs in gravel soils of Temecula arkose deposits in openings in chamise chaparral. In other areas, occurs in sandy cobbly riverbed alluvium in alluvial fan sage scrub (usually late seral stage), on floodplain terraces and benches that receive infrequent overbank deposits from	April–June	HA	**Not expected to occur**. No suitable habitat is present within the BSA. Suitable soils do not occur within the BSA.

Table 3.21.1: Listed Plant Species Potentially Occurring or Known to Occur in the BSA

Species Scientific Name	Species Common Name	Status	General Habitat Description	Activity Period	Habitat Present/Absent	Rationale
			generally large washes or rivers, where it is most often found in shallow silty depressions dominated by leather spineflower (*Lastarriaea coriacea*) and other native annual species, and is often associated with cryptogamic soil crusts composed of bryophytes, algae, and/or lichens. Occurs at 600 to 2,500 ft in elevation.			
Dudleya cymosa ssp. *ovatifolia*	Santa Monica dudleya	US: FT CA: – CNPS: 1B.1	Perennial herb. Occurs in chaparral and coastal scrub from 490 to 5,495 ft in elevation.	March–June	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Eryngium aristulatum var. *parishii*	San Diego button-celery	US: FE CA: SE CNPS: 1B.1	Annual/perennial herb. Occurs in coastal scrub, vernal pools, and valley/foothill grassland from 65 to 2,035 ft in elevation.	April–June	HP	**Low potential to occur**. Potentially suitable habitat is present within the BSA.
Nasturtium (Rorippa) gambelii	Gambel's watercress	US: FE CA: ST CNPS: 1B.1	Perennial rhizomatous herb. Marshes from 20 to 1,100 ft in elevation.	April–September	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Navarretia fossalis	Spreading navarretia	US: FT CA: – CNPS: 1B.1	Annual herb. Chenopod scrub, marshes and swamps (shallow freshwater), playas, and vernal pools from 100 to 2,150 ft in elevation.	April–June	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.
Orcuttia californica	California Orcutt grass	US: FE CA: SE CNPS: 1B.1	Annual grass. Vernal pools from 50 to 2,200 ft in elevation.	April–August	HA	**Not expected to occur**. No suitable habitat for this species is present in the BSA.

Status:
Federal
FE = Federally Endangered
FT = Federally Threatened
State
SE = State Endangered
ST= State Threatened

CNPS = California Native Plant Society
CNPS California Rare Plant Ranking (CRPR) Designations:
1A = Plants presumed extinct in California
1B = Plants rare and endangered in California and throughout their range
2 = Plants rare, threatened, or endangered in California but more common elsewhere in their range
3 = Plants needing more information (a review list)
4 = Plants of limited distribution (a watch list) – not included in this list

CNPS CRPR Threat Codes:
0.1 = Seriously endangered in California
0.2 = Fairly endangered in California
0.3 = Not very endangered in California

BSA = Biological Study Area
ft = foot/feet

HA = habitat absent
HP = habitat present

Based on the field surveys conducted during the appropriate blooming period for detection, no federally and/or State-listed plant species were observed within the BSA. However, habitat is present in the BSA for the other six federally and/or State-listed plant species: Braunton's milk-vetch, Ventura Marsh milk-vetch, Nevin's barberry, San Fernando Valley spineflower, Santa Monica dudleya, and San Diego button-celery. These six species are discussed below.

Braunton's Milk-Vetch

Braunton's milk-vetch is federally listed as threatened and has a California Rare Plant Rank (CRPR) of 1B, which means it is considered seriously endangered in California. This species is a perennial herb that occurs on recent burns or disturbed areas, usually in stiff gravelly clay soils overlaying granite or limestone with carbonate layers in chaparral, coastal sage scrub (CSS), and valley/foothill grassland from 15 to 2,100 feet in elevation. This species was not observed in the BSA during the appropriately timed field surveys. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present that supports CSS and chaparral habitats (refer to Figure 3.17-2, in Section 3.17, Natural Communities). There are no documented occurrences of Braunton's milk-vetch within the construction limits or the BSA. There are nine occurrences of this species within 5 miles of the BSA.

Ventura Marsh Milk-Vetch

Ventura marsh milk-vetch is federally and State listed as endangered and has a CRPR of 1B, which means it is considered seriously endangered in California. This species is a perennial herb that occurs on coastal dunes, coastal scrub, and marshes and swamps (edges, coastal salt, brackish) from 5 and 115 feet in elevation in chaparral, CSS, and valley/foothill grassland from 15 to 2,100 feet in elevation. This species was not observed in the BSA during the appropriately timed field surveys. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present that supports CSS habitats. There are no documented occurrences of Ventura marsh milk-vetch within the construction limits or the BSA. There are two occurrences of this species within 5 miles of the BSA.

Nevin's Barberry

Nevin's barberry is federally and State listed as endangered and has a CRPR of 1B, which means it is considered seriously endangered in California. This species is a perennial evergreen shrub that occurs in chaparral, cismontane woodland, coastal scrub, and riparian scrub, usually in gravelly and sandy areas on north-facing slopes from 230 to 2,705 feet in elevation. This species was not observed in the BSA during the appropriately timed field surveys. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present that supports CSS, riparian, and woodland habitats. There are no documented occurrences of Nevin's barberry within the construction limits or the BSA. There are no occurrences of this species within 5 miles of the BSA.

San Fernando Valley Spineflower

San Fernando valley spineflower is State listed as endangered and has a CRPR of 1B, which means it is considered seriously endangered in California. This species is an annual herb that occurs in coastal scrub and valley and foothill grassland habitats on sandy soils up from 490 to 4,005 feet in elevation. This species was not observed in the BSA during the appropriately timed field surveys. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present

that supports CSS habitats. There are no documented occurrences of San Fernando valley spineflower within the construction limits or the BSA. There are two occurrences of this species within 5 miles of the BSA.

Santa Monica Dudleya

Santa Monica dudleya is federally listed as threatened and has a CRPR of 1B, which means it is considered seriously endangered in California. This species is a perennial herb that occurs in chaparral and coastal scrub habitats and is found in canyons with sedimentary and conglomerate rocks on primarily north-facing slopes from 490 to 5,495 feet in elevation. This species was not observed in the BSA during the appropriately timed field surveys. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present that supports CSS and chaparral habitats. There are no documented occurrences of Santa Monica dudleya within the construction limits or the BSA. There are no occurrences of this species within 5 miles of the BSA.

San Diego Button-Celery

San Diego button-celery is federally and State listed as endangered and has a CRPR of 1B, which means it is considered seriously endangered in California. This species is an annual or perennial herb found in vernal pools and similar mesic habitats in coastal scrub and grassland habitats from 50 to 2,000 feet in elevation. This species was not observed in the BSA during the appropriately timed field surveys. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present that supports CSS and chaparral habitats. There are no documented occurrences of San Diego button-celery within the construction limits or the BSA. There are no occurrences of this species within 5 miles of the BSA.

3.21.2.2 Threatened and/or Endangered Animal Species

The results of the literature review indicated 61 special-status animal species as potentially occurring in the BSA. Of those 61 special-status wildlife species, 26 are federally and/or State-listed as endangered, threatened, or candidate species (refer to Table 3.21.2): Crotch's bumble bee (*Bombus crotchii*), monarch butterfly (*Danaus plexippus*), El Segundo blue butterfly (*Euphilotes battoides allyni*), Riverside fairy shrimp (*Streptocephalus woottoni*), Santa ana sucker (*Catostomus santaanae*), Southern California steelhead (*Oncorhynchus mykiss irideus*), arroyo toad (*Anaxyrus [Bufo] californicus*), western pond turtle (*Emys marmorata [Actinemys] marmorata*), southern mountain yellow-legged frog (*Rana muscosa*), western spadefoot (*Spea hammondii*), burrowing owl (*Athene cunicularia*), tricolored blackbird (*Agelaius tricolor*), marbled murrelet (*Brachyramphus marmoratus*), Swainson's hawk (*Buteo swainsoni*), western snowy plover (*Charadrius alexandrinus nivosus*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), southwestern willow flycatcher (*Empidonax traillii extimus*), California condor (*Gymnogyps californianus),* Belding's Savannah sparrow (*Passerculus sandwichensis beldingi*), coastal California gnatcatcher (*Polioptila californica californica*), light-footed Ridgway's rail (*Rallus obsoletus levipes*), bank swallow (*Riparia riparia*), California least tern (*Sternula antillarum browni*), least Bell's vireo (*Vireo bellii pusillus*), Pacific pocket mouse (*Perognathus longimembris pacificus*), and mountain lion (*Puma concolor*). No critical habitat is present within the BSA.

Table 3.21.2: Listed Animal Species Potentially Occurring or Known to Occur in the BSA

Scientific Name	English Name	Status[1]	General Habitat Description	Habitat Present/ Absent[2]	Rationale
INSECTS					
Bombus crotchii	Crotch's bumble bee	SCE	Inhabits open grassland and scrub habitats primarily in California. Food plant genera include Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.	HP	Potentially suitable habitat is present within the BSA. Several nectar sources were observed during the field surveys. Species was not observed during the field surveys.
Danaus plexippus (wintering sites)	Monarch – California overwintering population	US: FPT	Winter roosts are located in wind-protected tree groves (Eucalyptus, Monterey Pine, Cypress) with nectar and water sources nearby.	HP	Suitable roosting and overwintering habitat occur within the trees present within the native and ornamental landscaping that occurs throughout the BSA. However, due to the high level of disturbance from the heavy traffic volume along the freeway, trees in the BSA are not expected to support roosts for this species. Milkweed species required for egg-laying and larval feeding were not observed within the BSA. Species was not observed during the field surveys.
Euphilotes battoides allyni	El Segundo blue butterfly	FE	Restricted to remnant coastal dune habitat in Southern California. Host plant is Eriogonum parvifolium; larvae feed only on the flowers and seeds; used by adults as major nectar source.	HA	Suitable habitat for this species is not present within the BSA; coastal dune habitat is absent.
CRUSTACEANS					
Streptocephalus woottoni	Riverside fairy shrimp	FT	Warm-water vernal pools (i.e., large, deep pools that retain water into the warm season) with low to moderate dissolved solids, in annual grassland areas interspersed through chaparral or coastal sage scrub vegetation. Suitable habitat includes some artificially created or enhanced pools, such as some stock ponds, that have vernal pool-like hydrology and vegetation.	HA	There are no suitable water bodies for fairy shrimp within the BSA. The project would have no effect on this species.
FISH					
Catostomus santaanae	Santa Ana sucker	FE	Endemic to Los Angeles Basin south coastal streams. Habitat generalists, but prefer sand-rubble-boulder bottoms, cool, clear water, and algae.	HA	Suitable aquatic and stream habitat is absent from the BSA. The project would have no effect on this species.

Table 3.21.2: Listed Animal Species Potentially Occurring or Known to Occur in the BSA

Scientific Name	English Name	Status[1]	General Habitat Description	Habitat Present/ Absent[2]	Rationale
Oncorhynchus mykiss irideus	South California steelhead DPS	FT	Coastal Basin runs from the Pajaro River south to, but not including, the Santa Maria River.	HA	Suitable aquatic and stream habitat is absent from the BSA. The project would have no effect on this species.
AMPHIBIANS					
Anaxyrus (Bufo) californicus	Arroyo toad	FE/SSC	Washes and arroyos with open water; sand or gravel beds; for breeding, pools with sparse overstory vegetation. Coastal and a few desert streams from Santa Barbara County to Baja California.	HA	Suitable aquatic breeding and upland habitat is not present in the BSA. The project would have no effect on this species.
Emys marmorata (Actinemys) marmorata	Western pond turtle	PFT/SSC	Inhabits permanent or nearly permanent water. Absent from desert regions, except in the Mojave Desert along the Mojave River and its tributaries. Requires basking sites such as partially submerged logs, rocks, or open mud banks.	HA	Suitable aquatic and upland nesting habitat is not present in the BSA. The project would have no effect on this species.
Rana muscosa	Southern mountain yellow-legged frog	FT/SE	Disjunct populations known from southern Sierras (northern DPS) and San Gabriel, San Bernardino, and San Jacinto Mountains (southern DPS). Found at 1,000 to 12,000 ft elevation in lakes and creeks that stem from springs and snowmelt. May overwinter under frozen lakes. Often encountered within a few feet of water. Tadpoles may require 2–4 years to complete their aquatic development.	HA	Suitable breeding and upland habitat is not present in the BSA. The project would have no effect on this species.
Spea hammondii	Western spadefoot	PFT/SSC	Grasslands and occasionally hardwood woodlands; largely terrestrial but requires rain pools or other ponded water persisting at least 3 weeks for breeding; burrows in loose soils during dry season. Occurs in the Central Valley and adjacent foothills, the non-desert areas of Southern California, and Baja California.	HA	Suitable breeding and upland habitat is not present in the BSA. The project would have no effect on this species.

Table 3.21.2: Listed Animal Species Potentially Occurring or Known to Occur in the BSA

Scientific Name	English Name	Status[1]	General Habitat Description	Habitat Present/ Absent[2]	Rationale
BIRDS					
Agelaius tricolor (nesting colony)	Tricolored blackbird	SE	Open country. Forages in grassland and cropland habitats. Nests in large groups near fresh water, preferably in emergent wetland with tall, dense cattails or tules, but also in thickets of willow, blackberry, wild rose, or tall herbs. Seeks cover for roosting in emergent wetland vegetation, especially cattails and tules, and also in trees and shrubs.	HP	Marginal habitat is present in the 500 ft BSA but lacks suitable emergent vegetation for nesting. Suitable foraging habitat is present throughout the BSA. Species was not observed during the field surveys.
Athene cunicularia (burrow sites)	Burrowing owl	SCE	Open country in much of North and South America. Usually occupies ground squirrel burrows in open, dry grasslands, agricultural and range lands, railroad rights-of-way, and margins of highways, golf courses, and airports. Often utilizes human-made structures, such as earthen berms, cement culverts, cement, asphalt, rock, or wood debris piles. They avoid thick, tall vegetation, brush, and trees, but may occur in areas where brush or tree cover is less than 30%.	HA	Suitable nesting and foraging habitat is not present in or adjacent to the BSA. The project would have no effect on this species.
Brachyramphus marmoratus	Marbled murrelet	FT/SE	Nests in old growth or old mature redwood/coniferous forest and forages at sea.	HA	Suitable nesting and foraging habitat is not present in or adjacent to the BSA. The project would have no effect on this species.
Buteo swainsoni	Swainson's hawk	ST	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees. Requires adjacent suitable foraging areas such as grasslands, or alfalfa or grain fields supporting rodent populations.	HA	Suitable nesting and foraging habitat is not present in or adjacent to the BSA. The project would have no effect on this species.
Charadrius alexandrines nivosus	Western snowy plover	FT/SSC	Sandy beaches, salt pond levees and shores of large alkali lakes. Requires barren areas with sandy, gravelly or friable soils for nesting.	HA	Suitable nesting habitat is not present in the BSA. The project would have no effect on this species.
Coccyzus americanus occidentalis (nesting)	Western yellow-billed cuckoo	FT/SE	Breeds and nests in extensive stands of dense cottonwood/willow riparian forest along broad, lower flood bottoms of larger river systems at scattered locales in western North America; winters in South America.	HA	Suitable nesting habitat is not present in the BSA. The project would have no effect on this species.

Table 3.21.2: Listed Animal Species Potentially Occurring or Known to Occur in the BSA

Scientific Name	English Name	Status[1]	General Habitat Description	Habitat Present/ Absent[2]	Rationale
Empidonax traillii extimus	Southwestern willow flycatcher	FE/SE	Nests and forages in riparian habitats dominated by willow thickets and other low riparian vegetation. Neotropical migrant, present during spring and summer, migrants in the fall.	HP	Although marginal suitable habitat is present in the BSA and this species is not known to occur along the I-405 and there are no historical records of occurrence. The BSA is a heavily traveled roadway that is subject to regular disturbance. The project would have no effect on this species.
Gymnogyps californianus	California condor	FE/SE/FP	Generally occurs in wild landscapes, searches for carrion while soaring over mountains, sea coasts, and grasslands, nests on cliffs or in cavities in tall trees.	HA	Suitable nesting habitat is not present in the BSA. The project would have no effect on this species.
Passerculus sandwichensis beldingi	Belding's Savannah sparrow	SE	Resident in salt marshes, with rare exception (e.g., Islas Todos Santos, Baja California), of Pacific Coast from Santa Barbara County to Baja California.	HA	This is a salt marsh species; no suitable habitat is present in or near the BSA. The project would have no effect on this species.
Polioptila californica californica	Coastal California gnatcatcher	FT/SSC	Inhabits coastal sage scrub in low-lying foothills and valleys up to about 1,640 ft in elevation in cismontane southwestern California and Baja California.	HP	Marginal breeding and foraging habitat is present within the BSA. This species is not known to occur along the I-405 and there are no historical records of occurrence. The BSA is a heavily traveled roadway that is subject to regular disturbance. The project would have no effect on this species. Species was not observed during the field surveys.
Rallus obsoletus levipes	Light-footed Ridgway's rail	FE/SE/FP	Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on mollusks and crustaceans.	HA	This is a salt marsh species; no suitable habitat is present in or near the BSA. The project would have no effect on this species.
Riparia riparia (nesting)	Bank swallow	ST	Nesting habitat is vertical banks of fine textured soils, most commonly along streams and rivers. Nesting population extirpated from southern California.	HA	Suitable nesting habitat is not present in the BSA. The project would have no effect on this species.

Table 3.21.2: Listed Animal Species Potentially Occurring or Known to Occur in the BSA

Scientific Name	English Name	Status[1]	General Habitat Description	Habitat Present/ Absent[2]	Rationale
Sternula antillarum browni	California least tern	FE/SE/FP	Forages for small fish over open marine waters and nests in open barren habitat on islands, shorelines, dunes, salt-pond dikes, and dunes.	HA	Suitable nesting and/or wintering habitat is not present in or adjacent to the BSA. The project would have no effect on this species.
Vireo bellii pusillus	Least Bell's vireo	FE/SE	Nests in riparian habitats dominated by willow, forages in a variety of native riparian trees and shrubs and will sometime forage or nest in *Eucalyptus* adjacent to riparian areas. Neotropical migrant, present during spring and summer, migrants in the fall.	HP	Marginal breeding and foraging habitat is present within the BSA. This species is not known to breed or occur along the I405 and there are no historical records of occurrence. The BSA is a heavily traveled roadway that is subject to regular disturbance. The project would have no effect on this species. Species was not observed during surveys conducted on May 18–19 and July 6, 2022.
MAMMALS					
Perognathus longimembris pacificus	Pacific pocket mouse	FE/SSC	Historically occupied open habitats on sandy soils along the coast from Los Angeles to the Mexican border. Now known from only four sites in Orange and San Diego Counties.	HA	Suitable habitat is not present; lack suitable open/sandy soils. The project would have no effect on this species.
Puma concolor	Mountain lion	SCT	Found in nearly all habitats, except xeric regions of the Mojave and Colorado deserts that do not support mule deer populations. Excluded from croplands in the Central Valley. Most abundant in riparian areas, and brushy stages of most habitats. Ranging from sea level to alpine meadows.	HP	Unlikely suitable denning habitat for this species is present in the BSA due to the anthropogenic disturbances; however, the species may forage or migrate throughout the BSA in areas that support native habitat and wildlife crossings. Species was not observed during the field surveys.

[1] Federal Endangered (FE); Federal Threatened (FT), State Threatened (ST), Proposed Federal Threatened (PFT), State Endangered (SE), State Species of Special Concern (SSC), State Candidate Endangered (SCE), State Candidate Threatened (SCT), State Fully Protected (FP)

[2] Habitat Absent [HA] - no suitable habitat present; Habitat Present [HP] – suitable habitat is present.

BSA = biological study area

Based on the field surveys and evaluation of the habitat present in the BSA, it was determined that no suitable habitat is present within the BSA for 19 of these 26 species. Therefore, implementation of the Project would result in a No Effect finding for the 19 species for which there is no suitable habitat present within the BSA. Discussion regarding the remaining 7 potential federally and/or State-listed endangered, threatened, or candidate animal species that have the potential to occur within the BSA is provided below.

Crotch's Bumble Bee

Crotch's bumble bee is a candidate species for listing as threatened under CESA. Although not formally listed, CESA candidate species are still afforded significant protection under the CESA. As such, Crotch's bumble bee is to be treated with the same level of consideration as listed species during environmental review processes. This includes assessing potential impacts and, if necessary, implementing appropriate avoidance, minimization, and mitigation measures in line with CESA requirements and obtaining appropriate permits, if necessary.

Crotch's bumble bee occurs primarily in California, including the Mediterranean region, the Pacific Coast, the Western Desert, and adjacent foothills throughout most of the State's southwestern region. This species inhabits grasslands and shrublands and requires a hotter and drier environment than other bumble bee species. Typical food sources include milkweed, lupines, sages, phacelias, clarkias, poppies, and wild buckwheat. Nests are often located underground in abandoned rodent nests, or above ground in tufts of grass, old bird nests, rock piles, or cavities in dead trees. Only mated queens overwinter and conduct all the foraging and care for the colony in the early spring until the first workers emerge and assist with these duties.

No focused surveys were conducted for Crotch's bumble bee, and it was not observed in the BSA during the 2022 and 2023 field surveys. Therefore, it is unknown whether this species currently occurs in the BSA. The potential for this species was determined based on an evaluation of the habitat present in the BSA, which identified that suitable habitat is present that supports CSS, chaparral, and annual brome grassland habitats. In total 335.39 acres of suitable habitat in the form of CSS and chaparral (127.57 acres of coastal sage/chaparral scrub ecotone, 173.32 acres of mixed scrub, 8.04 acres of mixed mid-elevation chaparral, 19.91 acres of scrub grassland ecotone, 2.58 acres of hollyleaf redberry chaparral, 3.71 acres of laurel sumac scrub, and 0.26 acre of laurel sumac savannah) and 0.65 acre of annual brome grassland are present within the BSA. There are no documented occurrences of Crotch's bumble bee within the construction limits or the BSA. There are four recorded occurrences located approximately 0.5 mile outside the BSA, two of which are from the 1950s and 1960s. The other two records are from 2019, with one recorded in Deervale-Stone Canyon Park and the other documented foraging on white sage in a residential area (CDFW 2023b) located 0.69 mile from the BSA. Suitable food genera and nesting habitat are present within the BSA.

Monarch Butterfly

Monarch butterfly was petitioned to be listed under the FESA in 2014. On December 12, 2024, the USFWS proposed listing the monarch as threatened with a 4(d) rule and designated critical habitat in California in the western population's overwintering range. The USFWS accepted public comments on the proposal through March 12, 2025, and will evaluate comments and any additional information on the species and determine whether the monarch butterfly should be listed. USFWS has not yet published a final rulemaking regarding the monarch butterfly. This species is also a CDFW special animal. Caltrans is also part of the monarch butterfly candidate conservation agreement, which is a

conservation program with USFWS that aims to protect monarch butterflies and their habitat. This agreement focuses on creating and improving monarch habitat, particularly milkweed, which is essential for monarch butterfly reproduction. Within the BSA, the I-405 is included in the coverage under the monarch butterfly candidate conservation agreement.

Monarch butterfly is a migratory species of butterfly that typically overwinters along the west coast of the United States in groves of blue gum eucalyptus (*Eucalyptus globulus*), Monterey pine (*Pinus radiata*), and Monterey cypress (*Hesperocyparis macrocarpa*), all of which act as roost trees. Adult monarch butterflies require a diversity of blooming nectar resources during breeding and migration, which they feed on throughout their migration routes and breeding grounds (spring through fall). Monarch butterflies also need milkweed for both egg-laying and larval feeding among nectar resources. Overwintering sites are protected as sensitive habitat areas by the CDFW.

Monarch butterfly was not observed in the BSA during the 2022 and 2023 field surveys. In total 307.44 acres of suitable habitat in the form of coastal sage scrub (CSS) and chaparral (127.57 acres of coastal sage/chaparral scrub ecotone, 173.32 acres of mixed scrub, 8.04 acres of mixed mid-elevation chaparral, 2.58 acres of hollyleaf redberry chaparral, 3.71 acres of laurel sumac scrub, and 0.26 acres of laurel sumac savannah) and 155.84 acres of ornamental habitat (30.73 acres of mixed ornamental plantings and 125.11 acres of ornamental) are present within the BSA. Suitable habitat that includes nectar sources for monarch butterfly occurs in CSS and chaparral, which is present within the BSA. Suitable roosting and overwintering habitat occur within the trees present within the native and ornamental landscaping that occurs throughout the BSA. There are no documented occurrences of overwintering monarchs within the construction limits or the BSA; however, there are several roosting site occurrences along the Pacific Coast, with the closest being 2 miles southwest of the BSA. Milkweed species required for egg-laying and larval feeding were not observed within the BSA.

Southwestern Willow Flycatcher

Southwestern willow flycatcher (SWWF) is a federally and State-listed endangered species; therefore, its nesting habitats are protected. SWWF is one of three subspecies of the willow flycatcher that breed in California, and SWWF is the only subspecies that breeds in southern California. SWWF require moist microclimatic and vegetative conditions, and breed only in dense riparian vegetation near surface water or saturated soil.

No SWWF were observed during surveys conducted on May 18–19 and July 6, 2022. In total, 1.42 acres of riparian habitats occur within the BSA. The riparian habitat consists of 0.05 acre of mulefat scrub and 1.37 acres of sycamore woodland. Although a small amount of riparian habitat is present within the BSA, it lacks the dense riparian vegetation and water sources required for this species. Therefore, the habitat is largely considered marginal for foraging and nesting as it occurs immediately adjacent to I-405, where high levels of human activity occur. Furthermore, SWWF has not been documented along I-405 within the BSA nor was it documented during the I-405 Sepulveda Pass Widening and HOV project, which overlaps with the I-405 Sepulveda Pass ExpressLanes Project. There are no documented occurrences of SWWF within the vicinity of the BSA or the construction limits.

Coastal California Gnatcatcher

Coastal California gnatcatcher (CAGN) was federally-listed as threatened by the USFWS in March 1993 and is CDFW Species of Special Concern. There is no designated critical

habitat in the BSA. CAGN is a non-migratory songbird that typically nests and forages in moderately dense stands of CSS below 2,500 feet in elevation in southern California.

In California, the CAGN is closely associated with CSS, especially when dominated by California sagebrush. Moderately and sparsely vegetated habitats and edges are more often occupied than dense scrub. CAGN is rarely found above 2,500 feet in elevation or in chaparral habitats. Mulefat scrub and ruderal habitats near to CSS are often occupied. Use of alternative habitats such as these and other scrub, riparian, and wooded habitats increases following the nesting season.

No CAGN were observed during surveys conducted on May 18–19 and July 6, 2022. In total, 415.61 acres of CSS habitats occur within the BSA. Habitats similar to CSS, such as California buckwheat scrub (0.81 acre), California buckwheat scrub/annual grassland ecotone (0.94 acre), coastal sage/chaparral scrub ecotone (127.57 acres), mixed scrub (173.32 acres), and scrub grassland ecotone (19.91 acres) are present in the BSA. This habitat is comprised of small patches, and high quality habitat is absent from the BSA resulting in disturbed conditions. There are no documented occurrences of CAGN within the immediate vicinity of the BSA or the construction limits. Furthermore, historical occurrences have not been recorded in the BSA.

Least Bell's Vireo

Least Bell's vireo (LBVI) is a federally and State endangered species; therefore, its nesting habitats are protected. LBVI is a small migratory songbird that nests in southern California. This species is a rare and local summer resident of southern California and breeds in willow thickets and lowland riparian woodlands. Suffering from habitat loss and nest interference from the brood-parasitic brown-headed cowbird (*Molothrus ater*), LBVI was extirpated from much of California in the mid- to late 20th century. LBVI inhabits low-elevation, riparian habitats with a dense shrub understory that is near water.

No LBVI were observed during field surveys. In total, 1.42 acres of riparian habitats occur within the BSA. The riparian habitat consists of 0.05 acre of mulefat scrub and 1.37 acres of sycamore woodland. The ideal LBVI habitat contains both canopy and shrub layers. While a small amount of riparian habitat is present within the BSA; these areas lack dense shrub canopy, structure, and water sources to support LBVI. Therefore, the habitat is largely considered marginal for foraging and nesting as it occurs immediately adjacent to I-405, where high levels of human activity occur. Furthermore, LBVI has not been documented along I-405 within the BSA nor was it documented during the I-405 Sepulveda Pass Widening and HOV project, which overlaps with the I-405 Sepulveda Pass ExpressLanes Project. There is one documented historical occurrence of LVBI within the vicinity of the BSA from 1897 (CDFW 2023b) but not within the construction limits of the BSA.

Mountain Lion

Mountain lion is a candidate species for listing as threatened under CESA. While not yet formally listed, CESA candidate species are still provided substantial protections under CESA. Accordingly, mountain lion must be evaluated with the same level of consideration as listed species during environmental review. This includes assessing potential impacts and, if necessary, implementing appropriate avoidance, minimization, and mitigation measures in line with CESA requirements and obtaining appropriate permits, if necessary.

Mountain lion is a large cat that is widespread but uncommon within Southern California. Home range sizes vary depending on season, sex, reproductive status, prey density, and

geographic area. Males generally have much larger ranges than females, and females with cubs tend to have even smaller ranges. Zeller et al. (2017) found that mountain lion home ranges in southern California range from 15–192 square miles (sq mi), with mean home range sizes of 73 sq mi for females and 122 sq mi for males (Zeller 2017). Mountain lions inhabit nearly all habitats in the State with the exception of xeric regions of the Mojave and Colorado Deserts that do not support mule deer. It requires extensive areas of riparian vegetation and brushy stages of various habitats, with interspersions of irregular terrain, rocky outcrops, and tree/bush edges. Mountain lions are carnivores, and large ungulates, especially deer, are the preferred prey, although they are opportunistic predators that have been documented eating a variety of other large and small prey, including but not limited to, rabbits and hares, rodents, porcupines, skunks, bobcats, coyotes, and livestock.

No focused surveys were conducted for mountain lion, and the species was not observed in the BSA during the 2022 and 2023 field surveys. Although it is unlikely mountain lions may den within portions of the BSA due to extensive and existing anthropogenic disturbances present, there is still some probability that mountain lions could den in the BSA. The National Park Service (NPS) tracked five different Global Positioning System (GPS) radio-collared mountain lions west of I-405 (Schoonmaker 2011), including west of the Skirball Center Drive overcrossing. None of the collared mountain lions tracked by NPS entered the BSA in 2011. The BSA contains marginal foraging habitat which is comprised of the natural and developed areas along the I-405 corridor around the Santa Monica Mountains and very low numbers of mule deer, but mule deer are known to utilize the Sepulveda Boulevard undercrossing, the Bel Air Crest Road undercrossing, the Skirball Center Drive overcrossing, and the Mulholland Drive bridge. Mule deer were more commonly detected in the natural undeveloped areas adjacent to I-405 within and outside the BSA. A mountain lion was documented attempting to cross I-405 as recently as July 2024, but was struck and killed.

3.21.3 Environmental Consequences

3.21.3.1 Temporary Impacts

Build Alternatives (Alternative 2)

Threatened and/or Endangered Plant Species

Alternative 2 would temporarily impact up to 0.14 acre of coast live oak woodland and forest, 0.39 acre of coastal sage/chaparral scrub ecotone, 0.002 acre of mixed mid-elevation chaparral, and 0.02 acre of mixed scrub. However, no threatened or endangered plant species were observed or otherwise detected during the surveys conducted within the BSA. Threatened or endangered plant species are considered unlikely to occur in the BSA, and Alternative 2 would not result in temporary impacts to threatened or endangered plant species. Alternative 2 would temporarily impact marginally suitable habitat for threatened or endangered plant species but is not likely to result in temporary adverse effects to individuals. .

Temporary indirect impacts during construction activities associated with Alternative 2 may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. These impacts would not be new to the BSA but would temporarily increase the level of indirect disturbance near these habitats during construction activities associated with Alternative 2. As a result, construction of Alternative 2 is not anticipated to result in temporary substantial adverse effects on threatened or endangered plant species during construction.

To address potential temporary indirect and temporary impacts to suitable habitat for threatened or endangered plant species, Measures PS-1 through PS-2, and MM-PS-3 would be implemented as described in Section 3.19.4, which requires pre-construction surveys to confirm the absence of sensitive botanical resources within work areas. In addition, Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 from Section 3.17, Natural Communities, would also protect threatened or endangered plant species.

Threatened and/or Endangered Animal Species

LBVI and SWWF are not expected to be temporarily impacted by Alternative 2 as no temporary impacts to marginally suitable riparian habitat for LBVI and SWWF would occur.

Temporary impacts to marginal CAGN CSS habitat consist of 0.39 acre of coastal sage/ chaparral scrub ecotone and 0.02 acre of mixed scrub. Monarch butterfly is not anticipated to occur within the CSS, chaparral, or landscaped habitat that would be temporarily impacted by Alternative 2. Temporary impacts to monarch habitat consist of up to 0.402 acre of CSS and chaparral (0.39 acre of coastal sage/chaparral scrub ecotone, 0.01 acre of mixed scrub, and 0.002 acre of mixed-mid elevation chaparral) and up to 0.06 acre of ornamental. Indirect temporary impacts to suitable monarch butterfly and CAGN habitat through implementation of Alternative 2 may include increased noise, vibration, dust, and lighting during construction activities. However, because those activities would be performed adjacent to highly traveled portions of I-405 and surface streets and the monarch butterfly and CAGN already experience noise, vibration, dust, and lighting, indirect impacts are expected to be minimal, if present. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) and PF-AS-1 (detailed in Section 3.20.4) would ensure that indirect impacts to suitable habitat for these species would be avoided or minimized, and would not result in substantial adverse effects.

Alternative 2 may result in temporary impacts to mountain lion habitat through ground disturbance and removal of vegetation to potential denning habitat. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) would be implemented to address temporary impacts to mountain lion habitat. In addition, implementation of Measure TE-1 would require a pre-construction survey for denning mountain lions. With implementation of these measures, temporary impacts would not result in substantial adverse effects to mountain lion habitat during construction of Alternative 2.

It is unlikely that Crotch's bumble bee would nest within the CSS, chaparral, and annual brome grassland habitats that would be temporarily impacted by Alternative 2; however, there is potential for the species to forage in and around the BSA. Temporary impacts to consist of up to 0.402 acre of CSS and chaparral (0.39 acre of coastal sage/chaparral scrub ecotone, 0.01 acre of mixed scrub, and 0.002 acre of mixed-mid-elevation chaparral). Indirect temporary impacts to suitable Crotch's bumble bee habitat through implementation of Alternative 2 may include increased noise, vibration, dust, and lighting during construction activities. In addition, because those activities would be performed on and/or along highly traveled portions of I-405, indirect impacts are expected to be minimal. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) would be implemented to address temporary impacts to Crotch's bumble bee habitat. Implementation of Measure TE-2 would require a pre-

construction survey for Crotch's bumble bee. With implementation of these measures, temporary impacts to Crotch's bumble bee would not result in substantial adverse effects.

A *No Effect* determination was made for each species on the federal lists or additional literature review sources (see Table 3.21.3, below). If listed species are found during pre-construction surveys and work cannot be postponed until the species is not present in the area, or the scope of work changes such that newly designated critical habitat or listed species may be adversely affected, Section 7 consultation would be required prior to such activities.

Table 3.21.3: Effect Determination for Species Identified by the Official Species Lists

Scientific Name	Common Name	Status		General Habitat Description	Effects Determination
		USFWS	CDFW		
BIRDS					
Gymnogyps californianus	California condor	FE	SE	Require vast expanses of open savannah, grasslands, and foothill chaparral in mountain ranges of moderate altitude. Deep canyons containing clefts in the rocky walls provide nesting sites. Forages up to 100 miles from roost/nest.	No effect
Sternula antillarum browni	California Least tern (nesting)	FE	SE	Nests along the coast from San Francisco Bay south to northern Baja California. Forages in shallow water. Colonial breeder on bare or sparsely vegetated, flat substrates, sand beaches, alkali flats, landfills, or paved areas.	No effect
Polioptila californica californica	Coastal California gnatcatcher	FT	SSC	Inhabits coastal sage scrub in low-lying foothills and valleys up to about 1,640 ft in elevation in cismontane southwestern California and Baja California.	No effect
Vireo bellii pusillus	Least Bell's vireo (nesting)	FE	SE	Riparian forests and willow thickets. The most critical structural component of least Bell's vireo habitat in California is a dense shrub layer 2 to 10 ft aboveground.	No effect
Rallus longirostris (obsoletus) levipes	Light-footed clapper rail	FE	SE/CFP	Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on mollusks and crustaceans.	No effect
Brachyramphus marmoratus	Marbled murrelet	FT	SE	Feeds near-shore; nests inland along coast from Eureka to Oregon border and from Half Moon Bay to Santa Cruz. Nests in old-growth redwood-dominated forests, up to six miles inland, often in Douglas-fir.	No effect
Empidonax traillii extimus	Southwestern willow flycatcher (nesting)	FE	SE	Rare and local breeder in extensive riparian areas of dense willows or (rarely) tamarisk, usually with standing water, in the southwestern U.S. and possibly extreme	No effect

Table 3.21.3: Effect Determination for Species Identified by the Official Species Lists

Scientific Name	Common Name	Status		General Habitat Description	Effects Determination
		USFWS	CDFW		
				northwestern Mexico. Winters in Central and South America. Below 6,000 ft in elevation.	
Charadrius alexandrinus nivosus	Western snowy plover (nesting)	FT (coastal population)	SSC	Sandy coastal beaches, lakes, and alkaline playas. Scattered locations along coastal California and Channel Islands, inland at Salton Sea, and at various alkaline lakes.	No effect
Coccyzus americanus occidentalis	Yellow-billed cuckoo	FT	SE	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.	No effect
FISHES					
Acipenser medirostris	green sturgeon DPS	FT	SA	Federal listing includes all spawning populations south of the Eel River.	No effect
Eucyclogobius newberryi	tidewater goby	FE	SSC	Brackish water habitats along the California coast from Agua Hedionda Lagoon (San Diego County) to the mouth of the Smith River (Del Norte County). Found in shallow lagoons and lower stream reaches.	No effect
Oncorhynchus mykiss irideus	Southern California steelhead DPS	FE	SA	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including, the Santa Maria River.	No effect
INVERTEBRATES					
Danaus plexippus (wintering sites)	Monarch – California overwintering population	FC	SA	Winter roosts are located in wind-protected tree groves (e.g., eucalyptus, Monterey pine, cypress) with nectar and water sources nearby.	No effect
Streptocephalus woottoni	Riverside fairy shrimp	FE	SA	Warm-water vernal pools (i.e., large, deep pools that retain water into the warm season) with low to moderate dissolved solids in annual grassland areas interspersed through chaparral or coastal sage scrub vegetation. Suitable habitat includes some artificially created or enhanced pools, such as stock ponds, that have vernal pool-like hydrology and vegetation.	No effect
Branchinecta lynchi	Vernal pool fairy shrimp	FT	SA	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	No effect

Table 3.21.3: Effect Determination for Species Identified by the Official Species Lists

Scientific Name	Common Name	Status		General Habitat Description	Effects Determination
		USFWS	CDFW		
PLANTS					
Astragalus brauntonii	Braunton's milk vetch	FE	–	Perennial herb. Recent burns or disturbed areas, usually sandstone with carbonate layers in chaparral, coastal sage scrub, and valley/foothill grassland from 15 to 2,100 ft in elevation.	No effect
Orcuttia californica	California Orcutt grass	FE	SE	Annual grass. Vernal pools from 50 to 2,200 ft in elevation.	No effect
Astragalus tener var. *titi*	Coastal dune milk-vetch	FE	SE	Annual herb. Often mesic or vernal mesic in sandy coastal bluff scrub, mesic coastal prairie, and coastal dunes from 5 and 165 ft in elevation.	No effect
Cordylanthus maritimus ssp. *maritimus*	Salt marsh bird's beak	FE	SE	Coastal dunes and salt marshes. In California, known from Los Angeles, Orange, Santa Barbara, San Bernardino, San Diego, San Luis Obispo, and Ventura Counties. Historical collections referred to this taxon from alkaline meadow in vicinity of San Bernardino Valley and from interior San Diego County are intermediate to C. *maritimus* ssp. *canescens*. Also occurs in Mexico.	No effect
Nasturtium (Rorippa) gambelii	Gambel's watercress	FE	ST	Perennial rhizomatous herb. Marshes from 20 to 1,100 ft in elevation.	No effect
Arenaria paludicola	Marsh Sandwort	FE	SE	Perennial stoloniferous herb. Marshes and swamps (brackish, freshwater) from 10 to 560 ft in elevation.	No effect
Navarretia fossalis	Spreading navarretia	FT	–	Annual herb. Chenopod scrub, marshes and swamps (shallow freshwater), playas, and vernal pools from 100 to 2,150 ft in elevation.	No effect

Sources = USFWS (2023) and NOAA (2023).
CDFW = California Department of Fish and Wildlife
CFP = California Fully Protected
DPS= Distinct Population Segment
FE = Federally Endangered
ft = foot/feet
FT = Federally Threatened
NOAA = National Oceanic and Atmospheric Administration
SA = California Special Animal
SE = State Endangered
SSC = State Species of Concern
USFWS = United States Fish and Wildlife Service

Build Alternatives (Alternative 3)

Threatened and/or Endangered Plant Species

Alternative 3 would temporarily impact up to 0.18 acre of coast live oak woodland and forest, 0.43 acre of coastal sage/chaparral scrub ecotone, 0.05 acre of laurel sumac scrub, 0.21 acre of mixed mid-elevation chaparral, and 0.20 acre of mixed scrub. However, no threatened or endangered plant species were observed or otherwise detected during the surveys conducted within the BSA. Threatened or endangered plant species are considered unlikely to occur in the BSA, and Alternative 3 would not result in temporary impacts to threatened or endangered plant species. Alternative 3 would temporarily impact marginally suitable habitat for threatened or endangered plant species but is not likely to result in temporary adverse effects to individuals.

Temporary indirect impacts during construction activities associated with Alternative 3 may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. These impacts would not be new to the BSA but would temporarily increase the level of indirect disturbance near these habitats during construction activities associated with Alternative 3. As a result, construction of Alternative 3 is not anticipated to result in temporary substantial adverse effects on threatened or endangered plant species during construction.

To address potential temporary indirect and temporary impacts to suitable habitat for threatened or endangered plant species, Measure PS-1 through PS-2, and MM-PS-3 would be implemented as described in Section 3.19.4, which requires pre-construction surveys to confirm the absence of sensitive botanical resources within work areas. In addition, Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 from Section 3.17.4, Natural Communities, would also protect threatened or endangered plant species.

Threatened and/or Endangered Animal Species

LBVI and SWWF are not expected to be temporarily impacted by Alternative 2 as no temporary impacts to marginally suitable riparian habitat for LBVI and SWWF would occur.

Temporary impacts to marginal CAGN CSS habitat consist of 0.43 acre of coastal sage/ chaparral scrub ecotone and 0.20 acre of mixed scrub. Monarch butterfly is not anticipated to occur within the CSS, chaparral, or landscaped habitat that would be temporarily impacted by Alternative 3. Temporary impacts to monarch habitat consist of up to 0.43 acre of coastal sage scrub/chaparral scrub, 0.20 acre of mixed scrub, 0.05 acre of laurel sumac scrub, 0.21 acre of mixed mid-elevation chaparral, 0.75 acre of mixed ornamental plantings, and 0.24 acre of ornamental. Indirect temporary impacts to suitable monarch butterfly and CAGN habitat through implementation of Alternative 3 may include increased noise, vibration, dust, and lighting during construction activities. However, because those activities would be performed on and/or along highly traveled portions of I-405 within the BSA, and the monarch butterfly and CAGN already experience noise, vibration, dust, and lighting, indirect impacts are expected to be minimal, if present. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) and PF-AS-1 (detailed in Section 3.20.4) would ensure that indirect impacts to suitable habitat for these species would be avoided or minimized, and would not result in substantial adverse effects.

Alternative 3 may result in temporary impacts to mountain lion habitat through ground disturbance and removal of vegetation to potential denning habitat. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) would be implemented to address temporary impacts to mountain lion habitat. In addition, implementation of Measure TE-1 would require a pre-construction survey for denning mountain lions. With implementation of these measures, temporary impacts would not result in substantial adverse effects to mountain lion habitat during construction of Alternative 3.

It is unlikely that Crotch’s bumble bee would nest within the CSS, chaparral, and annual brome grassland habitats that would be temporarily impacted by Alternative 3; however, there is potential for the species to forage in and around the BSA. Temporary impacts consist of up to 0.43 acre of coastal sage/chaparral scrub ecotone, 0.20 acre of mixed scrub, 0.05 acre of laurel sumac scrub, and 0.21 acre of mixed mid-elevation chaparral. No

temporary impacts to annual brome grassland would occur with implementation of Alternative 3. Indirect temporary impacts to suitable Crotch's bumble bee habitat through implementation of Alternative 3 may include increased noise, vibration, dust, and lighting during construction activities. In addition, because those activities would be performed on and/or along highly traveled portions of I-405, indirect impacts are expected to be minimal. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3 and MM-NC-4 (detailed in Section 3.17.4) would be implemented to address temporary impacts to Crotch's bumble bee habitat. In addition, implementation of Measure TE-2 would require a pre-construction survey for Crotch's bumble bee. With implementation of these measures, temporary impacts to Crotch's bumble bee would not result in substantial adverse effects.

Build Alternatives (Alternative 5)

Threatened and/or Endangered Plant Species

Alternative 5 would temporarily impact up to 0.18 acre coast live oak woodland and forest, 0.44 acre of coastal sage/chaparral scrub ecotone, 0.05 acre of laurel sumac scrub, 0.21 acre of mixed mid-elevation chaparral, and 0.20 acre of mixed scrub. However, no threatened or endangered plant species were observed or otherwise detected during the surveys conducted within the BSA. Threatened or endangered plant species are considered unlikely to occur in the BSA, and Alternative 5 would not result in temporary impacts to threatened or endangered plant species. Alternative 5 would temporarily impact marginally suitable habitat for threatened or endangered plant species but is not likely to result in temporary adverse effects to individual species.

Temporary indirect impacts during construction activities associated with Alternative 5 may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. These impacts would not be new to the BSA but would temporarily increase the level of indirect disturbance near these habitats during construction activities associated with Alternative 5. As a result, construction of Alternative 5 is not anticipated to result in temporary substantial adverse effects on threatened or endangered plant species during construction.

To address potential temporary indirect and temporary impacts to suitable habitat for threatened or endangered plant species, Measure PS-1 through PS-2 and MM-PS-3 would be implemented as described in Section 3.19.4, which requires pre-construction surveys to confirm the absence of sensitive botanical resources within work areas. In addition, Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 from Section 3.17.4, Natural Communities, would also protect threatened or endangered plant species.

Threatened and/or Endangered Animal Species

LBVI and SWWF are not expected to be temporarily impacted by Alternative 5 as no temporary impacts to marginally suitable riparian habitat for LBVI and SWWF would occur.

Temporary impacts to marginal CAGN CSS habitat would consist of 0.44 acre of coastal sage/chaparral scrub ecotone and 0.21 acre of mixed scrub. Monarch butterfly is not anticipated to occur within the CSS, chaparral, or landscaped habitat that would be temporarily impacted by Alternative 5. Temporary impacts to monarch habitat consist of up to 0.91 acre of suitable habitat in the form of CSS and chaparral (0.44 acre of coastal sage scrub/chaparral scrub ecotone, 0.21 acre of mixed scrub, 0.05 acre of laurel sumac scrub, and 0.21 acre of mixed elevation chaparral) and up to 0.98 acre of ornamental habitat

(0.74 mixed ornamental plantings and 0.24 acre of ornamental) with construction of Alternative 5. Indirect temporary impacts to suitable monarch butterfly and CAGN habitat through implementation of Alternative 5 may include increased noise, vibration, dust, and lighting during construction activities. However, because those activities would be performed on and/or along highly traveled portions of I-405 within the BSA, and the monarch butterfly and CAGN already experiences noise, vibration, dust, and lighting, indirect impacts are expected to be minimal, if present. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) would ensure that indirect impacts to suitable habitat would be avoided or minimized, and would not result in substantial adverse effects.

Alternative 5 may result in temporary impacts to mountain lion habitat through ground disturbance and removal of vegetation to potential denning habitat. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, and MM-NC-4 (detailed in Section 3.17.4) would be implemented to address temporary impacts to mountain lion habitat. In addition, implementation of Measure TE-1 would require a pre-construction survey for denning mountain lions. With implementation of these measures, temporary impacts would not result in substantial adverse effects to mountain lions or habitat during construction of Alternative 5.

It is unlikely that Crotch's bumble bee would nest within the CSS, chaparral, and annual brome grassland habitats that would be temporarily impacted by Alternative 5; however, there is potential for the species to forage in and around the BSA. Temporary impacts consist of up to 0.91 acre of suitable habitat in the form of CSS and chaparral (0.44 acre of coastal sage scrub/chaparral scrub ecotone, 0.21 acre of mixed scrub, 0.05 acre of laurel sumac scrub, and 0.21 acre of mixed-elevation chaparral). No temporary impacts to annual brome grassland would occur with implementation of Alternative 5. Indirect temporary impacts to suitable Crotch's bumble bee habitat through implementation of Alternative 5 may include increased noise, vibration, dust, and lighting during construction activities. In addition, because those activities would be performed on and/or along highly traveled portions of I-405, indirect impacts are expected to be minimal. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3 and MM-NC-4 (detailed in Section 3.17.4) would be implemented to address temporary impacts to Crotch's bumble bee habitat. In addition, implementation of Measure TE-2 would require a pre-construction survey for Crotch's bumble bee. With the implementation of the measures listed above, temporary impacts to Crotch's bumble bee would not result in substantial adverse effects.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in temporary effects related to threatened and/or endangered species.

3.21.3.2 Permanent Impacts

Build Alternatives (Alternative 2)

Threatened and/or Endangered Plant Species

Alternative 2 would permanently impact up to 0.19 acre of coast live oak woodland and forest, 0.69 acre of coastal sage/chaparral scrub ecotone, and 0.15 acre of mixed scrub. However, no threatened or endangered plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, threatened or endangered plant

species are considered unlikely to occur in the BSA and are therefore unlikely to be impacted by Alternative 2.

With implementation of Measures PS-1 through PS-2, and MM-PS-3 (as noted in Section 3.19.4), Project Feature PF-AS-1 (as noted in Section 3.20.3.1) and Project Features PF-NC-1 through PF-NC-3 (as noted in Section 3.17.3.1), and Measures NC-1 through NC-3 and MM-NC-4 in Section 3.17.4, Natural Communities, potential direct and indirect permanent impacts to plant species resulting from implementation of Alternative 2 would not result in substantial adverse effects.

Threatened and/or Endangered Animal Species

Alternative 2 would not result in permanent impacts to marginally suitable riparian habitat for LBVI or SWWF. Alternative 2 is anticipated to permanently impact 0.69 acre of coastal sage/chaparral scrub ecotone and 0.15 acre of mixed scrub habit for CAGN and Crotch's bumble bee. Similarly, Alternative 2 is anticipated to permanently impact 6.15 acre of suitable monarch habitat in the form of CSS and ornamental (0.69 acre of coastal sage/ chaparral scrub ecotone, 0.15 acre of mixed scrub, 0.06 acre of mixed ornamental plantings, and 5.25 acres of ornamental). However, CAGN, monarch butterfly, or Crotch's bumble bee were not observed or otherwise detected during the surveys conducted within the BSA. Therefore, these species are unlikely to occur in the BSA, and direct impacts are not expected due to the limited habitat present.

With implementation of Measures PS-1 through PS-2, and MM-PS-3 (as noted in Section 3.19.4), Project Feature PF-AS-1 (as noted in Section 3.20.3.1), and Project Features PF-NC-1 through PF-NC-3 (as noted in Section 3.17.3.1), and Measures NC-1 through NC-3, and MM-NC-4 in Section 3.17.4, Natural Communities, potential direct and indirect permanent impacts to CAGN, monarch butterfly, and Crotch's bumble bee resulting from implementation of Alternative 2 would not result in substantial adverse effects.

Suitable mountain lion habitat and wildlife corridors would be permanently impacted through the modifications of wildlife corridors and vegetation removal. Impacts to mountain lion habitat and wildlife corridors would be addressed through the implementation of Measures NC-9 through NC-12 (as noted in Section 3.17.4), and permanent impacts to mountain lions and mountain lion habitat would not result in substantial adverse effects.

Build Alternatives (Alternative 3)

Threatened and/or Endangered Plant Species

Alternative 3 would permanently impact up to 0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 2.10 acres of coast live oak woodland and forest, 0.0004 acre of coast live oak woodland/ornamental, 3.40 acres of coastal sage/chaparral scrub ecotone, 0.15 acre of laurel sumac scrub, 0.70 acre of mixed mid-elevation chaparral, 5.74 acres of mixed scrub, 0.02 acre of mulefat scrub, and 0.0005 acre of sycamore woodland. However, no threatened or endangered plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, threatened or endangered plant species are considered unlikely to occur in the BSA and are therefore unlikely to be impacted by Alternative 3.

With implementation of Measures PS-1 through PS-2, and MM-PS-3 (as noted in Section 3.19.4), Project Feature PF-AS-1 (as noted in Section 3.20.3.1), and Project Features PF-NC-1 through PF-NC-3 (as noted in Section 3.17.3.1), and Measures NC-1 through NC-3, and MM-NC-4 in Section 3.17.4, Natural Communities, potential direct and indirect

permanent impacts to plant species resulting from implementation of Alternative 3 would not result in substantial adverse effects.

Threatened and/or Endangered Animal Species

Alternative 3 would permanently impact 0.02 acre of mulefat and 0.0005 acre of sycamore woodland habitat for LBVI or SWWF. Alternative 3 is anticipated to permanently impact 0.001 acre of California buckwheat scrub, 0.00003 acre of California buckwheat scrub/annual grassland ecotone, 3.37 acres of coastal sage scrub/chaparral scrub ecotone, and 5.70 acres of mixed scrub for CAGN. Alternative 3 would impact 9.104 acres of suitable habitat of Crotch's bumble bee in the form of CSS and chaparral (0.001 acre of California buckwheat scrub, 0.00003 acre of California buckwheat scrub/annual grassland ecotone, 3.40 acres of coastal sage scrub/chaparral scrub ecotone, 5.74 acres of mixed scrub, 0.15 acre of laurel sumac scrub, and 0.69 acre of mixed mid-elevation chaparral) as well as up to 0.01 acre of suitable habitat in the form of annual brome grassland. Similarly, Alternative 3 is anticipated to permanently impact 9.14 acres of suitable habitat in the form of CSS and chaparral (0.001 acre of California buckwheat scrub, 0.00003 acre of California buckwheat scrub/annual grassland ecotone, 3.40 acres of coastal sage scrub/chaparral scrub ecotone, 5.74 acres of mixed scrub, 0.15 acre of laurel sumac scrub, and 0.69 acre of mixed mid elevation chaparral) and up to 11.73 acres of suitable habitat in the form of ornamental habitat (2.21 acres of mixed ornamental plantings, and 9.52 acres of ornamental) of suitable habitat for monarch butterfly. However, LBVI, SWWF, CAGN, monarch butterfly, or Crotch's bumble bee were not observed or otherwise detected during the surveys conducted within the BSA. Therefore, these species are unlikely to occur in the BSA, and direct impacts are not expected due to the limited habitat present.

With implementation of Measure PS-1 through PS-2, and MM-PS-3 (as noted in Section 3.19.4), Project Feature PF-AS-1 (as noted in Section 3.20.3.1), and Project Features PF-NC-1 through PF-NC-3 (as noted in Section 3.17.3.1), and Measures NC-1 through NC-3, and MM-NC-4 in Section 3.17.4, Natural Communities, potential direct and indirect permanent impacts to LBVI, SWWF, CAGN, monarch butterfly, and Crotch's bumble bee resulting from implementation of Alternative 3 would not result in substantial adverse effects.

Suitable mountain lion habitat and wildlife corridors would be permanently impacted through the modifications of wildlife corridors and vegetation removal. Impacts to mountain lion habitat and wildlife corridors would be addressed through the implementation of Measures NC-9 through NC-12 (as noted in Section 3.17.4), and permanent impacts to mountain lions and mountain lion habitat would not result in substantial adverse effects.

Build Alternatives (Alternative 5)

Threatened and/or Endangered Plant Species

Alternative 5 would permanently impact up to 0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 2.10 acres of coast live oak woodland and forest, 0.0004 acre of coast live oak woodland/ornamental, 3.37 acres of coastal sage/chaparral scrub ecotone, 0.15 acre of laurel sumac scrub, 0.69 acre of mixed mid-elevation chaparral, 5.77 acres of mixed scrub, 0.02 acre of mulefat scrub, and 0.0005 acre of sycamore woodland. However, no threatened or endangered plant species were observed or otherwise detected during the surveys conducted within the BSA. Therefore, threatened or endangered plant species are considered unlikely to occur in the BSA and are therefore unlikely to be impacted by Alternative 5.

With implementation of Measures PS-1 through PS-2, and MM-PS-3 (as noted in Section 3.19.4), Project Feature PF-AS-1 (as noted in Section 3.20.3.1), and Project Features PF-NC-1 through PF-NC-3 (as noted in Section 3.17.3.1), and Measures NC-1 through NC-3, and MM-NC-4 in Section 3.17.4, Natural Communities, potential direct and indirect permanent impacts to plant species resulting from implementation of Alternative 5 would not result in substantial adverse effects.

Threatened and/or Endangered Animal Species

Alternative 5 would permanently impact 0.02 acre of mulefat and 0.0005 acre of sycamore woodland habitat for LBVI or SWWF. Alternative 5 is anticipated to permanently impact up to 9.14 acres of CSS habitats in the form of California buckwheat scrub (0.001 acre), California buckwheat scrub/annual grassland ecotone (0.00004 acre), coastal sage scrub/chaparral scrub ecotone (3.37 acres), and mixed scrub (5.77 acres) habitat for CAGN. Alternative 5 would impact 9.98 acres of suitable habitat of Crotch's bumble bee in the form of CSS and chaparral (0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 3.37 acres of coastal sage scrub/chaparral scrub ecotone, 5.77 acres of mixed scrub, 0.15 acre of laurel sumac scrub, and 0.69 acre of mixed mid-elevation chaparral) as well as up to 0.01 acre of suitable habitat in the form of annual brome grassland. Similarly, Alternative 5 is anticipated to permanently impact 9.98 acres of suitable monarch butterfly habitat in the form of CSS and chaparral (0.001 acre of California buckwheat scrub, 0.00004 acre of California buckwheat scrub/annual grassland ecotone, 3.37 acres of coastal sage scrub/chaparral scrub ecotone, 5.77 acres of mixed scrub, 0.15 acre of laurel sumac scrub, and 0.69 acre of mixed mid elevation chaparral) and up to 7.61 acres of suitable habitat in the form of ornamental habitat (2.21 acres of mixed ornamental plantings, and 5.40 acres of ornamental). However, LBVI, SWWF, CAGN, monarch butterfly, or Crotch's bumble bee were not observed or otherwise detected during the surveys conducted within the BSA. Therefore, these species are unlikely to occur in the BSA, and direct impacts are not expected due to the limited habitat present.

With implementation of Measures PS-1 through PS-2, and MM-PS-3 (as noted in Section 3.19.4), Project Feature PF-AS-1 (as noted in Section 3.20.3.1), and Project Features PF-NC-1 through PF-NC-3 (as noted in Section 3.17.3.1) and Measures NC-1 through NC-3, and MM-NC-4 in Section 3.17.4, Natural Communities, potential direct and indirect permanent impacts to LBVI, SWWF, CAGN, monarch butterfly, and Crotch's bumble bee resulting from implementation of Alternative 5 would not result in substantial adverse effects.

Suitable mountain lion habitat and wildlife corridors would be permanently impacted through the modifications of wildlife corridors and vegetation removal. Impacts to mountain lion habitat and wildlife corridors would be addressed through the implementation of Measures NC-9 through NC-12 (as noted in Section 3.17.4), and permanent impacts to mountain lions and mountain lion habitat would not result in substantial adverse effects.

No Build Alternative (Alternative 1)

Under the No Build Alternative, the improvements to I-405 proposed under the Build Alternatives would not be made. Therefore, the No Build Alternative would not result in permanent effects related to threatened and/or endangered species.

3.21.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Features PF-NC-1 through PF-NC-3 (Section 3.17.3) and Project Feature PF-AS-1 (Section 3.20.3) to help address potential impacts. In addition to protecting threatened and endangered species during construction and implementation of the Build Alternatives, the following measures would be implemented:

TE-1 **Pre-Construction Survey for Mountain Lion Dens.** Prior to any ground-disturbing activity, a qualified biologist would conduct pre-construction surveys for known or potential mountain lion dens within suitable habitat located within the work area and within 600 meters of the work area. These surveys will be conducted no less than 14 days and no more than 30 days prior to the start of ground-disturbing activities in a work area. If known or potential mountain lion dens are identified or observed during pre-construction surveys, the qualified biologist would implement an appropriate no disturbance buffer until the den is determined to be no longer occupied. No work may occur within the disturbance buffer.

TE-2 **Crotch's Bumble Bee Pre-Construction Clearance Surveys**. A qualified biologist will conduct up to three on-site surveys (2 to 4 weeks apart) prior to ground disturbance following the California Department of Fish and Wildlife (CDFW) methodology as outlined in *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species Surveys* (CDFW 2023b) during the optimal activity period (i.e., April through August). Surveys should occur during the day (at least 1 hour after sunrise and at least 2 hours before sunset, although ideally between 9:00 a.m. and 1:00 p.m.) on warm, but not hot, sunny days (65°F to 90°F) with low wind (less than 8 miles per hour [mph]). Surveying during partially cloudy days or overcast conditions is permissible if the surveyors can still see their own shadows.

If Crotch's bumble bees or potential Crotch's bumble bees (since bumble bees can be difficult to identify in the field) are observed within the site, a plan to protect Crotch's bumble bee nests and individuals would be developed and implemented in consultation with the CDFW. The plan would include, but not be limited to, the following measures:

- If no protected bumble bees are found during the multiple rounds of focused surveys, but the habitat assessment identified suitable nesting, foraging, or overwintering habitat within the Project site, ensure that a biological monitor is on site during vegetation or ground-disturbing activities that take place during the optimal activity period (i.e., April through August);
- Specifications for construction timing and sequencing requirements (e.g., avoidance of raking, mowing, tilling, or other ground disturbance until late March to protect overwintering queen bumble bees);
- Establishment of appropriate no-disturbance buffers for bumble bee nest sites to avoid impacts to the bees and construction monitoring by a qualified biologist to ensure compliance if bumble bee nests are identified;
- Restrictions associated with construction practices, equipment, or materials that may harm bumble bees (e.g., avoidance of pesticides/

herbicides, Best Management Practices (BMPs) to minimize the spread of invasive plant species);

- Provisions to avoid Crotch's bumble bee or potential Crotch's bumble bees if observed away from a bumble bee nest during Project activity (e.g., ceasing of Project activities until the animal has left the active work area of its own volition); and
- Prescription of an appropriate restoration seed mix targeted for Crotch's bumble bee, including native plant species known to be visited by native bumble bee species and containing a mix of flowering plant species with continual floral availability through the entire active season of Crotch's bumble bee (March through September).

In addition to the measures described above for threatened and endangered species, the following measures would also protect threatened and endangered species:

- Measures NC-1 through NC-3 and MM-NC-4 in Section 3.17, Natural Communities
- Measures PS-1 through PS-2, and MM-PS-3 in Section 3.19, Plant Species

3.22 Invasive Species

3.22.1 Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, which is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration (FHWA) guidance issued August 10, 1999, directs the use of the State's invasive species list maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

3.22.2 Affected Environment

The information in this section is based on the *Natural Environment Study* (February 2024) prepared for the Project.

3.22.2.1 Invasive Plant Species

The California Invasive Plant Council (Cal-IPC) 2006 Invasive Plant Inventory highlights non-native plants that are serious problems in wildlands (i.e., natural areas that support native ecosystems, including national, State, and local parks; ecological reserves; wildlife areas; national forests; and Bureau of Land Management lands). The inventory categorizes plants as High, Moderate, or Limited based on each species' negative ecological impact in California. Plants categorized as High have severe ecological impacts. Plants categorized as Moderate have substantial and apparent, but not severe, ecological impacts. Plants categorized as Limited are invasive, but their ecological impacts are minor on a statewide level.

As shown in Table 3.22.1, fifteen invasive plant species with a Moderate or High Cal-IPC rating were identified in the Biological Study Area (BSA). Species with a limited rating are considered invasive, but their ecological impacts are either minor on a statewide level or there is not enough information to justify a higher score; therefore, they are not discussed further in this section.

3.22.3 Environmental Consequences

3.22.3.1 Temporary Impacts

Build Alternatives (Alternatives 2, 3, and 5)

Potential impacts from invasive species associated with the construction and operation of transportation projects are considered permanent. Impacts related to invasive species are considered permanent impacts because the introduction of invasive species into previously undisturbed areas would result in permanent impacts to the habitats in those areas. Therefore, impacts related to invasive species are described below under permanent impacts in Section 3.22.3.2, below.

Table 3.22.1: Cal-IPC Rated Moderate and High Species in the Biological Study Area

Species Scientific Name	Species Common Name	Cal-IPC Rating[1,2]
Ailanthus altissima	Tree of heaven	Moderate
Cortaderia selloana	Pampas grass	High
Avena barbata	Wild oat	Moderate
Brassica nigra	Black mustard	Moderate
Bromus diandrus	Ripgut brome	Moderate
Bromus madritensis	Red brome	High
Centaurea melitensis	Maltese star thistle	Moderate
Cynodon dactylon	Bermuda grass	Moderate
Hirschfeldia incana	Short-pod mustard	Moderate
Nicotiana glauca	Tree tobacco	Moderate
Pennisetum setaceum	African fountain grass	Moderate
Festuca myuros	Rat-tail fescue	Moderate
Foeniculum vulgare	Fennel	Moderate
Schinus terebinthifolius	Brazilian peppertree	Moderate
Washingtonia robusta	Mexican fan palm	Moderate

Source: LSA (2024).

[1] High – These species have severe ecological impacts on physical processes, plant and animal communities, and vegetation structure. Their reproductive biology and other attributes are conducive to moderate to high rates of dispersal and establishment. Most are widely distributed ecologically.

[2] Moderate – These species have substantial and apparent—but generally not severe—ecological impacts on physical processes, plant and animal communities, and vegetation structure. Their reproductive biology and other attributes are conducive to moderate to high rates of dispersal, although establishment is generally dependent upon ecological disturbance. Ecological amplitude and distribution may range from limited to widespread.

BSA = Biological Study Area
Cal-IPC = California Invasive Plant Council

No Build Alternative (Alternative 1)

The No Build Alternative would not include construction of any of the improvements associated with the Build Alternatives. Please see discussion in Section 3.22.3.2, below.

3.22.3.2 Permanent Impacts

Build Alternatives (Alternatives 2, 3, and 5)

As noted earlier, potential impacts from invasive species associated with construction and operation of transportation projects are considered permanent. Implementation of the Build Alternatives has the potential to spread invasive species to adjacent native habitats in the BSA through the entering and exiting of contaminated construction equipment, the inclusion of invasive species in seed mixtures and mulch, and the improper removal and disposal of invasive species causing seed to be spread along the highway. With implementation of Project Feature PF-IS-1, potential permanent impacts under the Build Alternatives related to invasive species would not result in substantial adverse effects.

PF-IS-1 **Weed Abatement Program.** In compliance with Executive Order 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control plans included in the Project will not use species listed as invasive. A weed abatement program shall be developed for the Project and incorporated into the Plans, Specifications, and Estimates (PS&E) package to avoid and/or minimize the importation of non-native plant material during and after construction. At a minimum, the program shall include the following measures:

- During all site preparation, disturbance, grading, and construction activities, invasive plant material that is found growing within the Project impact area, designated by the California Invasive Plant Council (Cal-IPC), will be removed from the Project work area, as defined by areas subjected to direct and indirect impacts. All removed invasive plant material will be disposed of properly in a landfill or other suitable facility.
- During construction, the Construction Contractor shall inspect and clean construction equipment at the beginning of each day and prior to transporting equipment from one Project location to another.
- During construction, soil and vegetation disturbance will be minimized to the greatest extent feasible.
- During construction, soil, gravel, and rock will be obtained from weed-free sources.
- Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control.
- After construction, affected areas adjacent to native vegetation will be revegetated with plant species that are native to the vicinity as approved by the District Biologist.
- After construction, all revegetated areas will avoid the use of species listed on the Cal-IPC California Invasive Plant Inventory that have a High or Moderate rating.
- Erosion control and/or revegetation sites will be monitored after construction to detect and control the introduction/invasion of non-native species. The monitoring period will be determined in consultation with resource agencies.
- Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist.
- All woody invasive species will be removed from the Project limits.

No Build Alternative (Alternative 1)

The No Build Alternative would not include construction or operation of any of the improvements proposed under the Build Alternatives. However, the invasive species already present within the BSA would remain.

3.22.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would incorporate Project Feature PF-IS-1 as outlined above to help avoid and/or minimize potential impacts related to invasive species. No avoidance, minimization, and/or mitigation measures would be required.

3.22.4.1 Invasive Species Control

Should a build alternative be identified as the preferred alternative, invasive species would be removed from the Project work area and controlled during construction. The use of known invasive plant species (i.e., plant species listed in the Cal-IPC California Invasive

Plant Inventory with a high or moderate rating) would be prohibited for construction, revegetation, and landscaping activities. Measures would be included to ensure invasive plant material is not spread from the Project site to other areas by disposal off site or by tracking seed on equipment, clothing, and shoes. Equipment/material imported from an area of invasive plants must be identified and measures implemented to prevent importation and spreading of non-native plant material within the Project site. All construction equipment would be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving to and leaving the Project site. Eradication strategies (i.e., weed abatement programs) would be employed should an invasion occur during construction.

3.23 Relationship between Local Short-Term Uses of the Human Environment and the Maintenance and Enhancement of Long-Term Productivity

Project implementation would result in attainment of short-term and long-term transportation and economic goals at the expense of some long-term social, aesthetic, biological, noise, parkland, and other land use impacts.

3.23.1 Build Alternatives (Alternatives 2, 3, and 5)

The Build Alternatives would have similar impacts, as outlined below:

Short-term losses would include: construction impacts such as air quality, noise, motorized and non-motorized traffic delays or detours.

Short-term benefits would include: increased jobs and revenue generated during construction.

Long-term losses would include: permanent loss of plant and wildlife resources, noise increases, and use of construction materials and energy.

Long-term gains include: improvement of the transportation network in the region and the Project vicinity, increased access to the region or Project vicinity, reduction of congestion on local streets and highways, increased revenue through creation of new toll operations, enhancements to other travel modes subsidized through toll revenues and support of anticipated growth identified in Los Angeles County and the Southern California Association of Governments (SCAG) region.

3.23.2 No Build Alternative (Alternative 1)

The No Build Alternative would offer none of the gains or have any of the losses listed above. It would, however, not improve the efficiency of the existing regional freeway and transit network or to reduce congestion on local arterials in the study area beyond the projects already programmed in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Federal Transportation Improvement Program (FTIP). There would continue to be out-of-direction traffic utilizing local streets and the freeway network to access destinations inside and outside the study area.

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3.24 Irreversible and Irretrievable Commitments of Federal Resources that Would Be Involved in the Proposed Project

3.24.1 Build Alternatives (Alternatives 2, 3, and 4)

The Build Alternatives would involve a commitment of a range of natural, physical, human, and fiscal resources. Land used in the construction of Build Alternatives would be primarily within State owned right-of-way and is anticipated to be used for transportation-related purposes. There would be limited property acquisitions either for temporary construction easements or permanent acquisitions. The permanent acquisitions would be considered an irreversible commitment of land; however, the properties utilized for temporary construction easements would be returned to their original state and are not considered an irreversible commitment of land.

Considerable amounts of fossil fuels, labor, and highway construction materials such as cement, aggregate, and bituminous material would be used for the construction of the Build Alternatives. Additionally, large amounts of labor and natural resources would be used in the making of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use would not have an adverse effect upon continued availability of these resources. Any construction would also require a substantial one-time use of both state and federal funds, which are not retrievable; savings in travel time, reduction in congestion/delay and a related reduction in energy use, and collisions associated with congestion would offset this. In addition to the costs of construction and right-of-way would be costs for roadway maintenance, including pavement, roadside, litter/sweeping, signs and markers, electrical and storm maintenance.

The commitment of these resources is based on the concept that residents and businesses in the immediate area, Los Angeles County and the Southern California Association of Governments (SCAG) region, would benefit from the improved quality of the transportation system. These benefits would consist of improved mobility, reliability, and safety, which are expected to outweigh the commitment of these resources.

3.24.2 No Build Alternative (Alternative 1)

The No Build Alternative does not include the construction or operation of any of the improvements in the Build Alternatives. As a result, the No Build Alternative would not result in the irretrievable commitment of the resources required to construct the Build Alternatives. The No Build Alternative would also not provide the benefits of the reduced travel time and improved transportation system efficiency for the movement of vehicles and people that would occur under the Build Alternatives. There would continue to be out-of-direction traffic that would use local streets, which would result in more frequent street maintenance that requires ongoing irretrievable commitments of construction materials and labor resources.

However, the No Build Alternative does include projects/planned improvements through 2050 that are included in the Federal Transportation Improvement Program (FTIP), as listed in the SCAG 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Measure M, and the funded part of the Los Angeles County Metropolitan Transportation Authority (Metro) 2020 Long Range Transportation Plan (LRTP). The construction and operation of those improvements could result in irretrievable commitments of resources (e.g., building materials and financial resources).

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Chapter 4 – California Environmental Quality Act (CEQA) Evaluation

4.1 Determining Significance Under CEQA

The proposed Project is a joint project by Caltrans and the FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA. FHWA's responsibility for 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. Caltrans is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or a lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the *State CEQA Guidelines* list a number of "mandatory findings of significance," which also require the preparation of an EIR. See the SER, Volume 1, Chapter 36, "Environmental Impact Reports" for more information. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

4.2 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Research published by the Intergovernmental Panel on Climate Change (IPCC) and other scientists over recent decades has unequivocally shown an accelerated rate of climatological changes over the past 150 years, attributed to GHG emissions generated from the production and use of fossil fuels.

The impacts of climate change are already being observed in the form of sea level rise, drought, extended and severe fire seasons, and historic flooding from changing storm patterns. The most important strategy to address climate change is to reduce GHG emissions. Additional strategies are necessary to mitigate and adapt to these impacts. In the

context of climate change, “mitigation” involves actions to reduce GHG emissions to lessen adverse impacts that are likely to occur. “Adaptation” is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

4.2.1 Regulatory Setting

For a full list of laws, regulations, and guidance related to climate change (GHGs and adaptation), refer to SER, Chapter 16, Climate Change.

4.2.2 Environmental Setting

The Project limits on I-405 extend between United States Highway 101 (US-101) and Interstate 10 (1-10). The improvements related to the Build Alternatives are within the cities of Culver City, Los Angeles, and Santa Monica, and unincorporated areas of Los Angeles County. I-405 (also known as the San Diego Freeway) is a major south-north interstate freeway that traverses the western United States from Orange County to the San Fernando Valley.

The project area is located in a large basin with the Pacific Ocean to the west and several mountain ranges to the east and south. Elevations in the County range from sea level to 11,000 foot peaks. Temperatures in the project area are generally moderated by the coastal influence. Within the City of Santa Monica, temperatures range from 59 to 70 degrees F in the summer and from 50 to 63 degrees F in the winter (U.S. Climate Data 2026). The vegetation present in the Project study area includes coastal sage/chaparral scrub ecotone, coast live oak woodland and forest, mixed mid elevation chaparral, and laurel sumac scrub. Refer to Section 4.7.4 of this document for additional details related to vegetation and biological resources.

The highway is designated as a four to six-lane highway, with auxiliary lanes between many on-ramps and off-ramps, and an HOV lane in each direction. There are no HOV direct access ramps (DAR) or direct connectors (DC).

This Project is included in the federally adopted 2025 Federal Transportation Improvement Program (FTIP). It is also shown on the adopted Southern California Association of Governments (SCAG) 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal). Metro prepared a comprehensive ExpressLanes Strategic Plan (2017) for Los Angeles County and this Project was identified as a Tier 1 (near-term) project, the first set of ExpressLanes routes to be constructed as part of the larger planned ExpressLanes system.

4.2.3 GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals.

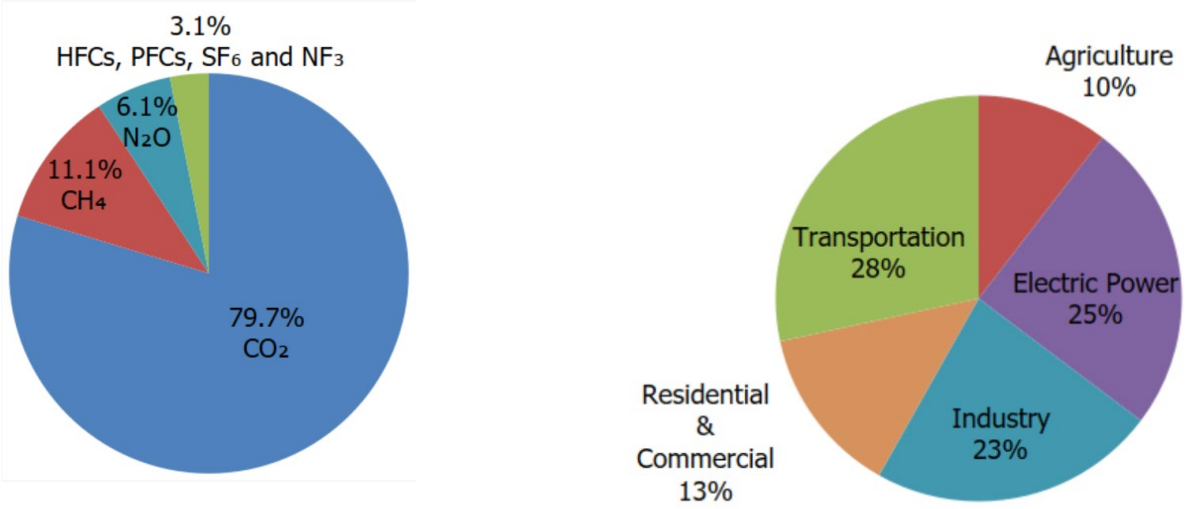
4.2.3.1 National GHG Inventory

The annual GHG inventory submitted by the USEPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total national GHG emissions from all sectors in 2022 were 5,489 million metric tons (MMT)

factoring in deductions for carbon sequestration in the land sector (Land Use, Land Use Change, and Forestry provide a carbon sink equivalent of 15 percent of total U.S. emissions in 2022 [USEPA 2025].). While total GHG emissions in 2022 were 17 percent below 2005 levels, they increased by 1 percent over 2021 levels. Of these, 80 percent were CO_2, 11 percent were CH_4, and 6 percent were N_2O; the balance consisted of fluorinated gases. From 1990 to 2022, CO_2 emissions decreased by only 2 percent (U.S. EPA 2025).

The transportation sector's share of total GHG emissions remained at 28 percent in 2022 and continues to be the largest contributing sector (see Figure 4-1). Transportation activities accounted for 37 percent of U.S. CO_2 emissions from fossil fuel combustion in 2022. This is a decrease of 0.5 percent from 2021 (USEPA 2025).

Figure 4-1: United States 2022 Greenhouse Gas Emissions

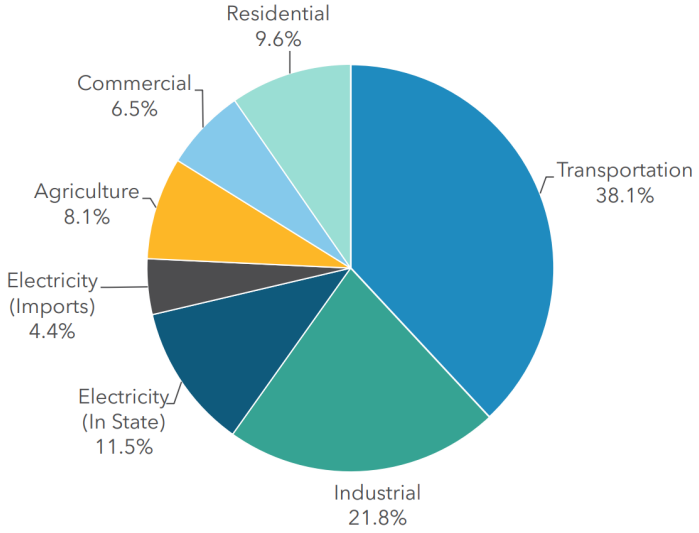


Source: USEPA (2025).

4.2.3.2 State GHG Inventory

CARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the State's progress in meeting its GHG reduction goals. Since the peak level in 2004, California's GHG emissions have generally followed a decreasing trend. In 2023, emissions from statewide emitting activities were 360.4 MMT CO_2e, 11.2 MMT CO_2e (3.0 percent) lower than 2022 levels. Transportation emissions remain the largest contributor to GHG emissions in the state (see Figures 4-2) (CARB 2025).

Figure 4-2: California 2023 Greenhouse Gas Emissions by Economic Sector



Source: CARB (2025).

4.2.3.3 Regional Plans

As required by *The Sustainable Communities and Climate Protection Act of 2008* (Senate Bill 375), CARB sets regional GHG reduction targets for California's 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals and reporting how they will be met in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set as a percentage reduction in passenger vehicle GHG emissions per person, based on 2005 levels.

Because the Project is included in SCAG's RTP/SCS, its impacts on travel behavior and GHG emissions have been incorporated into the region's modeling and are part of the calculated reductions used to demonstrate compliance with the target of 19 percent per capita GHG reduction by 2035 (CARB 2021). Table 4.1 identifies additional regional and local GHG reduction plans that are applicable to the Project.

Table 4.1: Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments (SCAG) Connect SoCal 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (adopted April 2024)	• Integrated multimodal network. • Growth strategies that integrate land use and transportation planning • Expand the public transit network. • Strategic capacity and technology enhancements to existing highways. • Identify a list of projects that will add and enhance walking and biking facilities. • Transportation Systems Management measures. • Transportation Demand Management.
Los Angeles County General Plan 2035 (updated June 2022)	**Mobility Element** • Policy 4.15: Reduce vehicle trips through the use of mobility management practices, such as the reduction of parking requirements, employer/institution based transit passes, regional carpooling programs, and telecommuting. • Policy M 4.16: Promote mobility management practices, including incentives to change transit behavior and using technologies, to reduce VMTs.

Table 4.1: Regional and Local Greenhouse Gas Reduction Plans

Title	GHG Reduction Policies or Strategies
	• Policy M 6.5: Support infrastructure improvements and the use of emerging technologies that facilitate the clearance, timely movement, and security of trade.
City of Los Angeles General Plan (Mobility Element adopted September 7, 2016, Air Quality Element adopted November 24, 1992)	**Mobility Element** • Policy 2.8: Goods Movement. Implement projects that would provide regionally significant transportation improvements for goods movement. • Policy 2.13: Highway Preservation and Enhancement. Support the preservation and enhancement of the state highways consistent with the RTP/SCS and the goals/policies of the General Plan. • Policy 4.8: Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles. • Policy 4.11: Cohesive Regional Mobility. Communicate and partner with the Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), and adjacent cities and local transit operators to plan and operate a cohesive regional mobility system. • Policy 5.2: Vehicle Miles Traveled (VMT). Support ways to reduce vehicle miles traveled (VMT) per capita. • Policy 5.3: Alternative Metris. Support a range of transportation metrics to evaluate the multiple purposes that streets serve. **Air Quality Element** • Objective 1.1: It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide. • Objective 2.1, Policy 2.1.1: Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/biking related facilities in order to reduce Vehicle Trips and/ or Vehicle Miles Traveled (VMT) as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion. • Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand-management techniques.
City of Culver City General Plan (adopted May 24, 2004)	**Circulation Element** • Objective 1: Improved Traffic Flow. Reduce traffic congestion throughout the City.

4.2.4 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are carbon dioxide (CO_2), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, and various hydrofluorocarbons. CO_2 emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of methane and nitrous oxide. Additionally, the transportation sector emits a minor amount of hydrofluorocarbon emissions, which are related to refrigeration and air conditioning systems used in vehicles.

GHGs vary in their ability to trap heat in the atmosphere, a characteristic known as global warming potential. CO_2 is the most significant GHG due to its abundance and impact, and thus, the amounts of other gases are expressed relative to CO_2 using a metric called "carbon dioxide equivalent" (CO_2e). The global warming potential of CO_2 is assigned as a value of 1, and the global warming potential of other gases is assigned as multiples of CO_2.

Both operational and construction emissions associated with the proposed project are analyzed in the sections below and emission values, if required, are expressed in CO_2e to provide a standardized measure of their impact.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself." (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512). In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

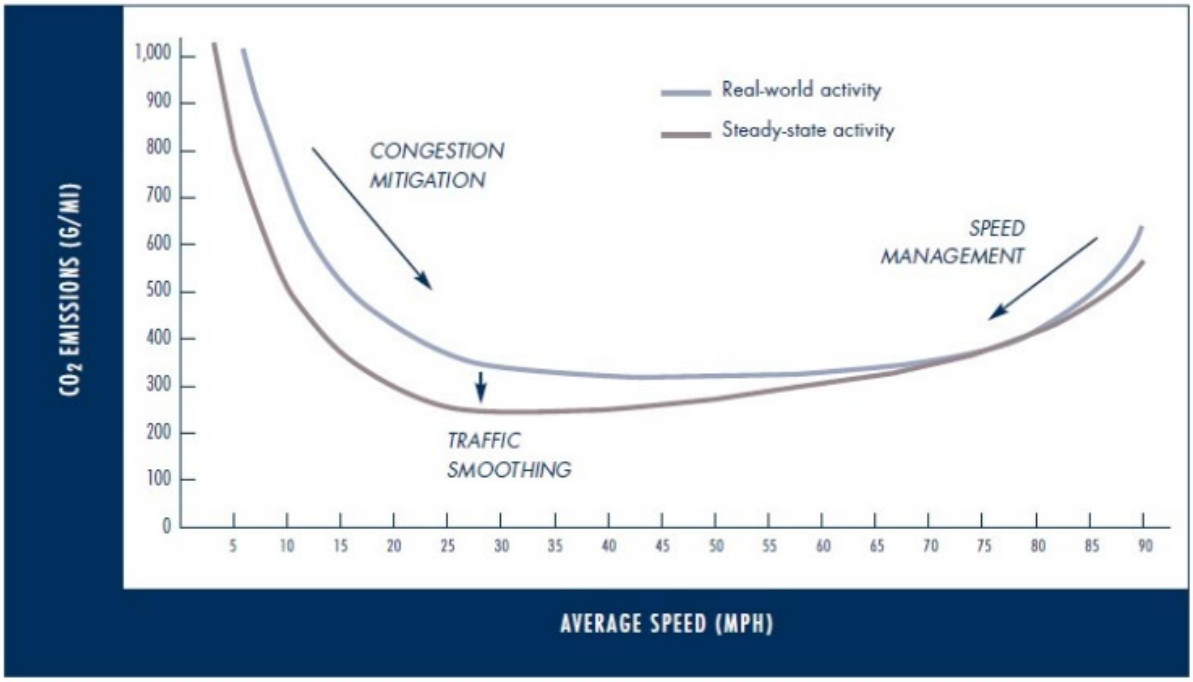
4.2.4.1 Operational Greenhouse Gas Emissions

The EPA's *Inventory of U.S. Greenhouse Gas Emissions and Sinks* for 2022 reported that 80 percent of all U.S. GHG emissions in 2022 consisted of CO_2. Fossil fuel combustion for transportation accounted for 37.4 percent of those GHG emissions. In 2022, CO_2 emissions from fossil fuel combustion increased by 1 percent compared to the previous year. This increase in fossil fuel consumption emissions was from increased energy use, due in part to the continued rebound in economic activity after the height of the COVID-19 pandemic. Most of the transportation-related CO_2 emissions was from operating light-duty trucks (37 percent), with 23 percent from medium- and heavy-duty trucks and buses, and 20 percent from passenger cars. While an increased demand for travel has led to generally increasing CO_2 emissions since 1990, improvements in average new vehicle fuel economy since 2005 have slowed the rate of increase of CO_2 emissions. The remainder of emissions came from other modes and off-road sources (U.S. EPA 2024a). Because CO_2 emissions represent the greatest percentage of GHG emissions, it has been selected as a proxy for the following analysis for potential climate change impacts.

The highest levels of CO_2 from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour [mph]) and speeds over 55 mph; the most severe emissions occur at 0–25 mph (see Figure 4-3). To the extent that a project enhances operational efficiency and improves travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced, provided that improved travel times do not induce additional vehicle miles traveled (VMT).

Four primary strategies can reduce GHG emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity (e.g., VMT), (3) transitioning to lower-GHG-emitting fuels, and (4) improving vehicle technologies and efficiency. To be most effective, all four strategies should be pursued concurrently.

Figure 4-3: Possible Use of Traffic Operation Strategies in Reducing On-Road CO_2 Emissions



Source: Barth and Boriboonsomsin (2010).

The Connect SoCal 2024 RTP/SCS commits $11.9 billion toward Transportation Demand Management (TDM) strategies and $17.4 billion for Transportation System Management (TSM) improvements in the region. Both TSM and TDM elements are incorporated into the Build Alternatives. Refer to Chapter 2 for a comprehensive description of each Build Alternative as well as the alternatives that were considered by eliminated from further discussion. TDM strategies and TSM improvements, and implementation of the Connect SoCal 2024 RTP/SCS as a whole, are intended to reduce regional VMT, which is one of the identified primary strategies to reduce GHG emissions from transportation sources.

Capacity-increasing projects require a quantitative GHG emissions analysis, using the EMission FACtors (EMFAC) model or CT-EMFAC to estimate operational GHG emissions. Alternatives 2, 3, and 5 are capacity increasing and are included in the quantitative GHG emissions analysis below.

The regional VMT for Existing (2019) conditions, the No Build Alternative, and the Build Alternatives included in the *Traffic Operations Analysis Report* (January 2025) along with the CT-EMFAC2021 emission rates, were used to calculate and compare the CO_2 emissions for the 2019, 2030, and 2050 regional conditions.

CARB developed the EMFAC model to facilitate preparation of statewide and regional mobile-source emissions inventories. The model generates emissions rates that can be multiplied by vehicle activity data from all motor vehicles, from passenger cars and heavy-duty trucks, operating on highways, freeways, and local roads in California. EMFAC has a rigorous scientific foundation, has been approved by the USEPA, and has been vetted through multiple stakeholder reviews. Caltrans developed CT-EMFAC to apply project-

specific factors to CARB's model and ancillary datasets to estimate project-level emissions from on-road mobile sources.

EMFAC's GHG emission rates are based on tailpipe emissions test data, and the model does not account for factors such as the rate of acceleration and vehicle aerodynamics, which influence the amount of emissions generated by a vehicle. GHG emissions quantified using CT-EMFAC are therefore estimates and may not reflect actual on-road emissions. Nevertheless, modeling estimated GHG emissions with EMFAC or CT-EMFAC remains the most precise means of estimating future GHG emissions. While CT-EMFAC is currently the best available tool for calculating GHG emissions from mobile sources, it is important to note that the GHG results are only useful for a comparison of alternatives.

Based on the *Traffic Operations Analysis Report* (TOAR) (January 2025), and as shown in Table 4.2 below, all of the Build Alternatives would result in a net decrease in GHG emissions under both the Opening Year (2030) and Horizon Year (2050) scenarios compared to the Existing (2019) condition.

Alternative 2 in both the Opening Year 2030 and Horizon Year 2050 would show increases in VMT while showing decreases in long-term regional vehicle GHG emissions compared to their respective No Build Alternative. Alternatives 3 and 5 would also show increases in VMT while showing slight increases in long-term regional vehicle GHG emissions compared to their respective No Build Alternative. It should be noted that these increases in emissions were accounted for in the conforming RTP/SCS and conformity budget that is used for attainment of the standards.

Table 4.2: Modeled Annual CO_2e Emissions and Vehicle Miles Traveled, by Alternative

Alternative	Greenhouse Gas Emissions			VMT	
	CO_2e Emissions[1] (Metric Tons/Year)	Difference Build vs No Build (Metric Tons)	Change over Existing/Baseline (Metric Tons)	Annual Vehicle Miles Traveled[2]	Change over Existing/Baseline (miles)
Existing/Baseline 2019	517,728	--	--	1,378,179,900	--
Open to Traffic 2030					
No Build Alternative	408,719	--	-109,009	1,410,346,800	32,166,900
Alternative 2	408,468	-251	-109,261	1,430,472,800	52,292,900
Alternative 3	418,336	9,617	-99,392	1,453,617,700	75,437,800
Alternative 5	420,650	11,931	-97,078	1,434,185,700	56,005,800
20-Year Horizon/Design-Year 2050					
No Build Alternative	372,008	--	-145,721	1,492,342,900	114,163,000
Alternative 2	368,369	-3,639	-149,359	1,497,443,800	119,263,900
Alternative 3	381,640	9,632	-136,088	1,549,389,700	171,209,800
Alternative 5	378,441	6,434	-139,287	1,503,967,400	125,787,500

Source: CO_2e data compiled by LSA using detailed traffic data from WSP and emissions data from CT-EMFAC2021 (September 2024) (see Appendix F).

[1] Total CO_2e emissions are the sum of CO_2 emissions × GWP of 1, CH_4 emissions × GWP of 25, and N_2O emissions × GWP of 298 (i.e., $CO_2e = [CO_2] + [CH_4 \times 25] + [N_2O \times 298]$).

[2] Annual VMT values derived from Daily VMT values multiplied by 347, per CARB methodology (CARB 2008).

CARB = California Air Resources Board
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GP = general purpose
GWP = global warming potential
ML = managed lanes
N_2O = nitrous oxide
VMT = vehicle miles traveled

SCAG's Connect SoCal 2024 RTP/SCS complies with the emissions reduction targets established by CARB and meets the requirements of SB 375, as codified in Government Code Section 65080(b) et seq., by achieving per-capita GHG emission reductions relative to 2005 of 8 percent by 2020 and 19 percent by 2035, which meet or exceed the targets set by CARB. Because the Project is included in SCAG's RTP/SCS, its impacts on travel behavior and GHG emissions have been incorporated into the region's modeling and are part of the calculated reductions used to demonstrate compliance with the target of 19 percent per capita GHG reduction by 2035 (CARB 2021).

As required by SB 375, the SCS outlines growth strategies that better integrate land use and transportation planning and help reduce the State's GHG emissions from cars and light trucks. The Project is listed in the Connect SoCal 2024 RTP/SCS (Project ID: 1162S012). The increase in GHG emissions for the Project would be consistent with the Connect SoCal 2024 RTP/SCS. The Project would assist the region with its overall goals to reduce vehicle-related GHGs by relieving congestion and improving traffic flow, thereby reducing emissions. This is consistent with the RTP/SCS identified strategies to manage congestion by maximizing the current system and ensuring it operates with maximum efficiency and effectiveness.

Refer to Section 4.3 for a discussion of the Project's impact on induced demand.

4.2.4.2 Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

Use of long-life pavement, improved traffic management plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

As with the criteria pollutant analysis described in Section 3.14 of this EIR/EIS, the construction emissions were estimated for the Build Alternatives using CAL-CET2021, Version 1.0. The CAL-CET2021 results were used to quantify GHG emissions generated by construction of the Build Alternatives and are presented in Tables 4.3 through 4.5.

It should be noted that all construction contracts would include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7 1.02C, Emissions Reduction, requires contractors to comply with all laws applicable to the Project and to certify they are aware of and will comply with all CARB emission reduction regulations. Section 14-9.02, Air Pollution Control, requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, which reduce construction vehicle emissions also help reduce GHG emissions.

Table 4.3: Alternative 2 Construction Greenhouse Gas Emissions

Construction Phase	Alternative 2			
	CO_2	CH_4	N_2O	CO_2e
	Emissions (short tons per phase)			
Land Clearing/Grubbing	233	0.006	0.011	237
Roadway Excavation and Removal	1,787	0.047	0.078	1,812
Structural Excavation and Removal	118	0.002	0.007	120
Base/Subbase/Imported Borrow	1,662	0.045	0.066	1,683
Structure Concrete	559	0.013	0.023	566
Paving	875	0.019	0.045	889
Drainage/Environment/Landscaping	626	0.015	0.028	634
Traffic Signalization/Signage/Striping/Painting	1,340	0.018	0.080	1,364
Other Operation	0	0	0	0
Total (short tons/construction project)	**7,201**	**0.165**	**0.338**	**7,306**

Source: Compiled by LSA using CAL-CET2021 (October 2024).
Note: Emissions listed are in short tons; one short ton equals 0.91 metric tons. CO_2e emissions are the sum of CO_2 emissions × GWP of 1, CH_4 emissions × GWP of 25, and N_2O emissions × GWP of 298 (i.e., CO_2e = {CO_2} + {CH_4 × 25} + {N_2O × 298}).
CAL-CET2021 = Caltrans Construction Emissions Tool 2021
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GWP = global warming potential
N_2O = nitrous oxide

Table 4.4: Alternative 3 Construction Greenhouse Gas Emissions

Construction Phase	Alternative 3			
	CO_2	CH_4	N_2O	CO_2e
	Emissions (tons per phase)			
Land Clearing/Grubbing	584	0.015	0.029	593
Roadway Excavation and Removal	4,473	0.119	0.195	4,534
Structural Excavation and Removal	305	0.006	0.018	311
Base/Subbase/Imported Borrow	4,181	0.113	0.166	4,233
Structure Concrete	1,385	0.032	0.056	1,403
Paving	2,182	0.047	0.112	2,216
Drainage/Environment/Landscaping	1,559	0.036	0.068	1,580
Traffic Signalization/Signage/Striping/Painting	3,225	0.043	0.190	3,283
Other Operation	0	0	0	0
Total (tons/construction project)	**17,895**	**0.411**	**0.835**	**18,154**

Source: Compiled by LSA using the CAL-CET2021 (October 2024).
Note: Emissions listed are in short tons; one short ton equals 0.91 metric tons. CO_2e emissions are the sum of CO_2 emissions × GWP of 1, CH_4 emissions × GWP of 25, and N_2O emissions × GWP of 298 (i.e., CO_2e = [CO_2] + [CH_4 × 25] + [N_2O × 298]).
CAL-CET2021 = Caltrans Construction Emissions Tool 2021
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GWP = global warming potential
N_2O = nitrous oxide

Table 4.5: Alternative 5 Construction Greenhouse Gas Emissions

Construction Phase	Alternative 5			
	CO_2	CH_4	N_2O	CO_2e
	Emissions (tons per phase)			
Land Clearing/Grubbing	514	0.013	0.025	522
Roadway Excavation and Removal	3,938	0.105	0.172	3,992
Structural Excavation and Removal	269	0.005	0.016	274
Base/Subbase/Imported Borrow	3,681	0.100	0.146	3,727
Structure Concrete	1,218	0.029	0.050	1,234
Paving	1,920	0.041	0.098	1,950
Drainage/Environment/Landscaping	1,375	0.032	0.060	1,394
Traffic Signalization/Signage/Striping/Painting	2,838	0.037	0.167	2,889
Other Operation	0	0	0	0
Total (tons/construction project)	**15,753**	**0.362**	**0.735**	**15,981**

Source: Compiled by LSA using CAL-CET2021 (October 2024).
Note: Emissions listed are in short tons; one short ton equals 0.91 metric tons. CO_2e emissions are the sum of CO_2 emissions × GWP of 1, CH_4 emissions × GWP of 25, and N_2O emissions × GWP of 298 (i.e., $CO_2e = [CO_2] + [CH_4 \times 25] + [N_2O \times 298]$).
CAL-CET2021 = Caltrans Construction Emissions Tool 2021
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
GWP = global warming potential
N_2O = nitrous oxide

4.2.5 CEQA Conclusion

While the Build Alternatives would result in GHG emissions during construction, with implementation of Project Features PF-AQ-1 and PF-AQ-2 and Minimization Measures GHG-1 and GHG-2, the Build Alternatives would not result in the generation of GHG emissions during construction, either directly or indirectly, that would have a significant impact on the environment. Based on the *Traffic Operations Analysis Report* (TOAR) (January 2025), and as shown in Table 4.2, all of the Build Alternatives would result in a net decrease in GHG emissions under both the Opening Year (2030) and Horizon Year (2050) scenarios compared to the Existing (2019) condition.

As described in Section 4.7.8.1, the Build Alternatives do not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. With implementation of the GHG reduction measures listed below in Section 4.2.5.1, the impact would be less than significant.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

4.2.5.1 Greenhouse Gas Reduction Strategies

Statewide Efforts

In response to AB 32, the Global Warming Solutions Act, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Additionally, Caltrans has enacted policies and initiatives to reduce GHG emissions in transportation to reach the state's climate goals. For a full list of statewide and Caltrans GHG reduction strategies, refer to SER, Chapter 16, Climate Change.

Regional Efforts

As described in Section 4.7.8.1, the Proposed Project would be consistent with the GHG emissions reduction goals described in the Los Angeles County General Plan 2035, City of

Los Angeles General Plan (Mobility Element), City of Culver City General Plan, and SCAG's Connect SoCal 2024 RTP/SCS. Therefore, the Build Alternatives would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. Impacts would be less than significant, and no mitigation is required.

4.2.5.2 Project-Level GHG Reduction Strategies

The following project features and measures would be implemented in the Build Alternatives to reduce GHG emissions and potential climate change impacts from the Build Alternatives. Project Features PF-AQ-1 and PF-AQ-2 in Section 3.14 and Minimization Measures GHG-1 and GHG-2, provided here, include elements that would reduce GHG emissions as well as air quality emissions.

GHG-1 The contractor shall implement the following greenhouse gas (GHG) reduction measures from *GHG Reduction Measures Toolbox For Internal Use in Caltrans Project Development* (Caltrans, June 2021) during construction:

Project-Level Measures to Reduce GHG Emissions Related to Construction Activities
Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).
Schedule truck trips outside of peak morning and evening commute hours.
Schedule longer-duration lane closures to reduce number of equipment mobilization efforts. (Combine with public information efforts for congested areas.)
For improved fuel efficiency from construction equipment: Maintain equipment in proper tune and working condition Use right sized equipment for the job Use equipment with new technologies
Use alternative fuels such as renewable diesel for construction equipment.
Use solar-powered construction equipment.
Earthwork Balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities. (available at: www.sustainablehighways.org/764/178/earthwork-balance.html)
Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction. (available at: www.sustainablehighways.org/122/project-development.html)
Maximize use of recycled materials (tire rubber for example).
Recycle existing project features on-site. (For example, MBGR, light standards, Sub-base Granular Material or native material that meets Caltrans specifications for incorporation into new work.)
Use recycled water or reduce consumption of potable water for construction.
Select pavement materials that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.
Specify Long-Life Pavement. Minimize life-cycle costs by designing long-lasting pavement structures. Consider future climate conditions in decisions. (For example, areas that are expected to experience increased temperatures and extreme heat days may have different pavement needs than areas expecting more frequent freezing temperatures) (available at: www.sustainablehighways.org/764/179/long-life-pavement.html)
Specify cold in-place recycling. This pavement rehabilitation treatment is used on low traffic-volume, Hot Mix Asphalt (HMA) pavements to extend the pavement service life and to recycle natural resources. The treatment also reduces emissions and energy use associated with processing and hauling these materials. (available at: www.dot.ny.gov/programs/climate-change/activities)
Produce HMA using warm mix technology. (available at: www.fhwa.dot.gov/pavement/asphalt/wma.cfm)
Replace lighting with ultra-reflective sign materials that are illuminated by headlights to reduce energy used by electric lighting.

Source: GHG Reduction Measures Toolbox For Internal Use in Caltrans Project Development (Caltrans, June 2021b).
GHG = greenhouse gas
MBGR = Metal Beam Guardrails
VMT = vehicle miles traveled

GHG-2 The contractor shall implement the following GHG reduction measures from *GHG Reduction Measures Toolbox For Internal Use in Caltrans Project Development* (Caltrans, June 2021) during operation:

Project-Level Measures to Reduce Operational GHG Emissions (Emissions Generated by Use of the State Highway System)
Use water-efficient technologies for landscaping, building operations, etc. such as drought-tolerant landscaping, drip irrigation with moisture sensors, and water-saving fixtures such as low-flow toilets in structures.
Complete Streets components that make non-auto modes of transportation more attractive.
Measures to support multi modal transportation that will offset project climate impacts: additional Park & Ride lots, bike lockers, bus-only lanes.
Install solar power source to supply power to highway facility components or buildings.
Maximize use of solar cells for point-of-use energy source. Give consideration to compatibility with existing structures.
Select project features that minimize the need for irrigation and nonnative plants.
Install urban planting/vegetation, especially canopy trees, to reduce “heat island” effects.
Include project features that maximize planting of native tree species.
Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.
Avoid an ultimate (new trees at projected maturity) net loss of tree canopy within the project limits through a combination of preservation and new planting. Trees sequester carbon and provide cooling shade. Replace removed trees at a minimum 1 to 1 ratio. If overall available planting area has been reduced, compensate for trees lost with trees either nearby or off-site.
Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.
Include mulch application around new and existing plants to retain soil moisture.
Include green infrastructure (planted areas such as swales and sidewalk planting areas) to treat storm water and facilitate infiltration on-site. Green infrastructure uses less raw material as compared to “gray” storm water treatment facilities (concrete, steel, plastic etc.), and has other livability and sustainability co-benefits. Local infiltration also reduces energy costs related to conveying and treating storm water through municipal systems.
Select the project alternative that minimizes disturbance of undeveloped land.
Design and install long-life pavement structures to minimize life-cycle costs. Consider future climate conditions in decisions (e.g., areas that are expected to experience increased temperatures and extreme heat days may have different pavement needs than areas expecting more frequent freezing temperatures).
Incorporation of permeable pavements to reduce urban heat islands. The void structure of pervious concrete acts as insulation and prevents the pavement from storing heat that would otherwise raise air temperatures (resulting in a greater use of air conditioning in nearby buildings).
Alternatives with balanced earthwork are desirable; reduces import/export of fill. Design goal of a balanced projected within 10%.
Alternatives that match existing grade as much as possible are preferred; reduces earthwork.
Balance alternatives against competing environmental constraints. (For example, a longer alignment may have a reduced overall impact on biological resources but increase VMT and GHG emissions.)

Source: GHG Reduction Measures Toolbox For Internal Use in Caltrans Project Development (Caltrans, June 2021b).
GHG = greenhouse gas
MBGR = Metal Beam Guardrails
VMT = vehicle miles traveled

4.2.5.3 Adaptation

While reducing GHG emissions is crucial in combating climate change, it is only one part of the solution. Caltrans must proactively plan for the impact of climate change on California’s

transportation infrastructure. This involves modifying and protecting facilities to reduce potential damage and build resilience against future climate-related challenges.

Caltrans has conducted District Climate Change Vulnerability Assessments to identify segments of the State Highway System that are vulnerable to climate change impacts, such as sea level rise, increased temperatures, and extreme weather events. These assessments help prioritize areas for adaptation efforts and inform the development of strategies to enhance the resilience of critical infrastructure.

Additionally, Caltrans periodically prepares a Sustainability Roadmap, which outlines the agency's strategic plans and progress reports aimed at achieving state sustainability goals. The roadmap is a two-year progress report on several important milestones achieved by Caltrans while implementing Executive Orders B-16-12, B-18-12, and the adaptation planning process of Executive Orders B-30-15, N-19-19, and N-82-20.

Refer to SER, Chapter 16, Climate Change for additional information regarding federal, state, and Caltrans adaptation efforts.

Project Adaptation Analysis

The Project adaptation analysis demonstrates how the Build Alternatives would be adapted or resilient to climate change effects. EO B-30-15 requires that all projects consider future climate conditions in the planning and design decisions. Caltrans published the Caltrans *Adaption Priorities Report – District 7* in January 2021. This report determined which assets are most likely to experience adverse impacts by climate change in each Caltrans district. The report then prioritized these assets by considering, among other things, the timing of the climate impacts, their severity and extensiveness, the condition of each asset (a measure of the sensitivity of the asset to damage), the number of system users affected, and the level of network redundancy in the area. Prioritization scores were generated for each potentially exposed asset based on these factors and combined in a Cross-Hazard Prioritization Score to provide a better view of the collective threats faced by each asset and a better basis for prioritization. Within the Project limits, one bridge and two culverts have been identified as potentially vulnerable to enhanced riverine flooding associated with climate change. Some I-405 roadway segments have been identified as potentially exposed to pavement-degrading temperature changes associated with climate change. Tables 4.6 and 4.7 list the affected features within or adjacent to the Project limits. A carriageway or roadway consists of a width of road on which a vehicle is not restricted by any physical barriers or separation to move laterally. A carriageway generally consists of a number of traffic lanes together with any associated shoulder, but it may be a sole lane in width (for example, a highway off-ramp).

Table 4.6: Caltrans Adaptation Priority List - Bridges

Priority	Bridge Number	County	Route	Feature Crossed	Post Mile	Cross-Hazard Prioritization Score
1	53 1256	LA	Interstate 405	Ballona Creek	26.49	80.91

Source: Caltrans Adaptation Priorities Report (January 2021).
LA = Los Angeles

Table 4.7: Caltrans Adaptation Priority List - Carriageways

Priority	Route	Carriageway[1]	From County and Post Mile / To County and Post Mile	Average Cross-Hazard Prioritization Score[2]
1	405	S	LA 405 41.378 / LA 48.643	29.99
1	405	P	LA 405 41.376 / LA 405 48.643	29.97

Source: Caltrans Adaptation Priorities Report (January 2021).
[1] Caltrans' alignment codes designate the carriageway on divided roadways: "P" always represents northbound or eastbound carriageways, whereas "S" always represents southbound or westbound carriageways. Undivided roadways are always indicated with a "P."
[2] These values represent the average of the cross-hazard prioritization scores among all the abutting small segments on the same route sharing a common priority level that were aggregated to form the longer segments listed in this table.
LA = Los Angeles County

Sea Level Rise

The Proposed Project is outside the coastal zone and the majority of the Project is not within an area subject to sea level rise (see Figure 4-4). However, per the Caltrans District 7 Climate Change Vulnerability Assessment Map, the segment of the Project that crosses over Ballona Creek at the southernmost portion of the Project alignment was identified as vulnerable to sea level rise (refer to Table 4.6 above). Implementation of the Build Alternatives would not result in an increase in vulnerability to sea level rise as compared to the existing conditions. Rather, based on the elevation of the existing overpass, under the Build Alternatives, standard design would allow the bridges and culverts to accommodate projected sea level rise effects, including up the High sea level rise scenario of 6.6 feet by year 2100. Accordingly, direct impacts to transportation facilities due to projected sea level rise are not expected.

Precipitation and Flooding

The Project limits and study area do not encroach on a 100-year floodplain; therefore, the Build Alternatives would not result in any floodplain encroachments. Section 3.9, Hydrology and Floodplains, contains a more detailed discussion of flood risk.

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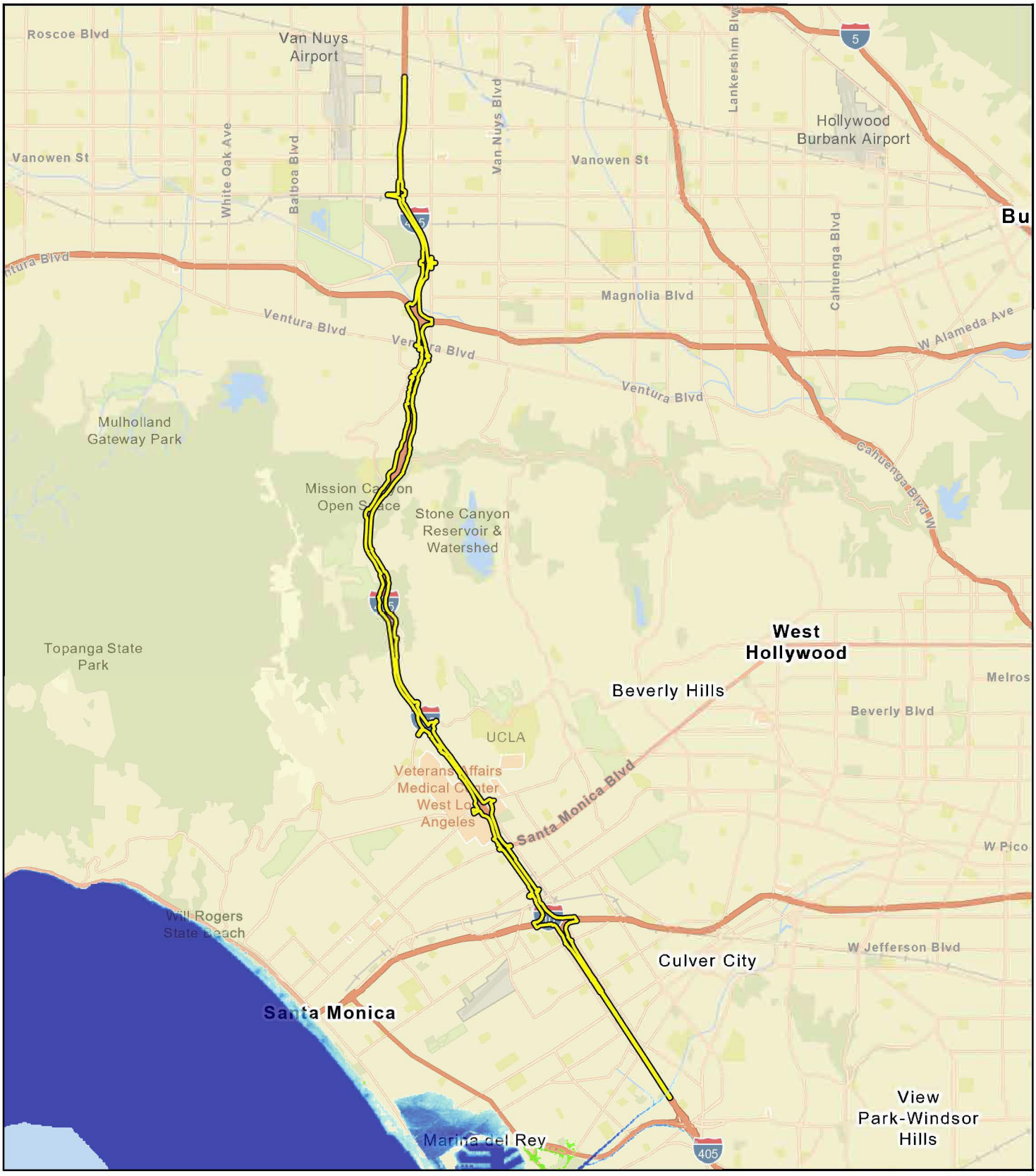

LEGEND

- Project Location
- Water Depth (Maximum 10ft Sea-level Rise)
- Low-lying Areas

N

0 1 2
MILES

SOURCE: Esri (2024); WSP (2023); NOAA (2024)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (5/7/2025)

FIGURE 4-4

I-405 Sepulveda Pass ExpressLanes Project

Sea Level Rise Risk

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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Wildfire

The northerly portion of the study area is within a Very High Fire Hazard Severity Zone (VHFHSZ) as designated by the California Department of Forestry and Fire Protection.[1] However, the project area is not located within a Fire Hazard Severity Zone (State Responsibility Area) designated on the Caltrans Environmental GIS Viewer (Caltrans 2026a). In addition, the project area does not include any roadway segments identified as susceptible to wildfire exposure by year 2085 (Caltrans 2026b).

Nevertheless, as described in Section 4.7.20.1, brush management practices would be implemented along with other maintenance activities to ensure that fire risk in the study area is lessened. The Build Alternatives would not change existing land use patterns along I-405 because I-405 is an existing transportation facility in a highly developed area. It is anticipated that utility relocation and removal would be needed for the Build Alternatives. Should a Build Alternative be identified as the preferred alternative, the Project Engineer(s) would coordinate with each utility provider to finalize the exact location of that utility's facilities, assess whether the facilities can be protected in place during construction or would require relocation, and review the Project plans for protection in place/relocation of the facility with the utility provider prior to construction as detailed in Project Features PF-UES-1 through PF-UES-3. Therefore, these utility improvements would not exacerbate wildfire risk.

Additionally, the topography of the study area is characterized by hillsides and slopes, making it susceptible to slope failures and landslides. Although the study area is susceptible to these hazards, implementation of Project Feature PF-GEO-1 and Minimization Measure GEO-1 would ensure that impacts related to these geologic hazards would be less than significant. The Project Corridor is not located within the 100-year flood zone and would not result in any floodplain encroachments. As such, the Build Alternatives would not cause an increased risk of downslope or downstream flooding or landslides as a result of runoff or post-fire slope instability.

Temperature

The Caltrans' *Climate Change Vulnerability Assessment* looked at how high temperatures could impact Caltrans' selection of pavement binder grade. Binder is the "glue" used to bind asphalt together. Thus, the selection of binder is important because the asphalt in locations with anticipated high temperatures would need a high-temperature-rating binder. The average maximum temperature over seven days is expected to increase by up to 11.9° (F) towards the end of century in District 7 (Caltrans 2019). Thus, the entirety of Los Angeles County is subject to increasing high temperatures. However, the *Climate Change Vulnerability Assessment* does not indicate temperature changes during the Project's design life that would require adaptive changes in pavement design or maintenance practices. The Build Alternatives would not remove existing tree canopy or vegetative cover that provides shade. Therefore, the Build Alternatives would not worsen existing heat-related hazards.

[1] California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones (VHFHSZ) in Local Responsibility Areas (LRA). Website: https://osfm.fire.ca.gov/media/5830/los_angeles.pdf (accessed October 18, 2023).

4.3 Senate Bill 743/Induced Demand Analysis

4.3.1 Regulatory Setting

Senate Bill 743 (2013) amended CEQA to allow the Governor's Office of Planning and Research to develop new guidelines under CEQA establishing alternative metrics to levels of service for the analysis of transportation impacts. On December 28th, 2018, the Office of Administrative Law approved the amendments to the *State CEQA Guidelines* including changes related to Senate Bill 743. The amended *State CEQA Guidelines* add a new section on determining the significance of transportation impacts, and generally specify VMT as the most appropriate measure of transportation impacts. In 2020, Caltrans prepared guidance documents for the implementation of Senate Bill 743 and adopted VMT as the CEQA transportation metric. These documents, the "Transportation Analysis Framework" and "Transportation Analysis under CEQA," along with other information can be found on the Caltrans Senate Bill 743 website.

4.3.2 Affected Environment

The potential for the Build Alternatives to result in significant traffic impacts was assessed in the *Traffic Operations Analysis Report* (January 2025), the Induced Demand (VMT) Methodology (May 2026) report, the Draft VMT Mitigation Plan (July 2026), the *Traffic Management Plan* (August 2024), and in Section 3.6, Transportation, of this EIR/EIS.

The Project is located on the I-405 freeway in Los Angeles County, extending from Washington Boulevard south of I-10 (Postmile 28.4) to Victory Boulevard north of US-101 (Postmile 41.4). For purposes of estimating regional VMT, the study area is the Los Angeles – Long Beach – Anaheim Metropolitan Statistical Area (LA-LB-AN MSA), which corresponds to Los Angeles and Orange counties.

As described in Section 3.6.2, I-405 is heavily traveled by both commuters and freight haulers for its entire length and is recognized as an essential link in a multimodal transportation network. Within the Project Corridor, I-405 has five general-purpose (GP) lanes, with auxiliary lanes between many on-ramps and off-ramps, and an HOV lane in each direction. During peak commute times congestion exists within the Project Corridor and is expected to worsen in the future. As described below in Section 4.5.4.14, the Project Corridor operates 66 percent of GP lanes at an unacceptable Level of Service (LOS), 84 percent of HOV lanes operating at an unacceptable LOS, and 19 intersections operating at an unacceptable LOS.

The Los Angeles County General Plan's Mobility Element promotes mobility management strategies for improving congestion and reducing VMT such as the use of technologies in the development of transportation facilities and infrastructure including ITS and Transportation Demand Management (TDM) to discourage the single-occupant driver (employer-based transit passes, increasing transit availability, regional carpooling programs, parking management, and congestion pricing). Policy M 4.16 specifically promotes mobility management practices, including incentives to change transit behavior and using technologies to reduce VMT. Los Angeles County's OurCounty Sustainability Plan (Goal 8) (County of Los Angeles 2019) promotes a transportation system that enhances mobility, reduces car dependency, and lowers VMT to improve air quality and economic opportunity by expanding public transit, developing programs to encourage alternatives to single-occupancy vehicles, and reducing VMT through land use planning.

Metro prepared a VMT Mitigation Program (Metro, April 2024) which establishes a framework to reduce VMT impacts for Metro projects on the State Highway System that increases highway capacity. This program will expand mobility options throughout the County.

4.3.3 Environmental Consequences

A detailed VMT analysis was conducted in the I-405 Sepulveda Pass ExpressLane Project *Induced Demand (VMT) Methodology* (May 2026) to assess and estimate the potential VMT impact under CEQA. Build Alternatives 3 and 5 would add capacity to the State Highway System and are therefore subject to VMT analysis under the Transportation Analysis under CEQA. Per the Transportation Analysis under CEQA guidance, the National Center for Sustainable Transportation (NCST) calculator was used to determine the induced demand of the Build Alternatives. The NCST calculator is an elasticity-based tool that estimates the annual induced VMT for capacity increasing projects, based on the change in lane miles with the proposed Project and an elasticity factor (defined as the ratio of the percentage change in VMT that would occur with a given percentage change of lane miles).

According to the *Induced Demand (VMT) Methodology* (May 2026) report prepared for the Proposed Project, the No Build Alternative and Alternative 2 were found unlikely to generate significant induced demand. However, Alternatives 3 and 5 are anticipated to result in an induced demand of 79,000,000 VMT per year. Therefore, a VMT mitigation plan is required to offset the Project-generated VMT for Alternatives 3 and 5. Thus, the following discussion related to VMT mitigation only pertains to Alternatives 3 and 5.

To reduce these impacts, a *Draft VMT Mitigation Plan* (July 2026) includes planned funding for Project-required mitigation. Project-required mitigation would include increasing existing bus service frequency and time-of-day span, Metrolink service expansion, implementation of a new Express Bus Line on the I-405 corridor, and continuing the expansion of the LA Metro One Car Challenge and Metro Vanpool Programs through enhanced subsidies and outreach using net toll revenue generated by I-405 ExpressLanes. Project-funded mitigation measure MM-TR-1 would offset approximately half of the estimated induced demand of Alternative 3 or 5. Therefore, additional mitigation would be needed to address the remaining VMT impact.

The remaining half of the estimated induced demand of Alternative 3 or 5 is proposed to be mitigated by the Sepulveda Transit Corridor Project. This project would provide a high-capacity, high-frequency transit connection between the San Fernando Valley and the Westside through the Santa Monica Mountains and could reduce regional VMT by up to 252,000,000 miles annually. As the Proposed Project and Sepulveda Transit Corridor Project are in the same corridor, the Proposed Project and Sepulveda Transit Corridor are the first and second phase, respectively, of LA Metro’s broader mobility strategy for the Sepulveda Pass.

LA Metro has initial funding for the Sepulveda Transit Corridor project from local sales tax measures and is currently seeking additional funding for the project. The Sepulveda Transit Corridor Project, together with project-funded mitigation measure MM-TR-1, could collectively mitigate the I-405 Sepulveda Pass ExpressLanes Project's induced travel demand and associated VMT impacts if implemented as anticipated. However, since the timing for funding and implementation of the Sepulveda Transit Corridor Project is not finalized, the impacts related to induced travel demand and VMT under Alternatives 3 and 5 would remain significant and unavoidable under CEQA.

4.3.4 Avoidance, Minimization, and/or Mitigation Measures

The Build Alternatives would implement Project Feature PF-TR-1 as detailed in Section 3.6. Should Alternatives 3 or 5 be selected as the Preferred Alternative, the Project would implement Measure MM-TR-1.

MM-TR-1 **Implementation of VMT Mitigation Plan.** The Project shall implement measures from the Draft VMT Mitigation Plan to reduce VMT impacts, which would include increasing existing bus service frequency and time-of-day span, Metrolink service expansion, implementing a new Express Bus Line on the I-405 corridor and continuing the expansion of the LA Metro One Car Challenge and Metro Vanpool Programs through enhanced subsidies and outreach using net toll revenue generated by I-405 ExpressLanes.

4.4 Wildfire

4.4.1 Regulatory Setting

Senate Bill (SB) 1241 required the Office of Planning and Research (OPR), the Natural Resources Agency, and the California Department of Forestry and Fire Protection (CAL FIRE) to develop amendments to the "CEQA Checklist" for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones. The 2018 updates to the *State CEQA Guidelines* expanded this to include projects "near" these very high fire hazard severity zones.

4.4.2 Affected Environment

The Project Corridor traverses through urban and suburban development as well as the Santa Monica Mountains. The portion of the Project Corridor that traverses the Santa Monica Mountains is located on steep terrain where there is a higher risk for wildfire. CAL FIRE designates Fire Hazard Severity Zones (FHSZs) throughout Los Angeles County, within State Responsibility Areas (SRAs), Local Responsibility Areas (LRAs), and Federal Responsibility Areas (FRAs). Many factors are considered, such as fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather for the area. There are three levels of hazard in the SRAs: moderate, high, and very high. Though SRAs have three classifications for FHSZs, the LRAs and FRAs classify FHSZs under "Very High" and "Non-Very High" classifications.

The FHSZ maps evaluate "hazard" rather than "risk." "Hazard" is based on the physical conditions that create a likelihood and expected fire behavior over a 30- to 50-year period without considering mitigation measures such as home hardening, recent wildfire, or fuel reduction efforts. "Risk" is the potential damage that a fire can cause to an area under existing conditions, accounting for any modifications such as fuel reduction projects, defensible space, and ignition resistant building construction.

According to CAL FIRE, the portion of the Project Corridor that is located south of Valley Vista Boulevard and north of West Sunset Boulevard is within a VHFHSZ within an LRA.[2]

[2] Office of the State Fire Marshal. 2023. Very High Fire Hazard Severity Zones in LRA. Website: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/#explorefhsz (accessed October 18, 2023).

4.4.3 Environmental Consequences

4.4.3.1 Consistency with Emergency Response Plans/Evacuation Plans

As described in Section 3.6, Transportation, and in Section 4.7.9, Hazards and Hazardous Materials, the construction of the Build Alternatives would result in temporary impacts to traffic circulation, and pedestrian and bicycle access in the vicinity of the study area. During construction of the Build Alternatives, temporary congestion and delays may affect access to parking, sidewalks, and bike lanes throughout the study area, but such facilities would remain open, and access would be maintained. No parking space reductions are identified under the Build Alternatives. Advanced signage installation work and roadwork for the EL conversion would not close existing through lanes on the freeway corridors within the study area. Staging areas for construction equipment are anticipated to occur on the State ROW within the Project Corridor as well as acquired permits or temporary construction easements discussed in Section 3.4, Relocations and Real Property Acquisition, of this EIR/EIS. The temporary closures and detours may result in short-term effects on emergency response and evacuation along and in the vicinity of the study area and arterials in the vicinity of I-405. Specifically, emergency responders would need to use designated detour routes to get around freeway ramp or lane closures or lane reductions on arterials at their crossings of I-405. This could result in increased travel times for emergency service providers. Similarly, in the event evacuations are required during the temporary facility closures or lane reductions, there could be delays for traffic evacuating from the area due to the detours and/or temporary reduction in the available road capacity. Project Feature PF-TR-1, provided in Section 3.6, requires the preparation of a TMP during final design to be implemented during construction. The TMP would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access to, through, and around active construction areas. With implementation of this Project Feature, potential temporary impacts related to emergency response times and plans and evacuation routes would be less than significant.

4.4.3.2 Wildfire Risk

Many portions of the Project alignment are surrounded by developed urban and suburban uses and do not primarily include brush- and grass-covered areas. Some portions of the study area in the Santa Monica Mountains contain a mix of tall shrubs and trees that are susceptible to wildfires; however, these land cover types are not within the study area. Brush management practices would be implemented along with other maintenance activities to ensure that impacts related to fire risk in the study area are less than significant. The proposed improvements would modify the existing HOV lanes within the study area to address operational deficiencies. The Build Alternatives include several features that may reduce wildfire risk. The newly paved road and wider shoulder areas may act as a firebreak, reduce vegetation adjacent to the roadside (fire fuel), and provide additional areas for emergency response vehicle staging. The Build Alternatives would not change existing land use patterns along I-405 because I-405 is an existing transportation facility in a highly developed area. Therefore, the Build Alternatives would not result in any changes to wildfire risks compared to existing conditions. Impacts would be less than significant, and no mitigation is required.

Construction of the Build Alternatives would mostly take place on the existing roadway alignment, with the exception of locations where improvements to wildlife crossings are proposed. Impacts to the existing vegetation during construction of the improvements would be minimized through the use of standard Caltrans construction practices, and impacted areas would be restored to their natural state after construction of the improvements has

concluded. Vegetation would be replanted with native fire-resistant species, which would reduce the risk of exacerbating wildfires.

The Build Alternatives involve roadway modifications that would improve circulation and mobility and are therefore not expected to exacerbate fire risk. Although the Build Alternatives would affect existing surface or subsurface utility facilities, requiring protection in-place, removal, or relocation, the Project Engineer(s) would coordinate with each utility provider to finalize the exact location of that utility's facilities, assess whether the facilities can be protected in place during construction or would require relocation, and review the Project plans for protection in place/relocation of the facility with the utility provider prior to construction as detailed in Project Features PF-UES-1 through PF-UES-3. Therefore, these utility improvements would not exacerbate wildfire risk. Furthermore, the design and implementation of utility improvements would be reviewed and approved by the applicable City's Public Works Department as part of the approval process to ensure that the Build Alternatives are compliant with all applicable design standards and regulations. Therefore, impacts related to the Build Alternatives associated with exacerbation of fire impacts are less than significant, and no mitigation is required.

4.4.3.3 Geologic Risk

As discussed in Response 4.7.7.1(a)(iv), in Section 4.7.7, Geology and Soils, the topography of the study area is characterized by hillsides and slopes, making it susceptible to slope failures and landslides. Although the study area is susceptible to these hazards, implementation of Project Feature PF-GEO-1 and Minimization Measure GEO-1 would ensure that impacts related to these geologic hazards would be less than significant. The study area is not located within the 100-year flood zone and would not result in any floodplain encroachments. As such, the Build Alternatives would not cause an increased risk of downslope or downstream flooding or landslides as a result of runoff or post-fire slope instability. Therefore, no impacts to people or structures due to post-fire conditions would occur, and no mitigation is required.

4.4.3.4 Construction Impacts

Certain construction activities proposed under the Build Alternatives have the potential to ignite a wildfire if proper precautions are not taken. Construction activities, such as equipment operation and land disturbance, can be potential ignition sources for wildfires. Construction activities such as grinding, welding, or cutting can generate sparks, especially when working with metal surfaces. If not properly controlled, these sparks can ignite nearby vegetation or other combustible materials. Any construction activity involving open flames, such as torching, cutting, or soldering, can be a fire hazard if not managed carefully. Proper construction site management and adherence to fire safety protocols are essential to reduce this risk. The Build Alternatives would also require vegetation clearing along the roadway for various roadway repairs. Cleared vegetation must be handled and disposed of properly to avoid potentially catching fire after removal because the large amounts of debris can contribute to fire fuel. These risks would be avoided and minimized by implementing standard measures and procedures such as Caltrans 2023 Standard Specification 7-1.02M(2) which mandates fire protection procedures during construction.

4.4.4 Avoidance, Minimization, and/or Mitigation Measures

In addition to Project Features PF-TR-1 in Section 3.6, PF-UES-1 through PF-UES-3 in Section 3.5, and PF-GEO-1 in Section 3.11, and Minimization Measure GEO-1 in Section 3.11 would be implemented to ensure impacts related to wildfire are less than significant.

4.5 Cumulative Impacts

4.5.1 Regulatory Setting

Under CEQA (Guidelines Section 15355), "cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

State CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts.

4.5.2 Methodology

The cumulative impact analysis methodology utilized was based on the six-step process set forth in the California Department of Transportation (Caltrans) *Change to Effect Analysis under National Environmental Policy Act and Instructions on Cumulative Impact Analysis under California Environmental Quality Act Interim Guidance* (May 2025). The six-step process is as follows:

1. Determine which environmental resources to include in the cumulative impact analysis.
2. Determine resource study area.
3. Describe the existing cumulative condition.
4. Discuss whether the project's impacts are cumulatively considerable.
5. If the project's contribution is cumulatively considerable, discuss any additional proposed mitigation for Caltrans' contribution to cumulative condition.
6. State post-mitigation conclusion (if additional mitigation was added to address cumulative impacts).

Under the No Build Alternative, no construction would occur within the project footprint. Existing conditions would be perpetuated, and impacts associated with the Build Alternatives would not occur. Based on this, the No Build Alternative would not result in any cumulative impacts. Therefore, the No Build Alternative was excluded from any further cumulative impact analysis.

4.5.3 Resources Considered for Cumulative Impact Analysis

4.5.3.1 Excluded Resources from Cumulative Impact Analysis

As specified in the Caltrans guidance, the only true “safe harbor” for not including a resource for cumulative impact analysis is if there is no impact to that resource from the project at all. Those resources for which cumulative effects are not anticipated or for which the impacts were already analyzed in a cumulative context are briefly discussed below.

- **Agriculture and Forestry Resources:** According to the Farmland Mapping Monitoring Program (FMMP) of the California Resources Agency, while there is Prime Farmland and Unique Farmland just northwest of the intersection of I-405 and the United States Highway (US-101), no agricultural land exists within the Project Corridor. The Project Corridor is not designated as farmland and therefore the Build Alternatives would not convert existing farmland to non-agricultural use. Similarly, there are no Williamson Act agricultural preserves located within the Project Corridor. As such, the Build Alternatives would not interfere with existing zoning for agricultural use or Williamson Act contract. Additionally, the Project Corridor is developed and not capable of supporting forest land. As such, there is no land zoned for forest land, timberland, or timberland production in the vicinity of the Project Corridor, the corridor is not being used for forest land or timberland, and the Build Alternatives would not result in the loss of forest land or the conversion of forest land to non-forest uses. Therefore, the Build Alternatives would not contribute to cumulatively considerable impacts related to farmlands and timberlands.
- **Mineral Resources:** According to the California Geological Survey Map of Aggregate Sustainability and the Los Angeles County General Plan Update Draft EIR, there are no economic resources/mineral resources in the Project Corridor. As such, the Build Alternatives would not result in impacts on known mineral resources or resource extraction activities. Therefore, the Build Alternatives would not contribute to cumulatively considerable impacts related to mineral resources.
- **Recreation:** As discussed in further detail in Section 4.5.4.12 below, The Build Alternatives would not influence growth beyond what is currently planned and therefore would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. In addition, none of the property acquisitions, TCEs, or the relocation associated with the Build Alternatives could involve parks or recreational facilities. Although implementation of the Build Alternatives could require acquisition of right-of-way within the Santa Monica Mountains Recreation Area in order to widen I-405 and shift the Sepulveda Boulevard alignment up to 25 feet west towards Promontory Road and for the construction of a new retaining wall, the portion of the Santa Monica Mountains National Recreation Area where impacts could occur does not contain trails, other recreational facilities, or provide access to other parts of the Santa Monica Mountains National Recreation Area. Further, this area is not generally used by the public and represents less than 0.001 percent of the 153,075 acres of open space associated with the Santa Monica Mountains National Recreation Area. Therefore, this acquisition would not adversely impact recreational activities at the Santa Monica Mountains Recreation Area. In addition, any construction impacts, including construction staging areas would be temporary and would not adversely affect any park or recreational area within the study area. While construction may temporarily increase travel times for the public to access local parks and recreational facilities, transportation management strategies in Project Feature PF-TR-1 (TMP) would ensure public access is maintained. The Build Alternatives do not include construction of new recreational facilities or require the expansion of existing recreational facilities. The Build Alternatives

would not result in direct or indirect permanent impacts on any parks or recreational resources. Therefore, the Build Alternatives would not contribute to cumulatively considerable impacts related to recreation.

All resources for which the impacts of the Build Alternatives are less than significant with mitigation or significant must be included in the cumulative impact analysis, and for those resources that are less than significant, the more acute[3] the existing cumulative condition[4], the more consideration should be given to including that resource in a cumulative impact analysis.

The following resources are evaluated in this section for cumulative impacts:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

4.5.3.2 Resource Study Areas

The cumulative impact analysis designates three main Resource Study Areas (RSAs), as described below, to analyze cumulative impacts with the planned projects listed in Table 4.8. An RSA corresponds to a geographic area in which cumulative impacts to a particular resource can be analyzed. Only active projects, defined as currently under construction or planned, were considered within each RSA. While this list of active projects was not exhaustive, it included major projects that could contribute to cumulative impacts. RSAs vary

[3] As referenced in the *Change to Effect Analysis under National Environmental Policy Act and Instructions on Cumulative Impact Analysis under California Environmental Quality Act Interim Guidance* published by Caltrans in May 2025, the term “acute” refers to a bad condition experienced to a severe degree. The more acute (or worse) a resource’s existing cumulative condition, the less a project’s incremental contribution would need to be to result in a cumulatively considerable impact.

[4] As referenced in the *Change to Effect Analysis under National Environmental Policy Act and Instructions on Cumulative Impact Analysis under California Environmental Quality Act Interim Guidance* published by Caltrans in May 2025, the “existing cumulative condition” is the current health of a resource within a defined RSA. This reflects a resource’s accumulated impacts from past and present projects. This condition can provide context to evaluate additional incremental impacts proposed by a project.

by resource. However, resources generally fit into one of the following three RSAs as illustrated in Figure 4-6:

- **Adjacent RSA:** This RSA consists of the APE utilized to analyze Cultural Resources, which captures the existing right-of-way (ROW) of the Project Corridor and adjacent parcels. The Adjacent RSA is applicable to resources subject to cumulative impacts based on direct construction and operation of the Build Alternatives. As described in further detail below, Resource Areas analyzed for cumulative impacts within the Adjacent RSA include Aesthetics, Cultural Resources, Noise, and Tribal Cultural Resources.
- **Local RSA:** This RSA consists of a half-mile radius from the Project Corridor ROW and is applicable to resources subject to cumulative impacts based on construction and operation of the Build Alternatives in a local setting. This RSA inherently includes all projects within the Adjacent RSA in addition to those within the Local RSA. As described in further detail below, Resource Areas analyzed for cumulative impacts within the Local RSA include Biological Resources, Geology, Hazards and Hazardous Materials, Land Use and Planning, Public Services, and Transportation.
- **Regional RSA:** This RSA consists of Los Angeles County and is applicable to resource areas that are already cumulative in nature and could experience incremental impacts from construction and operation of the Build Alternatives. This RSA inherently includes all projects within the Adjacent RSA and Local RSA in addition to those within the Regional RSA. As such, the Regional RSA includes all projects listed in Table 4.8 below. As described in further detail below, Resource Areas analyzed for cumulative impacts within the Regional RSA include Air Quality, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Population and Housing, Utilities and Service Systems, and Wildfire.

4.5.3.3 Resources Evaluated for Cumulative Impacts

The following discussion of potential cumulative impacts is presented by environmental resource area. The reasonably foreseeable projects considered in this analysis are presented in Table 4.8 and shown on Figure 4-6.

In general, most of the development projects listed are infill projects, and the listed transportation projects would improve existing facilities rather than construct new facilities.

4.5.4 Resource-by-Resource Cumulative Impact Analysis

The following resources are evaluated in this section for cumulative impacts:

4.5.4.1 Aesthetics

Aesthetic impacts from the Build Alternatives fall within the Adjacent RSA, as aesthetic impacts take into consideration viewers who could have the ability to see the proposed improvements. Based on this, the RSA used for cumulative aesthetic impacts was limited to the viewshed immediately adjacent to the Build Alternatives. The Project Corridor is located on Interstate 405 (I-405) between U.S. Highway (US-101) and Interstate 10 (I-10) in the City of Los Angeles, within Los Angeles County, California. The Project Corridor follows the Sepulveda Canyon through the Santa Monica Mountains between the San Fernando Valley and the Los Angeles Basin. As described in Chapter 3.7, Visual/Aesthetics, and shown in Figure 3.7-1, Visual Assessment Units and Key Views, the Project Corridor and vicinity was divided into six Visual Assessment Units (VAUs) to assess Aesthetic Impacts. Views from the Project Corridor generally consist of existing development.

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
Land Development Projects						
1	Santa Monica Pier Bridge Replacement	City of Santa Monica	Demolition of the existing Pier Bridge and replacement of the Bridge from the intersection of Ocean Ave. and Colorado Ave. to the Santa Monica Pier.	Construction began in December of 2025 and is anticipated to be complete in December of 2027.	No adverse effect on environmental resource areas	Regional
2	Providence Saint John Phase Two Master Plan/2121 Santa Monica Boulevard	City of Santa Monica	Long-range plan for phased design, approval, and development of wellness/ healthcare/research facilities, subterranean parking, open space areas, visitor housing, a minimum of 10 units of replacement multi-family housing, and new facilities for Providence's existing Santa Monica Cancer Institute and Child and Family Development Center.	Approved; Construction has not yet begun but is anticipated to be completed over a 17-year implementation period.	Air Quality, Historical Resources, Noise and Vibration, Transportation	Regional
3	Sunset/Santa Monica Fiber Loop Project	City of West Hollywood	Replace outdated and damaged traffic signal hardware and implement or replace traffic signal head components, new fiber optic cable, and retroreflective backplate technology at 34 intersections to improve safety and intersection timing.	Approved; Construction contract awarded in February of 2026.	No adverse effect on environmental resource areas	Regional
4	City of Beverly Hills FY 2022/23 Budgeted Capital Improvement projects (CIP)	City of Beverly Hills	98 Capital Improvement projects identified throughout the City, including: subway mitigation, traffic calming and mitigation, sewer system repairs, street tree removal and replacement, dog parks, and affordable housing developments.	Ongoing	Not at this time	Regional
5	Wildlife Pilot Study	City of Los Angeles	An ordinance containing a set of land use regulations that would maintain wildlife connectivity in the City, including lot coverage limits, slope and grading limits, resources buffer requirements, vegetation and landscaping standards, fencing requirements, yard setbacks, lighting, windows, and trash enclosures.	Under review; paused due to lack of funding.	No adverse effect on environmental resource areas	Regional

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
6	Sepulveda Basin Sports Complex New Community Room and New Ranger Station	City of Los Angeles	Construction of a community room and ranger station with public restrooms, which is part of a larger, 30-acre project that includes construction of four multi-purpose sports fields, lighting, irrigation, stadium/bleacher seating, concessions, paths, native landscaping, and active transportation connections to the Metro G Line and National Park Service trail system.	Under review	Not at this time	Local
8	Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road)	City of Los Angeles	Demolition of existing on-site improvements, including the two tennis courts, swimming pool, and several surface parking lots and construction of a 38,000-square-foot, two-story Wellness Pavilion within a 3.8-acre portion of Mount Saint Mary University's Chalon Campus.	Completed.	The NOD identified the following potential environmental impacts: • Aesthetics, • Air Quality, • Cultural Resources, • Hazards and Hazardous Materials, • Hydrology and Water Quality, • Land Use and Planning, • Public Services, • Recreation, • Transportation, • Utilities, • Wildfire	Local
9	Sepulveda Basin Vision Plan	City of Los Angeles, U.S. Army Corps of Engineers	Establish a long-term strategic plan for the future of the Sepulveda Basin, which will propose designs that can be implemented in phases to improve the visitor experience, improve opportunities for recreation, improve access throughout the Basin, improve the habitat areas and ecosystem function, investigate the natural functions of the Los Angeles River and its tributaries within the Basin, and improve the flood risk management function of the Basin.	Under review	No adverse effect on environmental resource areas	Local

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
10	Mission Canyon Park	County of Los Angeles, Mountains Recreation and Conservation Authority	Development of former 500-acre landfill with a 2.5-mile loop trail and regional connection, flush toilets, picnic tables, native planting, fitness stairs, interpretive elements, gates, fencing, and other amenities.	Under Review.	No adverse effect on environmental resource areas	Local
11	Van Nuys Plaza	6569 N Van Nuys Boulevard	Development of a six-story mixed-use development at the corner of Kittridge Street and Van Nuys Blvd featuring 174 units, 18,400 square feet of ground-floor retail space, and underground parking for 400 vehicles.	Complete.	The IS/MND identified adverse effects in the following resource areas as potentially significant before mitigation, but less than significant with mitigation incorporated: • Biological Resources • Cultural Resources • Geology and Soils • Land Use and Planning • Noise • Public Services • Transportation/Circulation	Regional
12	Mixed-Use Development	7002-7004 Van Nuys Boulevard	Development of a five-story multi-family complex including 170 units and ground floor commercial space in replacement of existing auto-repair and retail establishments.	Not constructed as of 2026.	No adverse effect on environmental resource areas	Regional
13	West Los Angeles Veterans Affairs Center	West Los Angeles Veterans Affairs Medical Center Campus	Renovations to the existing West Los Angeles Veterans Affairs (VA) Medical Center Campus, including development of a minimum of 1,200 housing units, on-site services, and land recovery.	Construction on-going; anticipated completion in 2031.	The Final Programmatic Environmental Impact Statement (FPEIS) for the West Los Angeles Medical Center Campus Master Plan identified unavoidable adverse effects in the following resource areas: • Air Quality • Cultural Resources • Noise • Traffic • Socioeconomics	Adjacent

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
15	Westwood Apartments	2117-2121 Westwood Boulevard	Development of a five-story mixed-use complex in West Los Angeles featuring 92 units, 1,500 square feet of ground-floor retail space and subterranean parking.	Final phases of construction are ongoing; anticipated completion August 2026.	No adverse effect on environmental resource areas	Local
16	Mixed-Use Development	11628 W Santa Monica Boulevard	Development of a six-story, 99-unit mixed-use development in replacement of a West Los Angeles strip mall including over 12,000 square feet of ground-floor retail space and two levels of underground parking.	Under review; no construction as of May 2026.	No adverse effect on environmental resource areas	Local
17	Multi-Family Development	1656 S Sawtelle Boulevard	7,005 square foot vacant property zoned for mixed-use. Plans for development of a six-story, 33-unit apartment building with affordable units, a rooftop deck, and underground parking.	Approved; no construction as of May 2026.	No adverse effect on environmental resource areas	Adjacent
18	Department of Water and Power Office Space	11761-12300 W Nebraska Avenue	Facility improvements to the Los Angeles Department of Water and Power to demolish six existing structures and construct a new 92,000 square foot office building with associated improvements.	Approved 2020	No adverse effect on environmental resource areas	Regional
19	Il Villaggio Toscano	4827 N Sepulveda Boulevard	Development of a mixed-use site including a maximum of 399 multi-family residential units, and approximately 52,000 gross square feet of commercial and retail space.	Complete.	The Final Environmental Impact Report (FEIR) identified adverse environmental effects in the following resource areas: • Air Quality • Noise • Transportation and Circulation	Local
20	Multi-Family Development	1427 S Greenfield Avenue	Demolition of existing apartment buildings and the construction of a new six-story, 29-unit residential complex with two levels of underground parking and affordable units.	Approved September 2020, revised plans submitted May 2021. No construction as of May 2026.	No adverse effect on environmental resource areas	Local

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
21	Multi-Family Development	11261 Santa Monica Boulevard	Development of a new six-story building including 119 residential units and above-ground parking for approximately 147 vehicles, including affordable units.	Construction on-going as of January 2026.	No adverse effect on environmental resource areas	Adjacent
22	ICON Sherman Oaks	14130 and 14154 Riverside Drive	Development of an approximately 8.3 acre mixed-use project including 249 apartment units and a Trader Joe's on the ground floor.	Completed.	The Final EIR identified adverse environmental effects in the following resource areas: • Noise • Transportation/Traffic	Regional
23	Multi-Family Development	11434 W Pico Boulevard	Development of a six-story, 265,000 square foot apartment complex including 278 residential units, including 28 affordable units.	Approved; pre-construction as of August 2025	No adverse effect on environmental resource areas	Local
24	Santa Monica and Barrington Mixed-Use Project	11650-11674 Santa Monica Boulevard	Development of a new five-story, 316,520 square foot mixed-use development with 64,759 square feet of ground floor and mezzanine level-grocery store and restaurant uses, three levels of underground parking, and 180 residential units on a 2.6-acre vacant site.	Approved; pre-construction.	The Draft EIR identified potential adverse environmental effects in the following resource areas: • Air Quality • Greenhouse Gas Emissions • Land Use Planning • Noise • Population and Housing • Public Services • Recreation • Traffic/Transportation • Utilities	Local
25	Commercial Development	2255 Sawtelle Boulevard and 2222 Corinth Avenue	Development of an 8-story, 135,000 square foot office tower with a total campus footprint of over 180,000 square feet.	Approved March 2021, pre-construction.	No adverse effect on environmental resource areas	Adjacent
26	The Wilshire Gayley	10955 Wilshire Boulevard	Development of a 29-story luxury condominium tower in Westwood with four levels of underground parking, and including residential units and retail space.	On hold	No adverse effect on environmental resource areas	Local

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
27	Mixed-Use Development	3030 Nebraska Avenue	Development of a multi-parcel mixed-use area including residential units, ground-floor retail, and underground parking in up to four high-rise buildings.	Approved, pre-construction	No adverse effect on environmental resource areas	Regional
Transportation Projects						
28	Sepulveda Transit Corridor	Los Angeles County Metropolitan Transportation Authority (Metro)	Create a high-capacity rail transit service line through the Sepulveda Pass connecting the San Fernando Valley and the Westside and improving access to major employment, educational and cultural centers in the greater Los Angeles area. The project would have a northern terminus with a connection to the Van Nuys Metrolink/Amtrak Station and a southern terminus with a connection to the LA Metro E Line. The Sepulveda Transit Corridor Project is part of the Measure M expenditure plan, with approximately $5.7 billion for new transit service to connect the San Fernando Valley and the Westside, scheduled to open by 2033-35. Approximately $3.8 billion is allocated to extend that service from the Westside to LAX with a 2057-59 opening date.	Approved; Modified Alternative 5 (Locally Preferred Alternative (LPA) selected; construction anticipated to be complete by 2035.	The Draft EIR identified the following potential environmental impacts for Alternative 5: • Air Quality • Biological Resources • Cultural Resources • Geology, Soils, Seismicity, and Paleontological Resources • Hazards and Hazardous Materials • Hydrology and Water Quality • Land Use and Planning • Noise and Vibration • Public Services (Fire and Police) • Transportation • Tribal Cultural Resources • Utilities and Service Systems	Adjacent
29	Traffic Reduction Pilot Program	Metro	Pilot project of congestion pricing and reinvestment in transportation services that could reduce traffic and help people spend less time traveling including managing travel demand through congestion pricing, providing more high-quality transportation options, and offering low-income assistance programs.	Early planning; expected before 2028.	No adverse effect on environmental resource areas	Regional

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
30	Metro D Line (Purple) Extension Project	Metro	The Metro D Line (Purple) Extension Project along Wilshire Blvd. is also under construction, with Section 1 from Western Ave. to La Cienega Blvd. Section 2 from Wilshire/Rodeo to Century City/Constellation. Section 3 from Westwood/UCLA to the VA Hospital.	Section 1 construction complete and operational. Section 2 and 3 under construction with anticipated completion in Spring 2027 for Section 2 and Fall 2027 for Section 3.	The Draft EIR and Draft EIS identified the following potential environmental impacts: • Aesthetics • Agricultural Resources • Air Quality • Biological Resources • Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards and Hazardous Materials • Hydrology and Water Quality • Land Use and Planning • Noise • Public Services (Fire and Police) • Transportation • Tribal Cultural Resources • Utilities and Service Systems • Wildfire	Regional
31	East San Fernando Valley Transit Corridor Project	Metro	Construction of a light-rail system that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station.	Approved; Undergoing construction with anticipated completion in 2031.	• Aesthetics • Air Quality • Land Use • Noise • Public Services • Recreation • Transportation	Regional
32	G Line BRT Improvements	Metro	Enhancements to improve operating speeds, capacity, and safety by adding grade separations on major streets, closing minor streets, and providing better signal priority technology.	Construction ongoing, anticipated to be complete in 2027.	• Air Quality • Noise • Population, Housing	Regional

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
33	NextGen Bus Plan	Metro	Redesigning the bus network to be faster, more frequent, and reliable, as well as integrated with other Los Angeles County transit services.	Approved; ongoing implementation.	No adverse effect on environmental resource areas	Regional
34	Metro North San Fernando Valley Bus Rapid Transit Project	East-west across the northern San Fernando Valley	18-mile bus rapid transit connecting to the East San Fernando Valley Transit Corridor project, Chatsworth Metrolink Station, and North Hollywood Metro B/G Line Station	Approved; Implementation.	Not at this time	Regional
35	I-405 Sepulveda Pass Pavement Rehabilitation Project	Caltrans	Proposes pavement resurfacing, drainage system restoration, and bridge rehabilitation along LA-405 between Wilshire Boulevard Undercrossing (PM 31.56) and Victory Boulevard Undercrossing (PM 41.37) in Los Angeles County. The project would preserve and extend the service life of existing pavement, restore drainage functionality, and implement safety features that meet current standards.	Planned construction 2025, planned completion 2029[5]	No adverse effect on environmental resource areas	Adjacent

[5] Caltrans is in communication and coordinating with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding both the I-405 Sepulveda Pass Pavement Rehabilitation Project and the I-405 Sepulveda Pass ExpressLanes Project. Construction of these two projects is not scheduled to overlap as the ExpressLanes Project construction phase is scheduled to begin, at the earliest, in 2029. The I-405 Pavement Rehabilitation project has an estimated completion in winter 2028/2029.

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
Projects Included in the I-405 Comprehensive Multimodal Corridor Plan (CMCP)[6, 7]						
	I-405/Oxnard Street Ramp/ Interchange Enhancement	Metro, Caltrans	I-405 CMCP Tier 3 project. Build an interchange for I-405 (include Metro Orange Line to HOV connection)	Not ready for implementation	Not at this time	Adjacent
	I-405/US-101 Ramp/Interchange Enhancement	Metro, Caltrans	I-405 CMCP Tier 3 project. Interchange improvements.	Not ready for implementation	Not at this time	Adjacent
	I-10 Ramp/ Interchange Enhancement	Metro, Caltrans	I-405 CMCP Tier 3 project. Improve the I-10 and I-405 interchange.	Not ready for implementation	Not at this time	Adjacent
	I-405 Express Bus Improvements (e.g., peak period shoulder lane) on I-405	Metro, Caltrans	I-405 CMCP Tier 3 project. 18 miles of Metro G Line bus rapid transit improvements, including up to 35 railroad-style gates at intersections and new grade separated structures at Van Nuys Boulevard and Sepulveda Boulevard.	Planned completion 2027	Not at this time	Adjacent

[6] The approved I-405 Comprehensive Multimodal Corridor Plan (CMCP) creates a guiding vision to reimagine the possibilities for getting around one of the most congested corridors in Los Angeles County. The plan's study area covers the entire length of the I-405 in Los Angeles County and three miles on either side. It stretches from the San Fernando Valley to the Orange County Line to include 20 individual cities and 40 neighborhoods within the City of Los Angeles.

[7] The CMCP categorizes planned projects into tiers. The tiers (1, 2A, 2B, 3, and NA) identify which projects would be competitive grant candidates for Solutions for Congested Corridors Program (SCCP) funding. They also identify ways to make projects more competitive, whether by combining with complementary projects, adding or removing elements, or simply moving through the environmental or stakeholder review process. The tiers include: (1) These projects score the highest as they demonstrate significant benefits across multiple CMCP goals and are more near-term. Projects in this tier will be considered for SCCP grant candidacy over the next five years; (2A) These projects closely align with the CMCP goals but are not quite ready for implementation. They may require environmental clearance or further stakeholder review and engagement. These could be candidates in future SCCP grant cycles when they are closer to initiating their construction; (2B) These projects might need mitigation or modification to better align with CMCP goals, but are closer to implementation. These projects address a single CMCP objective (i.e. safety) but may not sufficiently address the other criteria. These projects could be packaged with other projects to provide a suite of benefits; and (3) These projects do not widely support CMCP goals nor are they ready for implementation. These are projects (highway general purpose lane expansion) that are ineligible for SCCP funding. Table 3.24.1 includes Tiers 1, 2B, and 3.

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
	Route 405 State of Good Repair Efforts	Metro, Caltrans	I-405 CMCP Tier 3 project. Pavement rehabilitation in the City of Los Angeles, near Westwood and Sherman Oaks, from Venice Blvd. to Route 101.	Not ready for implementation	Not at this time	Adjacent
	Route 405 Sustainability/ Climate Change/ Resiliency Efforts	Metro, Caltrans	I-405 CMCP Tier 3 project. Repair fire-damaged slopes, clean drainage systems and to protect the slopes from post fire erosion in Los Angeles (Bel Air) from Getty Center Dr. (Post Mile [PM] 34.0) to Bel Air Crest Rd. (PM 35.9).	Not ready for implementation	Not at this time	Adjacent
	Sepulveda Bl Bus Rapid Transit (Mulholland Dr to Airport Metro Connector)	Metro	I-405 CMCP Tier 1 project. Construct bus rapid transit on Sepulveda Blvd. from Mulholland Dr. to the Airport Metro Connector (AMC) rail station near LAX.	Not ready for implementation	Not at this time	Adjacent
	Washington Bus Rapid Transit (Walnut Ave to Fairfax Ave)	Metro	I-405 CMCP Tier 1 project. Construct bus rapid transit on Washington Blvd. from Walnut Ave. to Fairfax Ave.	Not ready for implementation	Not at this time	Adjacent
	Jefferson Bl Bus Rapid Transit (La Cienega Blvd to Sepulveda Blvd)	Metro	I-405 CMCP Tier 1 project. Construct bus rapid transit on Jefferson Blvd. from La Cienega Blvd. to Sepulveda Blvd.	Not ready for implementation	Not at this time	Adjacent
	Wilshire Bl Bus Rapid Transit (Centinela Ave to La Brea Ave)	Metro	I-405 CMCP Tier 1 project. Construct bus rapid transit on Wilshire Blvd. from Centinela Ave. to La Brea Ave.	Not ready for implementation	Not at this time	Adjacent
	Santa Monica Bl Bus Rapid Transit (Centinela Ave to Moreno Dr)	Metro	I-405 CMCP Tier 1 project. Construct bus rapid transit on Santa Monica Blvd. from Centinela Ave. to Moreno Dr.	Not ready for implementation	Not at this time	Adjacent
	Purple Line Connectivity (Westwood and VA stations)	Metro	I-405 CMCP Tier 3 project. Includes bicycle network linkages for Santa Monica and West Los Angeles riders to the D Line (Purple) Subway stations at Westwood and VA including lanes, cycle track segments, and intersection	Planned completion 2027	Not at this time	Adjacent

Table 4.8: Planned Projects List

ID Number	Name	Jurisdiction/ Location	Planned Uses	Status	Potential Environmental Impacts	RSA
			upgrades. The project crosses the cities of Santa Monica and Los Angeles and provides direct access to Metro subway stations.			
	G Line (Orange) Conversion to Light Rail	Metro	I-405 CMCP Tier 2A project. G Line conversion of the 18-mile bus rapid transit line to light-rail service.	Planned completion 2057	Not at this time	Adjacent

Source: Compiled by LSA (2024).
EIR = Environmental Impact Report
I-10 = Interstate 10
I-405 = Interstate 405
NOP = Notice of Preparation
US-101 = U.S. Highway 101
VA = Veterans Affairs

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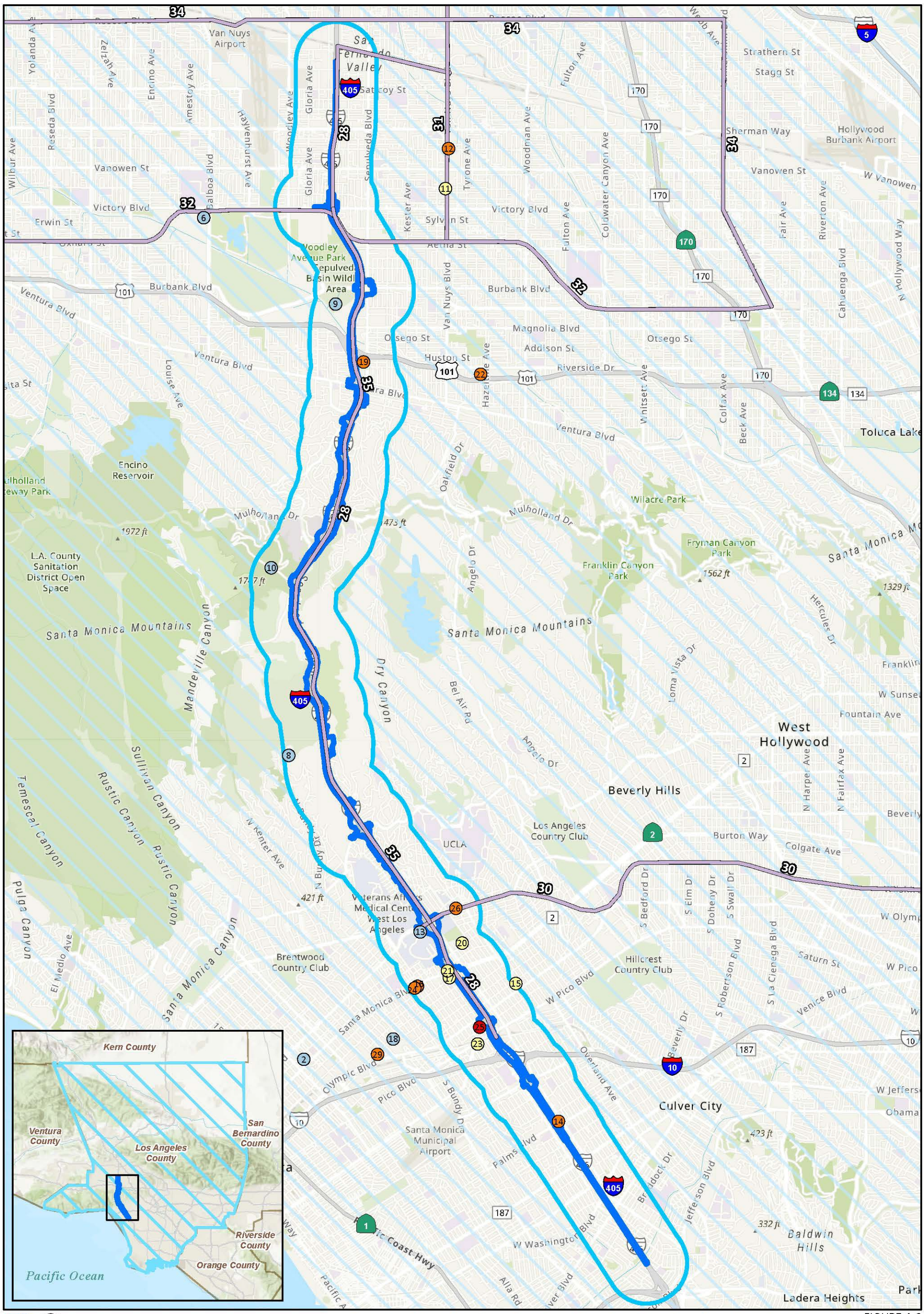

FIGURE 4-6

I-405 Sepulveda Pass ExpressLanes Project

Planned Projects

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

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The Project Corridor displays a diverse range of urban and suburban development, with distinct urban characteristics at the northern and southern ends. Urban commercial and suburban land uses define these segments, incorporating residential, commercial, retail, industrial, mixed-use, and other developments in various densities. In these urban segments of the Project Corridor, natural elements are limited to ornamental trees and vegetation found within rights-of-way and in developed areas adjacent to the freeway. Therefore, the existing cumulative condition at the northern and southern ends is already substantially degraded. This development pattern is not consistent with the density of development in the vicinity of Sepulveda Pass, which features natural and rural elements characterized by coastal mountains, low foothills, and alluvial plains with coastal sage scrub and chaparral vegetation communities.

As shown in Table 4.9, active projects within the Adjacent RSA were reviewed and it was determined that none of them would contribute to cumulative visual impacts.

As described in Section 4.7.1, Aesthetics, construction of the Build Alternatives could result in temporary impacts to the Mountain VAU and West Los Angeles Residential VAU due to removal of retaining walls, soundwalls, and construction activities. Construction associated with Alternatives 3 and 5 could likely cause more adverse short-term visual impacts compared to Alternative 2 since Alternative 2 includes minimal construction. While temporary and limited to the construction period, these impacts may contribute to the existing degraded urban cumulative condition. Measures VIS-8 through VIS-10 would be implemented during construction to reduce visual impacts from construction staging areas and lighting, ensuring that there would be no adverse effects to visual or aesthetic resources due to construction. Therefore, the Build Alternatives would not contribute to cumulatively considerable aesthetics impacts related to construction.

As described in Section 4.7.1, Aesthetics, the proposed improvements associated with the Build Alternatives would be consistent with the existing transportation land uses and would not result in significant changes to the visual environment that would conflict with applicable zoning and other regulations governing scenic quality.

The Build Alternatives would add human-made visual elements to the existing Project Corridor, but in most cases would not substantially change viewer exposure, quantity, or duration. Visual character under Alternative 3, which encompasses the most notable physical transformations, is expected to be minimal but noticeable. Alternatives 3 and 5 could necessitate the introduction of additional visible elements, including but not limited to extended road pavement, lane markings, barriers, and retaining walls. While consistent with existing urban visual features within the Project Corridor, these additional elements may contribute to the existing degraded urban cumulative condition at the northern and southern ends of the corridor and could contribute to adverse aesthetic impacts within the Mountain VAU and West Los Angeles VAU. Further, the Build Alternatives may result in noticeable new daytime and nighttime lighting resulting from construction and glare from reflective surfaces, such as windows and metallic details on cars travelling on the roadway. However, impacts related to lighting and glare are not anticipated to be cumulatively considerable as operation of the Build Alternatives would likely result in decreased congestion and therefore decreased duration of exposure to the above visual elements.

The Build Alternatives would implement Measures VIS-1 through VIS-11 and MM-VIS-12 to minimize and avoid adverse visual effects. Measures VIS-1 through VIS-6 and MM-VIS-12 would require a Project Aesthetics and Landscape Master Plan be implemented and ongoing coordination with stakeholders to promote visual continuity and aesthetic consistency, while Measures VIS-7 and VIS-11 would ensure clearance is limited to the removal of necessary vegetation and restoration is required. Implementation of the measures above would address visual quality loss through a qualitative/aesthetic approach that fulfills Federal Highway Administration (FHWA) requirements and avoids, minimizes, or mitigates losses in visual quality. Therefore, with implementation of the Measures above, construction and operation of the Build Alternatives, when combined with impacts related to visual and aesthetic resources generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable. The Build Alternatives would result in less than significant cumulatively considerable impacts related to visual and aesthetic resources.

4.5.4.2 Air Quality

Air quality impacts from the Project fall within the Regional RSA, as the Project Corridor is located within the South Coast Air Basin (Basin), which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality in the Basin is administered by the South Coast Air Quality Management District (SCAQMD). Within the Basin, the attainment status of the various NAAQS and CAAQS is established for each county. Therefore, cumulative air quality impacts were assessed for all planned projects within Los Angeles County.

As described in Chapter 3.14, Air Quality, the Basin is in nonattainment for the state standards for O_3, PM_{10}, and $PM_{2.5}$, and in nonattainment for the federal O_3, and $PM_{2.5}$ standards. While the Basin is considered in attainment for the state standard for Lead (Pb), Los Angeles County is not.

As shown in Table 4.9, several planned transportation and development projects could occur in the general vicinity of the Project Corridor with the potential to cumulatively affect air quality in the RSA. Planned projects that may contribute to cumulative construction-related air quality impacts in the RSA include the Providence Saint John Phase Two Master Plan/2121 Santa Monica Boulevard Project, the West Los Angeles Veterans Affairs Center Project, the Il Villaggio Toscano Project, the Santa Monica and Barrington Mixed-Use Project, the Sepulveda Transit Corridor Project, the Metro D Line (Purple) Extension Project, the East San Fernando Valley Transit Corridor Project, and the G Line BRT Improvements Project.

Construction timelines for the Il Villaggio Toscano Project, and the Santa Monica and Barrington Mixed-Use Project would not align with the construction of the Build Alternatives. These projects are either near completion or have no identified construction schedule overlap with the Project. Therefore, construction related emissions associated with these planned projects would not, in combination with the Project, result in cumulatively considerable Air Quality impacts. Construction of the Build Alternatives could potentially overlap with the remaining projects.

In addition, the Providence Saint John Phase Two Master Plan/2121 Santa Monica Boulevard Project, the Il Villagio Toscano Project, and the Sepulveda Transit

Corridor Project all have the potential to result in operational air quality impacts. While the Sepulveda Transit Corridor Project has the potential to result in impacts related to its conflict with applicable plans, the Providence Saint John Phase Two Master Plan/2121 Santa Monica Boulevard Project and the Villagio Toscano Project have the potential to result in operational Air quality impacts related to cumulatively considerable net increase of criteria pollutants.

Based on expected pollutant emissions from related projects (construction related and operation), the existing condition of air quality within the RSA is acute. Regional air pollution is inherently a cumulative impact. No single project is sufficient in size to independently create a regional nonattainment of ambient air quality standards. However, a project's individual emissions can contribute to existing cumulatively significant adverse air quality impacts.

In addition, as described in the PEIR for the *SCAG Connect SoCal 2024 RTP/SCS*, regional impacts related to air quality were significant and unavoidable. This, considered in context with the Build Alternatives, suggests the existing cumulative condition in the RSA is already significant, and the Project could likely have potential to result in cumulatively considerable impacts related to Air Quality.

Operation and construction of the Build Alternatives could result in air pollutant emissions. As described in Section 4.7.3, construction is expected to generate particulate emissions (airborne dust). Construction could also increase traffic congestion, resulting in increased air emissions. Despite these temporary impacts, the RSA is already in nonattainment for O_3, PM_{10}, and $PM_{2.5}$. Even temporary and incremental increases in emissions from construction of the Build Alternatives, in combination with potential emissions from cumulative projects in the County, could potentially result in a cumulatively considerable impact to air quality.

All 2030 and 2050 mobile-source air toxic (MSAT) emissions for the Build Alternatives would be less than the 2019 existing MSAT emissions and would either stay the same or decrease compared to the same year No Build Alternative. Because the Build Alternatives would not contribute more MSAT emissions than the No Build Alternative, the Build Alternatives' operational MSAT emissions would not contribute to cumulative impacts. The only exceptions would be diesel particulate matter (DPM) emissions for Alternative 3, which could increase in 2050 when compared to the No Build Alternative. Additionally, benzene, acetaldehyde, ethylbenzene, formaldehyde, and polycyclic organic matter (POM) emissions for Alternative 5 in 2030 could increase slightly compared to the No Build Alternative. These minor increases in emissions from the Build Alternatives could potentially contribute to a cumulative degradation of air quality.

All three Build Alternatives would reduce congestion and improve travel time. However, compared to the No Build Alternative each of the Build Alternatives could result in increases of CO, VOCs, NO_X, and $PM_{10,}$ and $PM_{2.5}$. These increases are lower than thresholds established by the SCAQMD designed to protect public health with an adequate margin of safety (SCAQMD 1993). Therefore, the Build Alternatives would not produce adverse operational air quality effects.

The Build Alternatives would not cause or contribute to any new localized CO, $PM_{2.5}$, and/or PM_{10} violations, or delay timely attainment of any National Ambient Air Quality

Standards (NAAQS) or any required interim emission reductions or other milestones during the timeframe of the transportation plan (or regional emissions analysis). However, as shown in Section 3.14, operation of the Build Alternatives could result in some emissions at higher concentrations than the No Build Alternative. However, these increases are lower than SCAQMD's public health thresholds. As part of the regional transportation plan, all active transportation projects (including the Project) must undergo a conformity analysis to ensure air quality standards are met. This long-term forecasting ensures that cumulative air emissions meet air quality standards, and that air quality does not worsen within the Regional RSA.

The Project is included in the financially constrained list of projects in the *Connect SoCal 2024 RTP/SCS*. The Project is designated as exempt/modeled in the State Implementation Plan (SIP),[8] complies with all $PM_{2.5}$ and PM_{10} measures in the plan, and implements measures relied upon in the RTP/FTIP regional conformity analysis in a timely matter.

To further reduce potential cumulative air quality impacts, the Project would be required to implement Project-Level Mitigation Measures as described in the *SCAG Connect SoCal 2024 RTP/SCS* PEIR. Specifically, the Project would be required to implement PEIR Measure PMM-AQ-1. PMM-AQ-1 requires a Lead Agency to consider mitigation measures to reduce significant adverse effects related to violating air quality standards. PMM-AQ-1 requires a lead agency to implement SCAG's provided sample mitigation measures for project implementation as applicable or implement comparable project-specific measures as determined by the Lead Agency. As described in Chapter 3.14, the Build Alternatives would implement Caltrans Standard Specifications as well as Project Features PF-AQ-1 through PF-AQ-3. Implementation of these Project Features and standard specifications would be consistent with SCAG's PMM-AQ-1. Therefore, the Project would already be in alignment with the *SCAG Connect SoCal 2024 RTP/SCS* PEIR and would be taking additional steps to avoid cumulative air quality impacts. As such, construction and operation of the Build Alternatives, when combined with air quality impacts generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.3 Biological Resources

Biological resource impacts from the Project fall within the Local RSA, as the Biological Study Area (BSA) extends approximately 1,500 feet from the existing Project Corridor ROW. However, the cumulative analysis takes a more conservative approach by analyzing potentially cumulatively considerable impacts utilizing planned projects within half a mile from the Project Corridor ROW.

The Project and BSA includes urban settings consisting of residential, recreation, commercial, and undeveloped land uses. They also include portions of the Mission Canyon Open Space, Sepulveda Pass Open Space, Getty View Park and Trailhead, Santa Monica Mountains National Recreation Area (SMMNRA), and other

[8] The Exempt/Modeled conformity category is used to identify projects that have been modeled in the RTP/SCS but only have ENG funding.

undeveloped areas around the Santa Monica Mountains that contain open space with access to other undisturbed lands that provide linkages for wildlife movement. The Project Corridor therefore contains both urban built-out areas where biological resources are scarce, and vast open spaces with abundant biological resources.

As shown above in Table 4.9, one planned project within the Local RSA, the Sepulveda Transit Corridor Project, may contribute to cumulative biological resources impacts. As described in Section 4.5.4.1, impacts associated with Alternative 5 of the Sepulveda Transit Corridor Project could contribute to cumulative impacts related to Biological Resources, which are analyzed within the Local RSA. The Sepulveda Transit Corridor Project Draft EIR determined that construction of the project would not result in any adverse significant and unavoidable impacts related to biological resources, and that all potential impacts would be reduced to less than significant through project-specific mitigation measures. Similarly, the project would not result in adverse significant and unavoidable impacts related to biological resources. Therefore, the existing cumulative condition in the RSA is not acute.

As described in Chapter 3.19, suitable habitat for only one special-status plant species, the southern California black walnut (*Juglans californica)* was observed within the BSA during Project field surveys. As discussed in Chapter 3.20, no special-status animal species were observed or otherwise detected in the BSA. Therefore, habitat suitability for threatened or endangered plant and animal species in the BSA was deemed low. While no special-status plant or animal species were detected in the BSA, the Project would implement Project Features PF-NC-1 through PF-NC-3, PF-WET-1, PF-AS-1, and PF-AS-2; Measures NC-1 through NC-3, and NC-5 through NC-13, WET-1, PS-1, PS-2, AS-2 through AS-11, TE-1, and TE-2; and Mitigation Measures MM-NC-4, MM-PS-3, MM-AS-1 and MM-AS-12, to reduce potential impacts to biological resources. In addition, the Build Alternatives have the potential to spread invasive species through construction equipment, seed mixtures and mulch, and improper removal and disposal. However, with implementation of Project Feature PF-IS-1, the Build Alternatives would not substantially increase the potential for spread of invasive species.

As described in Section 3.17, implementation of the Build Alternatives could result in temporary effects to coastal sage/chaparral scrub ecotone, coast live oak woodland and forest, mixed mid elevation chaparral, laurel sumac scrub, and mixed scrub. Additionally, construction of the Build Alternatives could result in incremental increases in night lighting, noise, and human activity, which may temporarily deter wildlife movement. Construction of the Build Alternatives could also temporarily impact nesting birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code either directly as a result of the removal of trees occupied by nesting birds or disturbances to bridge and crevice habitat, or indirectly as a result of disturbances near trees occupied by nesting birds. In addition, bat roosting habitat could be subject to temporary impacts, as construction activities could occur on roadways below several bridges and remove several trees that may provide suitable day-roosting and/or night-roosting habitat. Permanent impacts to natural communities are anticipated due to the new proposed Caltrans ROW, retaining walls, new pavement, bridges, and roadway grading, and native protected trees are proposed to be removed and/or trimmed, such as coast live oaks.

The Build Alternatives would implement Mitigation Measure MM-NC-4 to compensate for permanent and temporary project-related effects on mapped sensitive natural communities through an HMMP. An HMMP ensures that a project's impacts are adequately offset, and that the restored habitats are ecologically functional and sustainable. Implementing an HMMP would further help prevent cumulative impacts with the Sepulveda Transit Corridor Project on sensitive species and natural communities.

As described in Section 3.18, the Project Corridor is not located within the California Coastal Zone, and there are no wild and scenic rivers in the Project Corridor. However, implementation of Alternative 2 could permanently impact 0.0003 acre of non-wetland waters of USACE and RWQCB jurisdictional area and 0.001 acre of CDFW jurisdictional area; implementation of Alternative 3 could permanently impact up to 0.0178 acre of non-wetland waters of USACE and RWQCB jurisdictional area and 0.025 acre of CDFW jurisdictional area; and implementation of Alternative 5 could permanently impact up to 0.0028 acre of non-wetland waters of USACE and RWQCB jurisdictional area and 0.01 acre of CDFW jurisdictional area. The Build Alternatives would incorporate a SWPPP, BMPs, Measures WET-2 through WET-4, and the Measures listed above to compensate for the permanent impacts to jurisdictional aquatic resources and vegetation removal. As the Sepulveda Transit Corridor Project would not result in significant impacts related to Biological Resources, construction of the Build Alternatives would not contribute to cumulatively considerable impacts. Additionally, these resources would be managed by regulatory agencies who would ensure impacts related to jurisdictional aquatic resources are less than significant across the region, therefore cumulatively.

The implementation of Build Alternatives is anticipated to directly affect the wildlife corridors for the Sepulveda Boulevard undercrossing, the Bel Air Crest Road undercrossing, the Skirball Center Drive Overcrossing, and the Mulholland Drive Bridge. While construction of the Build Alternative may result in impacts related to wildlife movement, these impacts would be temporary and wildlife would likely continue to utilize the BSA when construction workers are not present, and equipment is not operating, particularly at dawn and dusk. Therefore, construction of the Build Alternatives would not result in any substantial adverse temporary effects to wildlife movement. The Draft EIR prepared for the Sepulveda Transit Corridor Project identified similar impacts to wildlife corridors under Alternative 5. The nature of these temporary impacts further reduces the potential of these projects having cumulatively considerable construction-related impacts to wildlife corridors.

All of the Build Alternatives could affect the previously mitigated wildlife corridors implemented for the I-405 Sepulveda Pass Widening and HOV project. However, Measures NC-9 through NC-13 would include restoring native vegetation, creating stepping- stone habitat, and reducing lighting. These Measures would effectively improve and enhance, existing wildlife corridors affected by the Project, thereby minimizing potential cumulative impacts with the Sepulveda Transit Corridor (which itself would not result in significant impacts related to Biological Resources).

Finally, both the Build Alternatives and the Sepulveda Transit Corridor Project would include minimization and mitigation as required by State, federal, and local regulations, such as the City of Los Angeles Municipal Code and the Safe Road and Wildlife Protection Act. Measures such as pre-construction surveys, biological

monitoring, or construction BMPs would be implemented as necessary. Because the same regulatory environment applies to the Build Alternatives and the Sepulveda Transit Corridor Project, complying with the same State, federal, and local requirements would further prevent cumulative impacts related to biological resources. Therefore, construction and operation of the Build Alternatives, when combined with impacts to biological resources generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.4 Cultural Resources

Cultural Resource impacts from the Project fall within the Adjacent RSA, as the Area of Potential Effects (APE) boundary utilized to analyze impacts to Cultural Resources is generally limited to the proposed and existing right-of-way and include areas associated with ground-disturbing activities. The APE for the Project consists of the area within which the Build Alternatives may directly or indirectly cause alterations in the character or use of cultural resources, including vertical and horizontal areas where physical impacts may occur.

As described in Section 3.8, a record search found five cultural resources within or adjacent to the APE and another 43 within 1.0 mile but outside of the APE. No archaeological resources were identified within the APE through archival research, Native American consultation, or field survey.

As referenced in Table 4.9 above, active projects within the Adjacent RSA were reviewed. Of these projects, the West Los Angeles Veterans Affairs Center Project had potential impacts related to Cultural Resources. According to the Final EIR prepared for the West Los Angeles Veterans Affairs Center Project, construction would result in significant and unavoidable impacts to historic properties.

Construction of the Build Alternatives would not impact known cultural resources or cultural resources on or eligible for listing on the National Register of Historic Places. Record search information indicated five cultural resources, all historic, exist within or adjacent to the APE. However, these resources would not be affected by the Build Alternatives. Caltrans, pursuant to Section 106 Programmatic Agreement (PA) Stipulation IX.B, determined that the Project would have No Adverse Effect without Standard Conditions. The State Historic Preservation Officer (SHPO) concurred with eligibility determinations on July 31, 2024. As such, the Project would not contribute to cumulatively considerable impacts related to historical resources.

The Final EIR for the West Los Angeles Veterans Affairs Center Project would implement measures that would require a Cultural Resources monitoring and mitigation plan, pre-construction and construction measures, design measures, cultural resource training, archaeological monitoring, and measures for the discovery of human remains to reduce its impacts to less than significant should there be an unanticipated discovery of archaeological resources or human remains. Therefore, the existing condition in the RSA relating to archaeological resources is not acute.

As described in Section 3.8, Cultural Resources, the Project's APE contained a low likelihood for buried cultural resources, including human remains. It is highly unlikely that such resources would be found in the limited ground disturbance created by the

deepest construction activities within the APE. Although a low potential has been determined, potential effects would be avoided or minimized through Project Features PF-CR-1 and PF-CR-2, which implement similar measures to those required by the related projects in the RSA. As the West Los Angeles Veterans Affairs Center Project Final EIR and the analysis of the Project did not identify any significant and unavoidable impacts to known archaeological resources, construction and operation of the Build Alternatives, when combined with impacts to cultural resources generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.5 Energy

Energy impacts from the Project fall within the Regional RSA, as similar to air quality, energy impacts are analyzed on a regional scale. As discussed in Chapter 3.16, Energy, energy use in the transportation sector accounted for approximately 38 percent of total California energy consumption in 2022, the largest of any end-use sector (EIA 2023a). At the local level, electricity and natural gas consumption in Los Angeles County were approximately 24 percent of the statewide totals in 2022 (CEC 2023f). In 2023, Los Angeles County represented 22 percent of statewide gasoline sales and 13 percent of statewide diesel sales (CEC 2023g).[9]

As shown in Table 4.9, several planned transportation and development projects would occur in the Regional RSA. These projects have the potential to result in cumulative impacts to energy and include the Sepulveda Transit Corridor Project and the Metro D Line (Purple) Extension Project. None of these projects identified any significant and unavoidable impacts related to energy. In addition, construction of the Build Alternatives would not result in significant and unavoidable impacts related to energy. However, as described in the PEIR for the *SCAG Connect SoCal 2024 RTP/SCS*, regional impacts related to energy were significant and unavoidable. Therefore, the existing cumulative condition related to energy impacts in the Regional RSA is acute, and even incremental energy-related impacts could result in cumulatively considerable impacts to energy.

The Build Alternatives would result in indirect but temporary fuel and electricity usage during construction. Project construction would consume diesel, gasoline, and electricity. Construction of the Build Alternatives could potentially overlap with the Sepulveda Transit Corridor Project and the Metro D Line (Purple) Extension Project. However, no construction-related impacts associated with the Metro D Line (Purple) Extension Project were identified. Despite this, it is assumed construction of that project would consume energy. While energy impacts resulting from construction of the Build Alternatives would be temporary because the existing condition is already acute, these temporary impacts could still contribute to cumulatively considerable impacts with these two identified projects.

[9] Fuel consumption data are based on survey responses from retail fuel outlets that are required to report to the CEC, with 2 percent to 5 percent of retail fuel outlets estimated to be unresponsive.

The Build Alternatives would result in maintenance and indirect electricity consumption during operation as well as direct operational fuel consumption (i.e., vehicles using the facility). As described in Section 4.7.6, the Build Alternatives are consistent with energy regulations and policies promoting energy efficiency and renewable energy. The Build Alternatives are intended to encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose lanes, increase person throughout, and apply technology to help manage traffic on I-405. Project design features and best management practices (BMPs) would be implemented to conserve energy and reduce diesel fuel consumption, including but not limited to the usage of renewable diesel and new and replaced LED streetlights, consistent with energy regulations and policies promoting energy efficiency and renewable energy. These would all lower operational energy consumption, decreasing the Project's potential to contribute to long-term cumulative impacts associated with energy consumption. The transportation improvements implemented by the Build Alternatives would improve traffic flow during peak travel demand periods and reduce stop-and-go conditions, resulting in a more efficient use of direct energy relative to the No Build Alternative.

As previously mentioned, The Project is included in the financially constrained list of projects in the *Connect SoCal 2024 RTP/SCS*. To further reduce potential cumulative energy impacts, the Build Alternatives would implement project-level mitigation measures as described in the *SCAG Connect SoCal 2024 RTP/SCS* PEIR. Specifically, the Build Alternatives would implement measures consistent with PEIR Measures PMM-AQ-1, PMM-GHG-1, and PMM-TRA-1. As previously described, PMM-AQ-1 requires a Lead Agency to consider mitigation measures to reduce significant adverse effects related to violating air quality standards. Similarly, PMM-GHG-1 and PMM-TRA-1 require a Lead Agency to consider mitigation measures to reduce substantial adverse effects related to greenhouse gas emissions, and transportation impacts. These measures require a lead agency to implement SCAG's provided sample mitigation measures for project implementation as applicable or implement comparable project-specific measures as determined by the Lead Agency.

As described in Chapter 3.16, the Build Alternatives would be required to develop and implement a Transportation Management Plan (TMP), which would reduce gasoline consumption by limiting traffic congestion and reducing the length of detours. In addition, Project Features PF-AQ-1 and Project Feature PF-AQ-2 would reduce energy impacts resulting from construction activities. In addition, light-emitting diode (LED) fixtures would be used wherever streetlights are installed or replaced to reduce operational energy impacts. Additionally, as mentioned in Section 3.14, Air Quality, the Build Alternatives would implement Caltrans Standard Specifications as well as Project Features PF-AQ-1 through PF-AQ-3. Through implementation of these measures, the Project would already be in alignment with the *SCAG Connect SoCal 2024 RTP/SCS* PEIR and would be taking additional steps to avoid cumulative energy impacts. As such, construction and operation of the Build Alternatives, when combined with energy impacts generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.6 Geology, Soils, Seismicity, and Paleontological Resources

Geology and soils impacts from the Project fall within the Local RSA. All geological hazards that could impact the Project would occur within the vicinity of ground disturbing activities, and all potential paleontological resources would be within areas where excavation would occur for the Build Alternatives.

The Project Corridor is not located in an area that could be subject to tsunamis and seiches, ground subsidence, significant runoff erosion, or flood hazard and the potential for flood inundation. Additionally, the risk of ground rupture is low, as there are no known active surface faults within the Project limits. However, the Project Corridor is located within a seismically active region that has and could be subjected to seismic shaking. Portions of the Project Corridor are mapped by the California Geological Survey as being in a zone that is susceptible to earthquake-induced liquefaction, and portions of the Project Corridor contain expansive soils. Finally, a portion of the Project Corridor is located on the slopes of the Santa Monica Mountains, which could be within a landslide risk zone and could be triggered by seismic shaking.

As shown in Table 4.9, active projects within the Local RSA were reviewed and only the Sepulveda Transit Corridor Project had potential impacts related to geology and soils. As described in Section 4.5.4.1, impacts associated with Alternative 5 of the Sepulveda Transit Corridor Project could contribute to cumulative impacts related to geology and soils, which are analyzed within the Local RSA. According to the Draft EIR prepared for the Sepulveda Transit Corridor Project, construction and operation of the project would result in less than significant impacts to geology and soils. However, the Sepulveda Transit Corridor Project would require mitigation for construction impacts associated with landslides, liquefaction, and expansive soils. The Draft EIR determined that the Sepulveda Transit Corridor Project would not result in any operational impacts to geology and soils requiring mitigation.

As there is only one planned project within the Local RSA with the potential to result in significant impacts to geology and soils, the existing cumulative condition is not acute. However, as construction and operation of the Build Alternatives would also require mitigation for construction related impacts to landslides, liquefaction, and expansive soils, cumulatively considerable impacts related to geology and soils may still occur.

Similarly, the Draft EIR prepared for the Sepulveda Transit Corridor Project identified that construction of Alternative 5 would result in significant and unavoidable impacts related to paleontological resources. As such, the existing cumulative condition is acute. As the Project Corridor also has potential sensitivity to Paleontological resources, cumulatively considerable impacts related to paleontological resources may occur.

The potential impacts of the Build Alternatives related to geologic conditions and soils, as discussed in Section 3.11, Geology/Soils/Seismic/Topography, would be addressed through revegetation of graded slopes, as described in Project Feature PF-GEO-1 and site-specific geotechnical design features as described in Measure GEO-1. Implementation of these measures would ensure that any significant impacts related to strong seismic ground shaking, liquefaction, landslides, or expansive soils would not affect the Build Alternatives. The Sepulveda Transit Corridor Project would

implement similar measures to ensure its construction impacts to geology and soils are reduced to less than significant levels. Therefore, because both projects would implement site-specific measures and geotechnical design features during construction, construction and operation of the Build Alternatives, when combined with geology and soils impacts generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

Per Section 3.12, portions of the Project Corridor have high paleontological sensitivity, and paleontological resources were observed during the field survey. According to the fossil locality search conducted by the Natural History Museum of Los Angeles County (NHMLAC), there are seven known fossil localities within the boundaries of the Project. Construction of the Build Alternatives would require ground disturbance, excavation, and modifications to existing freeway and local street facilities and structures. While most ground-disturbing activities would not go far enough into the ground to reach deposits with high paleontological sensitivity, some activities could take place in areas mapped at the surface with high-sensitivity geologic units. As such, excavation for roadway grading, new pavement, retaining walls, utility improvements, and drainage improvements that take place in these areas could have the potential to impact paleontological resources. For example, excavation for the bridge footings, new signage, and noise barriers for the Build Alternatives, and toll infrastructure for Alternatives 2 and 3 is expected to extend up to 30 feet below the surface and could affect high sensitivity sediments at the surface and at depth. Therefore, these activities have the potential to impact unidentified paleontological resources.

According to the Draft EIR prepared for the Sepulveda Transit Corridor Project, while some impacts to paleontological resources from this project could potentially be mitigated by project-specific mitigation measures and compliance with applicable regulations, it still may destroy paleontological resources during the project's ground disturbing activities. Construction of Alternative 5 of the Sepulveda Transit Corridor Project could require tunneling in potential paleontologically sensitive areas which would not be possible to mitigate and would therefore constitute a significant and unavoidable impact.

As the significant and unavoidable impact to paleontological resources associated with the Sepulveda Transit Corridor Project cannot be mitigated, any incremental impact associated with construction of the Build Alternatives could contribute to a cumulatively considerable impact. To reduce this potential, the Build Alternatives would implement measures to reduce its potential impacts. In the event that unanticipated paleontological resources are identified during construction of the Build Alternatives, Project Feature PF-PAL-1 would be implemented to proceed accordingly. Additionally, Mitigation Measure MM-PAL-1 would be implemented, which requires the development of a Paleontological Mitigation Plan for the Proposed Project to ensure no adverse effects would occur to paleontological resources.

The Local RSA and the surrounding environment are urbanized and largely underlain by disturbed sediments (artificial fill). The potential to encounter paleontological resources would be highly dependent on factors mentioned previously, and the potential to encounter paleontological resources during construction activities for the

Build Alternatives would be minimal. Because the Build Alternatives had no impact on known fossil localities, no cumulative impact can be identified at this time. With implementation of project specific mitigation and minimization measures, construction and operation of the Build Alternatives, when combined with paleontological impacts generated by past, present and reasonably foreseeable future projects, is unlikely to result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition is unlikely to be cumulatively considerable.

4.5.4.7 Greenhouse Gas Emissions

Greenhouse Gas (GHG) Emissions impacts from the Project fall within the Regional RSA as impacts resulting from GHG emissions are inherently cumulative impacts. No single project is sufficient in size to independently create a regional GHG emissions impact. However, a project's individual emissions can contribute to existing cumulatively significant adverse GHG impacts. Section 4.7.8 discusses the potential for the Build Alternatives to result in significant impacts related to GHG emissions.

As described in Section 4.2, Climate Change, in 2022, transportation emissions remain the largest contributor to GHG emissions in the state, followed by electric power and industry. As shown in Table 4.9, several planned transportation and development projects would occur in the general vicinity of the Project Corridor with the potential to cumulatively create GHGs in the Regional RSA. These projects include the Santa Monica and Barrington Mixed-Use Project, the Sepulveda Transit Corridor Project, and the Metro D Line (Purple) Extension Project.

As described in the PEIR for the *SCAG Connect SoCal 2024 RTP/SCS*, impacts related to GHG emissions were significant and unavoidable. Therefore, the existing cumulative condition is already acute, and even incremental construction-related impacts associated with the Build Alternatives could have potential to result in cumulatively considerable impacts related to GHG Emissions.

Construction GHG emissions could result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. While construction GHG emissions are only produced for a short time, they have long-term effects in the atmosphere, so cannot be considered "temporary" in the same way as criteria pollutants that subside after construction is completed.

To reduce potential cumulative GHG impacts, the Build Alternatives would implement project-level mitigation measures as described in the *SCAG Connect SoCal 2024 RTP/SCS* PEIR. Specifically, the Build Alternatives would adopt measures consistent with PEIR Measure PMM-GHG-1. As previously described, PMM-GHG-1 requires a lead agency to reduce substantial adverse effects related to greenhouse gas emissions. This measure requires a lead agency to implement SCAG's provided sample mitigation measures for project implementation as applicable or implement comparable project-specific measures as determined by the Lead Agency.

As described in Section 4.7.8, the Build Alternatives would be required to implement Project Features PF-AQ-1 and PF-AQ-2 and Measures GHG-1 and GHG-2 that would reduce the GHG emissions from construction of the Build Alternatives. While GHG emissions would be emitted during construction, the Build Alternatives would

be in alignment with the *SCAG Connect SoCal 2024 RTP/SCS* PEIR and would be taking additional steps to avoid cumulative GHG impacts. Complying with this regional plan would prevent cumulatively considerable impacts related to GHGs.

Operation of the Build Alternatives would result in GHG emissions. There were no identified GHG impacts associated with operation of the Metro D Line (Purple) Extension Project or the Sepulveda Transit Corridor Project.

The Build Alternatives would result in GHG emissions during operation due to vehicles miles traveled (VMT). According to the *Traffic Operations Analysis Report* (TOAR) (January 2025), all of the Build Alternatives would result in a net decrease in GHG emissions under both the Opening Year (2030) and Horizon Year (2050) scenarios compared to the Existing (2019) condition. While Alternative 2 in both the Opening Year 2030 and Horizon Year 2050 could show increases in VMT, they would experience decreases in long-term regional GHG emissions compared to their respective No Build Alternative. However, Alternatives 3 and 5 could show increases in VMT and slight increases in long-term regional vehicle GHG emissions compared to their respective No Build Alternative. Although the Build Alternatives could increase traffic volumes, there would likely be long-term GHG benefits through improved operations and smoother pavement surfaces.

To further reduce potential cumulative GHG impacts during its operation, the Build Alternatives would implement measures consistent with Project-Level Mitigation Measure PMM-GHG-1 from the *SCAG Connect SoCal 2024 RTP/SCS* PEIR. As described earlier, the Build Alternatives would be required to implement PF-AQ-1 through PF-AQ-3, and Minimization Measures GHG-1 and GHG-2. Although GHG emissions would be emitted during operation, the Build Alternatives would already be in alignment with the *SCAG Connect SoCal 2024 RTP/SCS* PEIR. As such, the Build Alternatives would comply with this regional plan thereby preventing cumulatively considerable impacts related to GHGs.

As described in Section 4.7.8, SCAG's Connect SoCal 2024-2050 RTP/SCS complies with the emission reduction targets established by CARB and meets the requirements of Senate Bill (SB) 375, as codified in Government Code Section 65080(b) et seq., by achieving per-capita GHG emission reductions relative to 2005 of 8 percent by 2020 and 19 percent by 2035, which meets or exceeds the targets set by CARB. The Build Alternatives are currently included in the future commitments section of the Connect SoCal 2024 RTP/SCS, and therefore, the resulting increases in emissions were accounted for in the conforming RTP/SCS and conformity budget that is used for attainment of the standards. Based on this, construction and operation of the Build Alternatives, when combined with GHG impacts generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.8 Hazards and Hazardous Materials

Hazards and hazardous materials impacts from the Project fall within the Local RSA. Exposure to hazardous materials would generally be a concern for immediately adjacent properties. However, to account for potential cumulative impacts to sensitive receptors (such as schools within a quarter mile radius of the Project

Corridor) and interactions within adopted emergency plans, a more conservative half-mile radius was applied to the RSA.

Per Section 3.13, Hazardous Waste, one Recognized Environmental Condition (REC) site was identified adjacent to the proposed I-405 ROW that could affect development and/or construction of the Build Alternatives. This is an existing gas station with past records of hydrocarbon release and remediation activities. However, this REC does not pose a significant immediate threat to human health or the environment. If Project construction will disturb soil at or directly adjacent to the REC site, then such locations could expose construction workers to hazardous materials and could also cause construction delays. As detailed in Section 3.13.4, Measure HAZ-2 requires that a Phase II site investigation be conducted to evaluate Total Petroleum Hydrocarbons (TPH) if construction were to disturb soil at or directly adjacent to the REC. The Build Alternatives may also encounter aerially deposited lead (ADL), lead-based paint (LBP), asbestos containing materials (ACM), polychlorinated biphenyls (PCBs), herbicides, pesticides, treated wood waste (TWW), and Title 22 metals.

The planned projects in Table 4.9 consist primarily of transportation, residential, commercial, and mixed-use uses with some industrial facilities. Residential and transportation uses are typically low-risk uses with respect to hazardous waste/materials impacts. Comparatively, commercial and industrial facilities may present a higher risk with respect to hazardous waste/materials impacts. Two planned projects would occur in the Local RSA with the potential to cumulatively contribute to impacts related to hazards and hazardous materials: Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project and the Sepulveda Transit Corridor Project. As described in Section 4.5.4.1, impacts associated with Alternative 5 of the Sepulveda Transit Corridor Project could contribute to cumulative impacts related to Hazards and Hazardous Materials, which are analyzed within the Local RSA.

The construction timeline for the Sepulveda Transit Corridor Project could potentially overlap with construction of the Build Alternatives, its Draft EIR determined construction-related impacts associated with hazards and hazardous materials would be reduced to less than significant levels through compliance with applicable regulations and project-specific mitigation measures. Therefore, the existing condition in the Local RSA related to construction is not acute.

The Build Alternatives would implement Project Feature PF-HAZ-1 to require proper removal, handling, and disposal of aerially deposited lead (ADL) if it is identified during construction. In addition, electrical transformers and equipment would be evaluated for PCB content or releases as detailed in Measure HAZ-1. Project Features PF-HAZ-2, PF-HAZ-3, and PF-HAZ-4 would also require Caltrans special provisions as part of final design to ensure proper removal, handling, and disposal of traffic striping waste, ACMs, and LBPs at a permitted disposal facility and proper management or disposal of treated wood waste in accordance with current California Department of Toxic Substances Control (DTSC) guidance. Further, Project Feature PF-HAZ-5 requires proper management and disposal of TWW during construction.

While construction of the Build Alternatives could result in temporary impacts to traffic circulation, as well as pedestrian and bicycle access in the vicinity of the

Project Corridor, any closures would be coordinated with local jurisdictions as outlined in the Transportation Management Plan (TMP) as required by Project Feature PF-TR-1. The TMP would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access to, through, and around active construction areas. As the Project itself did not identify any significant and unavoidable construction-related impacts associated with hazards and hazardous materials, and no issues were raised with the other planned projects, the Project would not contribute to cumulatively considerable construction-related impacts to hazards and hazardous materials.

Additionally, neither the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project, the Sepulveda Transit Corridor Project, nor the Project identified any significant and unavoidable operational impacts related to hazardous and hazardous materials. Therefore, the existing condition in the RSA is not acute. Regardless, there is an existing regulatory framework in place for use, generation, and disposal of hazardous waste/materials. Compliance with this regulatory framework would ensure the Build Alternatives, in combination with other planned projects, would not result in cumulatively considerable hazardous waste/materials impacts.

As discussed in greater detail in Section 4.4, Wildfire, portions of the Project Corridor are located in Very High Fire Hazard Severity Zones (VHFHSZ) within a Local Responsibility Area (LRA). That section of this chapter assesses the Project's potential for cumulative impacts related to wildfire.

Based on known hazardous materials and adherence to regulatory requirements, construction and operation of the Build Alternatives, when combined with impacts related to hazards and hazardous materials generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.9 Hydrology and Water Quality

Hydrology and water quality impacts from the Project fall within the Regional RSA, as impacts to hydrology and water quality are regulated on a regional scale. As discussed in Section 3.9, Hydrology and Floodplains, and 3.10, Water Quality and Storm Water Runoff, the Project Corridor is located within the Tujunga Wash-Los Angeles River Subwatershed and the Ballona Creek Subwatershed. The boundaries of these subwatersheds were not designated as the RSA. Instead, the overall regulatory environment was used to identify the appropriate RSA. The RWQCB issues 5-year municipal stormwater permits to cities, counties, and flood control districts that specify BMPs to reduce or eliminate stormwater pollution. Therefore, cumulative impacts related to hydrology and water quality are analyzed within the Regional RSA.

Receiving waters that could be impacted by the Build Alternatives include the Los Angeles River Reach 4 (Sepulveda Drive to Sepulveda Dam), Los Angeles River Reach 3 (Figueroa Street to Riverside Drive), Los Angeles River Reach 2 (Carson Street to Figueroa Street), Los Angeles River Reach 1 (Los Angeles River Estuary to Carson Street), and Los Angeles River Estuary (Queensway Bay). The Los Angeles River Reaches 1 through 4 flow into the Los Angeles River Estuary, which

discharges into the San Pedro Bay Near/Offshore Zones and the Pacific Ocean. The Project Corridor is within the San Fernando Valley Groundwater Basin and the Santa Monica Subbasin, which are located in the larger Coastal Plain of the Los Angeles Groundwater Basin, which has undergone decline in recent years. Groundwater depth varies significantly across the Project Corridor, and groundwater in the basin is contaminated primarily by volatile organic compounds (VOCs) from industry, and nitrates from subsurface sewage disposal and past agricultural activities.

The general drainage pattern within the I-405 Corridor in the Upper Los Angeles River Watershed is from south to north in developed storm drain systems. While most of the Project Corridor is designated as Non-Special Flood Hazard Area Zone X (unshaded) by FEMA, a small area is designated as Zone D (Other Areas), which is an area of undetermined (but possible) flood hazard, and another small area, which crosses a channel associated with the Los Angeles River, is designated as a 100-year floodplain. The Los Angeles RWQCB designates the Project Corridor to be within the Los Angeles River and Santa Monica Bay HUs, the Interior Santa Monica Bay and San Fernando HAs, and the Bull Canyon and Culver City HSAs. The RWQCB has set forth Water Quality Objectives (WQOs) that are described in the Basin Plan.

As shown in Table 4.9, the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road), the Sepulveda Transit Corridor Project, and the Metro D Line (Purple) Extension Project may result in potential impacts related to hydrology and water quality. Therefore, the existing cumulative condition in the Regional RSA for the Project is potentially acute, and the Build Alternatives could have potential to result in cumulatively considerable impacts related to hydrology and water quality.

Construction timelines for the Sepulveda Transit Corridor Project and the Metro D Line (Purple) Extension Project could potentially overlap with construction of the Build Alternatives. The Draft EIR prepared for the Sepulveda Transit Corridor Project did not identify any significant and unavoidable construction-related impacts or mitigation required for impacts to hydrology and water quality. Similarly, no significant and unavoidable construction-related impacts or impacts requiring mitigation were identified for the Metro D Line (Purple) Extension Project relating to hydrology and water quality. Therefore, the existing cumulative condition for hydrology and water quality in the RSA is not acute.

As described in Section 4.7.10, Hydrology and Water Quality, construction of the Build Alternatives could result in increased potential for soil erosion. Additionally, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), concrete-related waste, sanitary waste, and trash and debris may be spilled or leaked during construction and transported via storm runoff into receiving waters. Construction of the Build Alternatives would not require groundwater dewatering, and operation would not require the consumption of groundwater. However, construction of the Build Alternatives would result in an increase in impervious surfaces, which could reduce infiltration compared to existing conditions. As described in Chapter 3.9, construction of the Build Alternatives would not occur within any drainage channels; therefore, there would be no temporary construction impacts related to grading activities and road-widening improvements that could result in the introduction of pollutants of concern to floodplain areas within the RSA.

While construction of the Build Alternatives may temporarily result in drainage alterations, implementation of Project Features PF-HYD-1 and PF-HYD-2 would require the design, implementation, and maintenance of construction BMPs in compliance with the Construction General Permit (CGP) that would address the potential effects of soil erosion and pollutants of concern on receiving waters. Similarly, the Build Alternatives would implement Project Features PF-WQ-1 through PF-WQ-3, which would require compliance with the Caltrans National Pollutant Discharge Elimination System (NPDES) Permit and would implement Caltrans-approved Treatment and Design Pollution Prevention BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable. Therefore, through compliance with existing regulations and Project Features, the Build Alternatives would not contribute to cumulatively considerable construction-related impacts to hydrology and water quality.

No significant and unavoidable operation impacts or impacts requiring mitigation were identified from the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road), the Sepulveda Transit Corridor Project, or the Metro D Line (Purple) Extension Project related to hydrology and water quality. As previously mentioned, the Project Corridor is within the jurisdiction of the Los Angeles RWQCB, which designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses through their Basin Plan. All of the identified projects within the Regional RSA would be subject to stormwater permit requirements, including the implementation of construction and post-construction BMPs. Through compliance with their municipal stormwater permit, stormwater discharged by these projects should meet (or exceed) the county's requirements established to improve water quality. Because of this, the net effect of all these projects would not cumulatively diminish water quality.

Operation of the Build Alternatives would result in varying amounts of Net New Impervious (NNI) and/or Replaced Impervious Surface (RIS) area and Post-Construction Treatment Area (PCTA). An increase in impervious surface area could increase the volume of runoff during a storm, thereby increasing the potential for more effectively transporting pollutants to receiving waters. Also, an increase in impervious surface area could increase the total amount of pollutants in stormwater runoff, which could increase the amount of pollutants traveling to downstream receiving waters.

However, the Build Alternatives would be subject to Project Features PF-WQ-3, PF-WQ-4, and PF-WQ-5, which would require the Project to comply with the provisions of the NPDES Permit and Waste Discharge Requirements for the State of California, Department of Transportation (Caltrans), Order No. 2022-0033-DWQ, NPDES No. CAS000003, and any subsequent permits in effect at the time of construction, Design Pollution Prevention BMPs, and implementation of Caltrans-approved Treatment BMPs to avoid and/or minimize the discharge of pollutants of concern BMPs would treat 100 percent of the new impervious surface area, providing water quality benefits to on-site drainages and downstream receiving waters. Therefore, the operation of the Build Alternatives would not result in cumulatively considerable operational impacts to hydrology and water quality.

Development in the RSA is a continuation of the existing urban pattern of development that has already resulted in extensive modifications to watercourses in the area. Regional programs and BMPs, such as TMDL programs and the NPDES Permit Program, have been designed under an assumption that this area would continue its pattern of urbanization. The regional programs and associated requirements are designed to address the cumulative effects of proposed development. Because the Build Alternatives and related projects would comply with applicable NPDES requirements and would include BMPs to reduce the volume of stormwater runoff and pollutants of concern in stormwater runoff, construction and operation of the Build Alternatives, when combined with impacts related to hydrology and water quality generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.10 Land Use and Planning

Land Use and Planning impacts from the Project fall within the Local RSA because the Build Alternatives would not change access to or from the I-405 and right-of-way impacts are limited to adjacent properties. Therefore, any potential cumulative impacts would occur in close proximity to the Project Corridor. The Local RSA includes communities within 0.5 mile of the Project Corridor including portions of the City of Los Angeles and unincorporated Los Angeles County.

As described in Section 4.7.11, Land Use and Planning, the Project Corridor consists of an existing freeway with interchanges/ramps, retaining walls, and other structural features. Existing land use types in the Project Corridor include agriculture, residential, commercial and service, mixed commercial and industrial, public facilities, institutional, open space and recreation, transportation/utilities, other, vacant, and water.

As shown in Table 4.9, active projects within the Local RSA that may result in potential impacts related to Land Use and Planning are as follows: Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project, the Santa Monica and Barrington Mixed-Use Project, and the Sepulveda Transit Corridor project. As described in Section 4.5.4.1, impacts associated with Alternative 5 of the Sepulveda Transit Corridor Project could contribute to cumulative impacts related to Land Use and Planning, which are analyzed within the Local RSA. Therefore, considered in context with construction of the Build Alternatives, the existing cumulative condition in the RSA for the Project is potentially acute, and the Build Alternatives could have potential to result in cumulatively considerable impacts related to Land Use and Planning.

The construction timeline for the Santa Monica and Barrington Mixed-Use Project would not align with construction of the Build Alternatives as it is near completion. Therefore, construction related impacts to land use and planning associated with this planned project would not, in combination with the Build Alternatives, result in cumulatively considerable land use and planning impacts.

Construction of the Build Alternatives could potentially overlap with construction of the Sepulveda Transit Corridor Project. The Sepulveda Transit Corridor Project Draft EIR determined that construction could result in potential impacts related to the

physical division of an established community, due to temporary, but not permanent, detours and construction easements, which could limit access to established communities. However, the Draft EIR determined that implementation of a TMP would reduce construction impacts to less than significant levels.

Under Alternatives 3 and 5, seven private parcels would be subject to ROW acquisitions associated with temporary construction easement(s) (TCEs), seven private parcels would be subject to partial ROW acquisitions, and two private parcels would be subject to full ROW acquisitions. However, incorporation of Measure LU-1 would ensure that land subject to TCEs is returned to the property owner in a condition equal to or better than the pre-construction condition. Partial property acquisitions under Alternatives 3 and 5 would generally consist of narrow strips of land adjacent to the I-405 mainline and would not result in the displacement of any residences, businesses, or other structures (i.e. no relocations would be necessary). Properties with partial acquisitions would not experience substantial adverse impacts to operations. While Alternative 2 would involve two permits from the City of Los Angeles for the construction of retaining walls and barriers, these permits consist of narrow strips of land parallel to the I-405 mainline and would not result in the displacement of any residences, businesses, or other structures, meaning no relocations would be necessary and no substantial adverse impacts would occur.

The Sepulveda Transit Corridor Project would not result in any relocations or acquisitions, and all construction-related impacts would be related to temporary construction detours and easements. In addition, impacts associated with the Sepulveda Transit Corridor Project would be mitigated with a project-specific TMP. Construction of the Build Alternatives would result in temporary acquisitions and one permanent acquisition, which would be mitigated through compliance with existing regulations and Measure LU-1. Therefore, construction related impacts associated with the division of an established community relating to the Build Alternatives would not contribute to cumulatively considerable land use and planning impacts.

No significant operational related impacts associated with land use and planning were identified for the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project or the Santa Monica and Barrington Mixed-Use Project. The Sepulveda Transit Corridor Project Draft EIR determined that it could result in significant and unavoidable construction and operation impacts related to the conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. However, construction of the Build Alternatives would result in no impact related to conflict with existing land use regulations and therefore no cumulative impact.

While one of the two parcels slated for a full ROW acquisition is currently vacant and would not result in any displacements, the other parcel would result in the displacement of an existing commercial paint supply business. The Project's compliance with the Uniform Act and Caltrans' RAP would ensure that the business owner is assisted throughout the relocation process to ensure its successful re-establishment. This assistance can be financial, such as payments for moving expenses, re-establishment expenses, and other related expenses. It can also be advisory, such as guidance and information provided by a Caltrans Relocation Agent. With adherence to these measures, the Project would ensure that the owner

of the displaced business would have the means necessary to successfully re-establish whilst protecting its financial interests.

Through compliance with Measure LU-1, the Federal Uniform Act, and the Caltrans' RAP, the Build Alternatives would not result in adverse effects pertaining to relocations and real property acquisition. Therefore, the Build Alternatives would not contribute to a cumulatively considerable impact with respect to displacements in the community, and mitigation would not be required.

Alternatives 2 and 3 are consistent with local and regional goals to improve traffic operations and reduce congestion in the area. While the Project Description for Alternative 5 slightly differs from its description under FTP ID 1162S012 in the 2025 Federal Transportation Improvement Program (FTIP) Volume II Part A and the 2024 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Project List Technical Report, it would result in a comparable outcome and, therefore, would not result in a potentially adverse effect resulting from the conflict. Therefore, with implementation of Measure LU-1, construction and operation of the Build Alternatives, when combined with impacts related to land use and planning generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.11 Noise

Noise impacts from the Project fall within the Adjacent RSA, which closely aligns with the Project's Noise Study Area (NSA). As described in Section 3.15, Noise, existing land uses include single- and multifamily residences, schools, hospitals, daycare facilities, recording studios, a community center, parks, recreational areas, hotels, restaurants, vacant land, retail, office, utility, commercial, fire department, a cemetery, and light industrial uses. The primary source of noise within the NSA is traffic on I-405.

As shown in Table 4.9, two planned projects within the Adjacent RSA have been determined to result in potentially significant impacts related to noise: the Sepulveda Transit Corridor Project and the West Los Angeles Veterans Affairs Medical Center Campus Project. Therefore, considered in context with construction of the Build Alternatives, the existing cumulative condition in the RSA for the Project is potentially acute, and the Build Alternatives could have potential to result in cumulatively considerable impacts related to Noise.

Construction of the Build Alternatives could potentially overlap with construction of both the Sepulveda Transit Corridor Project and the West Los Angeles Veterans Affairs Medical Center Campus Project. According to the Draft EIR prepared for the Sepulveda Transit Corridor Project, construction related noise impacts associated with Alternative 5 would be significant and unavoidable. Similarly, the Draft EIR prepared for the West Los Angeles Veterans Affairs Medical Center Campus Project determined that construction-related noise impacts could be potentially significant and unavoidable.

As discussed in Section 4.7.13, Noise, construction of the Build Alternatives could result in the generation of excessive ground-borne vibration or ground-borne noise

levels. Bulldozers and loaded trucks used for construction of the Build Alternatives could create vibrational impacts in nearby residential structures. These vibration levels could be strongly perceptible. However, the impacts would be temporary, and ground vibration levels would not exceed the damage threshold of 0.3 PPV (in/sec) for old residential structures. The Build Alternatives would implement Mitigation Measure MM-N-10, which restricts heavy construction equipment (e.g., large bulldozers) or requires the use of light construction equipment (e.g., small bulldozers and trucks) within 13 feet of residential structures. Implementation of Mitigation Measure MM-N-10 would reduce vibrational impacts such that construction of the Build Alternatives would be less than significant. In addition, Project Feature PF-N-1 requires compliance with Caltrans Standard Specifications Section 14-8.02 and would address construction noise impacts on sensitive land uses adjacent to the Project Corridor.

Although mitigation and minimization measures would reduce construction-related noise impacts from the Build Alternatives to less than significant levels, the Build Alternatives may still contribute to cumulatively considerable construction-related noise impacts in combination with the significant and unavoidable impacts from the Sepulveda Transit Corridor Project and the West Los Angeles Veterans Affairs Medical Center Campus Project. The Draft EIR prepared for the Sepulveda Transit Corridor Project determined that no feasible mitigation measures would reduce impacts to less than significant levels but would implement Mitigation Measure MM VIB-5.2, which would include vibration-reducing measures as part of a Vibration Control Plan. Similarly, the Final EIR prepared for the West Los Angeles Veterans Affairs Medical Center Campus Project determined that no feasible mitigation measures would reduce impacts to less than significant levels, but included implementation of Mitigation Measure NOI-1, which would minimize construction-related noise by adhering to standard daytime construction hours, utilizing electrically-powered equipment when possible, moving construction equipment away from noise sensitive receptors, and the application of noise control measures. Therefore, the existing condition of construction-related noise in the Adjacent RSA is acute and other incremental construction-related noise impacts could potentially contribute to cumulatively considerable noise impacts.

The Project would implement Mitigation Measure MM-N-10, which would restrict the usage of heavy construction equipment. However, no further mitigation measures could be feasibly implemented by the Project to reduce construction-related cumulatively considerable noise impacts. While the Draft EIR prepared for the Sepulveda Transit Corridor Project did not identify construction overlap with the Project, it is not possible to predict which related projects would result in a cumulatively considerable construction scenario, and the Build Alternatives could have construction-related noise impacts. Therefore, construction of the Build Alternatives, when combined with noise generated by past, present and reasonably foreseeable future projects, would result in a significant cumulative noise impact during construction, and the incremental contribution of the Build Alternatives to the existing cumulative condition would be cumulatively considerable. As construction of the Project could occur at the same time as construction of both The Sepulveda Transit Corridor Project and the West Los Angeles Veterans Affairs Medical Center Campus Project, this impact could be significant and unavoidable, and there is no additional, feasible mitigation that could reduce this impact.

No significant operation-related impacts associated with noise were identified for the Sepulveda Transit Corridor Project or the West Los Angeles Veterans Affairs Medical Center Campus Project. As described in Section 3.15, Noise, none of the 1,362 modeled receptors under Alternative 2 could experience a substantial noise increase of 12 dBA or more over their corresponding existing noise levels. For Alternatives 3 and 5, 5 receptors, which approach or exceed the Noise Abatement Criteria (NAC), could experience a substantial noise increase of 12 dBA or more over its corresponding existing noise level. The substantial noise increase of 12 dBA or more over the corresponding existing noise level is caused by the demolition of existing walls to accommodate the Build Alternatives. Once these walls are reconstructed to match the existing height at a minimum, the substantial increase of 12 dBA or more would cease. The Noise Study Report completed for the Project determined that noise abatement would be required in various locations. Abatement in the form of sound walls is the only abatement measure analyzed. Abatement Measure N-9 requires noise abatement in the form of noise barriers and would minimize operational noise impacts on sensitive land uses adjacent to the Project Corridor. With implementation of the Measures listed above, construction of the Build Alternatives would not result in significant impacts related to operational noise, and as neither planned project in the Adjacent RSA would result in significant impacts related to operational noise, the Build Alternatives would not contribute to cumulatively considerable operational noise impacts.

As previously discussed, construction of the Build Alternatives, in combination with construction of the Sepulveda Transit Corridor Project and the West Los Angeles Veterans Affairs Medical Center Campus Project could result in a significant and unavoidable cumulatively considerable construction noise impact, even with implementation of project-specific mitigation measures. However, the Build Alternatives would not contribute to cumulatively considerable impacts to operational-related noise. In addition, adherence to standard city and county provisions that regulate noise and implementation of project-specific mitigation for the proposed development projects would ensure all impacts are reduced to the greatest extent possible. No further mitigation is necessary.

4.5.4.12 Population and Housing

Population and Housing impacts from the Project fall within the Regional RSA as a wider scale was appropriate for this regional issue. As described in Section 4.7.14, the potential for the Build Alternatives to result in significant impacts related to population and housing was assessed in the *Community Impact Assessment* (CIA, May 2025), and Sections 3.2, Growth; 3.3, Community Character; and 3.4, Relocations and Real Property Acquisition; in this EIR/EIS.

As shown in Table 4.9, the Santa Monica and Barrington Mixed-Use Project and the G Line BRT Improvements Project within the Regional RSA have been determined to result in potential impacts related to Population and Housing. However, the Draft EIR prepared for the Santa Monica and Barrington Mixed-Use Project did not identify any significant and unavoidable impacts or impacts requiring mitigation related to population and housing. Similarly, no impacts related to population and housing were identified for the G Line BRT Improvements Project. While the PEIR for the *SCAG Connect SoCal 2024 RTP/SCS* identified regional impacts related to population and housing as significant and unavoidable, none of the planned projects identified any impacts related to population and housing. Therefore, considered in context with

construction of the Build Alternatives, the existing cumulative condition in the RSA is not acute.

The Build Alternatives would not provide new transportation facilities nor create new access points to areas previously not accessible. The Build Alternatives would accommodate existing and planned growth and would not influence growth beyond what is currently planned and is anticipated to occur in the study area regardless of whether the Build Alternatives are completed. As described in Section 3.2, Growth, While Alternatives 3 and 5 would add capacity to the existing facility, the Build Alternatives do not induce growth or remove obstacles to growth in the area and, therefore, would not contribute to cumulative adverse impacts related to growth.

As described in detail in Section 3.4, Relocations and Real Property Acquisition, none of the Build Alternatives would result in the acquisition or displacement of any residential properties or community facilities and would not displace people or housing. Therefore, construction and operation of the Build Alternatives, when combined with impacts related to population and housing generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.13 Public Services

Public Services impacts from the Project fall within the Local RSA, which was selected because the Build Alternatives would not change access to and from the interstate and would not impact traffic circulation. As a result, all cumulative impacts are expected to occur in close proximity to the Project Corridor. As described in Section 4.7.15, Public Services, the potential for the Build Alternatives to impact public services and facilities is assessed in the *Community Impact Assessment* (CIA, May 2025), and Sections 3.1, Land Use; 3.3, Community Character; and 3.5, Utilities and Emergency Services; of this EIR/EIS.

As described in Section 4.7.15, fire protection services within the Project Corridor is provided by the County of Los Angeles, City of Los Angeles, and City of Culver Fire Departments, and police protection services are provided by the Los Angeles County Sheriff's Department, Los Angeles Police Department, and the and the City of Culver City Police Department. Public schools and 20 parks and recreation facilities are located within the Local RSA (Table 3.1.4 of Section 3.1, Land Use). As shown in Table 4.9, several planned projects within the Local RSA, including the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project, the Santa Monica and Barrington Mixed-Use Project, and the Sepulveda Transit Corridor Project, have been determined to result in potential impacts to public services. As described in Section 4.5.4.1, impacts associated with Alternative 5 of the Sepulveda Transit Corridor Project could contribute to cumulative impacts related to Public Services, which are analyzed within the Local RSA. Therefore, considered in context with construction of the Build Alternatives, the existing cumulative condition in the Local RSA for the Project is potentially acute, and the Build Alternatives could have potential to result in cumulatively considerable impacts related to Public Services.

Construction timelines for the Santa Monica and Barrington Mixed-Use Project would not align with the construction of the Build Alternatives as this project is near

completion. Therefore, construction related impacts to public services associated with this planned project would not, in combination with the Build Alternatives, result in cumulatively considerable public services impacts.

Construction of the Build Alternatives could potentially overlap with construction of the Sepulveda Transit Corridor Project. The Sepulveda Transit Corridor Project Draft EIR did not identify any significant and unavoidable construction impacts relating to public services and determined that all construction impacts associated with public services would be less than significant with implementation of a project-specific TMP.

Construction of the Build Alternatives could require lane closures, which may result in temporary delays for emergency service providers as they travel through the study area during construction, but cumulative adverse effects would not be expected to occur due to the implementation of Project Feature PF-TR-1, which requires development and implementation of a Transportation Management Plan during construction. The TMP (PF-TR-1) would also be prepared in coordination with the applicable school districts and access to all schools would be maintained during construction. The TMP would reflect feedback from these entities regarding other projects that may also affect their public services. Through this coordination, the Build Alternatives would not result in cumulatively considerable construction impacts related to public services.

No significant operation-related impacts associated with public services were identified for any of the planned projects within the Local RSA. The Build Alternatives would improve the operation of the freeway facilities in the study area. These improvements in traffic flow are likely to improve emergency response times within the Project limits. Therefore, the operation of the Build Alternatives would not result in cumulatively considerable adverse impacts on public services.

The Build Alternatives would include permanent acquisition of 0.42 acre and an additional 0.28 acre as TCE included in the in the Santa Monica Mountains National Recreation Area along the western side of I-405 in order to shift the northbound I-405 alignment west towards Promontory Road up to 25 feet and the construction of a new retaining wall. However, the portion of the Santa Monica Mountains National Recreation Area where impacts would occur does not contain trails, other recreational facilities, or provide access to other parts of the Santa Monica Mountains National Recreation Area. Further, less than 1 percent of the 153,075 acres of open space associated with the Santa Monica Mountains National Recreation Area would be impacted in this area. In addition, avoidance, minimization, and mitigation measures related to biological resources have been identified to reduce potential adverse effects related to vegetation and wildlife. As no other planned projects identified impacts to the Santa Monica Mountains National Recreation Area, and no other parks are being impacted by the Build Alternatives, no cumulative impacts to parks or recreational facilities were identified. Therefore, the Build Alternatives would not result in any significant impacts related to the use of land from parks and recreational facilities within the study area. The Build Alternatives would not result in the temporary use of land occupied by community facilities, nor would they result in temporary closures of the previously identified community facilities.

The planned projects would not contribute cumulatively considerable impacts to public services, as construction impacts associated with the Sepulveda Transit Corridor Project would be mitigated through a project-specific TMP, and the remaining projects did not identify significant impacts related to public services. Therefore, with implementation of PF-TR-1, construction and operation of the Build Alternatives, when combined with impacts related to public services generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.14 Transportation

Transportation impacts from the Project fall within the Local RSA as the Project would not substantially change access to and from I-405 and would not impact traffic circulation on I-405. Therefore, all cumulative impacts are expected to occur in close proximity to the Project Corridor. As described in Section 4.7.17, the potential for the Build Alternatives to result in significant traffic impacts was assessed in the *Traffic Operations Analysis Report* (January 2025), the Draft VMT Mitigation Plan (July 2026), the *Traffic Management Plan* (August 2024), and in Section 3.6, Transportation, of this EIR/EIS.

As described in Section 3.6, I-405 is a major north-south interstate freeway in Southern California, connecting the southern and western parts of the Greater Los Angeles urban area from the San Fernando Valley in the north to Orange County in the south. The I-405 is heavily traveled by both commuters and freight haulers. Within the Project limits, I-405 has five general-purpose (GP) lanes, with auxiliary lanes between many on-ramps and off-ramps, and an HOV lane in each direction. During peak commute times congestion exists within the Project Corridor and is expected to worsen in the future. Specifically, the Project Corridor operates 66 percent of GP lanes at an unacceptable Level of Service (LOS), 84 percent of HOV lanes operating at an unacceptable LOS, and 19 intersections operating at an unacceptable LOS.

Additionally, as shown in Table 4.9, several planned projects within the Local RSA, including the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project, the West Los Angeles Veterans Affairs Center Project, the Il Villaggio Toscano Project, the Santa Monica and Barrington Mixed-Use Project, and the Sepulveda Transit Corridor Project, have identified potential impacts related to transportation. As described in Section 4.5.4.1, impacts associated with Alternative 5 of the Sepulveda Transit Corridor Project could contribute to cumulative impacts related to Transportation, which are analyzed within the Local RSA. Therefore, considered in context with construction of the Build Alternatives, the existing cumulative condition in the RSA for the Project is acute, and the Build Alternatives could have potential to result in cumulatively considerable impacts related to transportation.

Construction timelines for the Il Villaggio Toscano Project and the Santa Monica and Barrington Mixed-Use Project would not align with construction of the Build Alternatives. These projects are either near completion or have no identified construction schedule overlap with the Project. Therefore, construction related impacts to transportation associated with these planned projects would not, in

combination with the Build Alternatives, result in cumulatively considerable transportation impacts.

Construction of the Build Alternatives could potentially overlap with construction of the Sepulveda Transit Corridor Project and the West Los Angeles Veterans Affairs Center Project. According to the Draft EIR prepared for the Sepulveda Transit Corridor Project, construction related impacts would be less than significant with implementation of a TMP. Similarly, the Final EIR prepared for the West Los Angeles Veterans Affairs Center Project determined construction related impacts to transportation would be less than significant with implementation of a CMP.

As discussed in Section 4.7.17, implementation of the Build Alternatives could result in temporary impacts to freeway and local street traffic. Construction impacts associated with Alternative 2 include partial or full closures of applicable ramps during construction. Pedestrian access across the Project Corridor would be maintained during construction through provision of short distance detours. Alternative 2 would not affect bicycle facilities. Alternatives 3 and 5 could require temporary overnight lane and/or shoulder closures on I-405, as well as the removal and replacement of sign bridges that span across the mainline. Short distance detours would be provided during the construction of Alternatives 3 and 5 to maintain pedestrian access across the Project Corridor. The Class II bicycle lanes along Ohio Avenue could be temporarily closed during construction; however, an alternative route would be provided with sufficient advance notice.

Detailed traffic control and construction signing, detour plans, and Project Feature PF-TR-1, which requires a Transportation Management Plan (TMP), would minimize temporary effects due to construction of the Build Alternatives. Project Feature PF-TR-1 would reduce impacts by requiring a TMP that would contain, but not be limited to a public information campaign, motorist information, incident management, construction strategies, demand management, and alternate route strategies. In addition, the TMP requires coordination with the affected community and service providers. Coordination with these entities would ensure the Project's TMP considers and is integrated with similar plans from other planned projects. Therefore, the Build Alternatives would not contribute to cumulatively considerable construction-related transportation impacts, as the Build Alternatives and planned projects in the Local RSA would all implement TMPs or CMPs.

No significant operation-related impacts associated with transportation were identified for the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project the Santa Monica and Barrington Mixed-Use Project, the Sepulveda Transit Corridor Project, or the West Los Angeles Veterans Affairs Center Project.

All Build Alternatives would generally improve traffic operations and reduce congestion and would be consistent with the majority of the applicable General Plans and regional transportation plans to reduce congestion and improve operation within the Project limits. Alternative 2 would convert the existing HOV lane to one EL in each direction. Alternative 3 would convert the existing HOV lane to one EL and add a second EL in each direction. Alternative 5 would construct an additional HOV lane in each direction. Alternatives 2 and 5 could result in slightly worse general purpose (GP) lane conditions and improved managed lane (ML) conditions in 2030 and 2050

compared to the No Build Alternative. Alternative 3 would result in improved GP lane and ML conditions in 2030 and 2050 compared to the No Build Alternative and demonstrated the highest reduction in delay. Improvements such as retiming signals and implementing advanced/adaptive traffic signal systems are recommended under all Build Alternatives to improve operations at local and ramp intersections.

No impacts associated with VMT were identified for the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project or the Santa Monica and Barrington Mixed-Use Project. The Draft EIR for the Sepulveda Transit Corridor Project determined that while VMT may rise during construction, operation of Alternative 5 would reduce overall VMT, and Alternative 5 would not result in any impacts to VMT requiring mitigation. Similarly, the Final EIR prepared for the West Los Angeles Veterans Affairs Center Project did not identify any significant and unavoidable impacts associated with VMT. However, it did identify potential VMT increases requiring mitigation, which would be reduced to less than significant through implementation of a TDM plan.

The VMT analysis for the Build Alternatives was captured in the Induced Demand (VMT) Methodology (May 2026) report prepared for the Proposed Project. Alternatives 3 and 5 are expected to result in an induced demand of 79,000,000 VMT per year. Therefore, a VMT Mitigation Plan is required to offset the project-generated VMT for Alternatives 3 and 5, as detailed in Mitigation Measure MM-TR-1. As detailed in Mitigation Measure MM-TR-1, mitigation would include increasing existing bus service frequency and time-of-day span, Metrolink service expansion, implementation of a new Express Bus Line on the I-405 corridor and continuing the expansion of the LA Metro One Car Challenge and Metro Vanpool Programs through enhanced subsidies and outreach using net toll revenue generated by I-405 ExpressLanes. Mitigation Measure MM-TR-1 would offset approximately half of the estimated induced demand of Alternative 3 or 5. Therefore, additional mitigation would be needed to address the remaining VMT impact.. The remaining half of the estimated induced demand of Alternative 3 or 5 is proposed to be mitigated by the Sepulveda Transit Corridor Project. This project would provide a high-capacity, high-frequency transit connection between the San Fernando Valley and the Westside through the Santa Monica Mountains and could reduce regional VMT by up to 252,000,000 miles annually. As the Proposed Project and Sepulveda Transit Corridor Project are in the same corridor, the Proposed Project and Sepulveda Transit Corridor are the first and second phase, respectively, of LA Metro's broader mobility strategy for the Sepulveda Pass.

LA Metro has initial funding for the Sepulveda Transit Corridor project from local sales tax measures and is currently seeking additional funding for the project. Although the Sepulveda Transit Corridor Project, together with project-funded mitigation measure MM-TR-1, could collectively mitigate the I-405 Sepulveda Pass ExpressLanes Project's induced travel demand and associated VMT impacts if implemented as anticipated. However, since the timing for funding and implementation of the Sepulveda Transit Corridor Project is not finalized, the impacts related to induced travel demand and VMT under Alternatives 3 and 5 would remain significant and unavoidable under CEQA.

A cumulative impact with the West Los Angeles Veterans Affairs Center Project, which also had the potential to increase VMT, would be diminished by each project's

efforts to reduce VMT. This potential is further reduced because the Project's traffic model estimated future conditions, which included proposed development, prior to assigning appropriate mitigation. However, because Alternatives 3 and 5 for the Project would result in significant and unavoidable impacts related to VMT, the cumulative impact is considered significant and unavoidable.

The analysis of future traffic conditions for the 2030 (Opening Year) and 2050 (Horizon Year) is a cumulative analysis in that it considers traffic generated by existing and future planned land uses and the effect of future planned transportation improvements. Therefore, any potential impacts associated with planned projects have already been considered in this analysis. As a result of the cumulative analysis presented in Section 3.6, the Build Alternatives would generally improve traffic operations and reduce congestion. This positive impact on operations and congestion would not contribute to an adverse cumulative impact on transportation in the Local RSA.

The Build Alternatives would be designed, constructed, and operated consistently with the Caltrans Highway Design Manual and other applicable standards and specifications for freeways, ramps, arterial intersections, retaining walls, noise barriers, drainage features, and utility relocations/modifications, and therefore would not include any hazardous features. Therefore, the Build Alternatives would not contribute to cumulatively considerable impacts associated with construction or operation related to transportation.

While the Build Alternatives and planned projects within the Local RSA could potentially result in temporary impacts to traffic and transportation, each related project would implement TMPs (or CMPs) to prevent cumulative traffic and transportation impacts. No construction cumulative traffic impacts were identified. Therefore, construction of the Build Alternatives, when combined with impacts related to transportation generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact. However, because significant and unavoidable cumulative VMT impacts were identified during operation, the incremental contribution of the Build Alternatives to the existing cumulative condition would be cumulatively considerable.

4.5.4.15 Tribal Cultural Resources

Tribal cultural resource impacts from the Project fall within the Adjacent RSA. As with cultural resources, the RSA for tribal cultural resources is generally limited to the proposed and existing ROW and areas associated with ground-disturbing activities. As described in Section 4.7.18, Tribal Cultural Resources, the potential for the Build Alternatives to adversely impact tribal cultural resources was assessed in the *Archaeological Survey Report* (ASR, February 2024), the *Historic Property Survey Report* (HPSR, April 2024), the attachments to the HPSR, and Section 3.8, Cultural Resources of this Draft EIR/EIS; in compliance with AB 52.

As shown in Table 4.9, only one project, the Sepulveda Transit Corridor Project, within the Adjacent RSA has potential impacts to tribal cultural resources. Alternative 5 could contribute to cumulative impacts related to Tribal Cultural Resources during construction, which are analyzed within the Adjacent RSA. Mitigation would include measures for Native American Monitoring and measures for the Unanticipated Discovery of Human Remains. In addition, the Sepulveda Transit Corridor Project

would implement standard cultural resources mitigation and minimization measures, as mentioned previously in Section 4.5.4.4.

Considered in context with construction of the Build Alternatives, the existing cumulative condition in the Adjacent RSA for the Project is not acute. However, due to potential unknown discovery of tribal cultural materials, the Build Alternatives could potentially result in cumulatively considerable impacts related to tribal cultural resources.

As stated in Section 3.8 of this EIR/EIS, no archaeological resources were identified during the current survey of the APE. Despite the fact that Sepulveda Pass was a prehistoric trail and a known historic route, the lack of known prehistoric material in the vicinity of the APE indicates that this area was not as heavily used prehistorically as other areas of the valley and the Los Angeles Basin. However, to reduce impacts associated with the accidental discovery of tribal cultural resources or human remains, the Build Alternatives would implement Project Features PF-CR-1 and PF-CR-2.

As neither the Sepulveda Transit Corridor Project nor the Build Alternatives would result in substantial impacts to known tribal cultural resources, no cumulative impact was identified. However, to reduce the risk of a cumulative impact the Build Alternatives would implement Project Features PF-CR-1 and PF-CR-2. With implementation of these Measures, construction and operation of the Build Alternatives, when combined with impacts related to tribal cultural resources generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.16 Utilities and Service Systems

Utilities and service system impacts were evaluated within the Regional RSA as analysis of water, wastewater, electrical, and gas infrastructure aligns with a regional scale. As described in Section 4.7.19, Utilities and Service Systems, the potential for the Build Alternatives to adversely impact utilities and service systems was assessed in Section 3.5, Utilities and Emergency Services, of this EIR/EIS.

Existing utilities are located adjacent to and within the study area (Section 3.5.1.1). As shown in Table 4.9, the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project, the Santa Monica and Barrington Mixed-Use Project, the Sepulveda Transit Corridor Project, and the Metro D Line (Purple) Extension Project have potential impacts related to utilities and service systems. Therefore, considered in context with construction of the Build Alternatives, the existing cumulative condition in the Regional RSA for the Project is potentially acute, and the Build Alternatives could have potential to result in cumulatively considerable impacts related to utilities and service systems.

The construction timeline for the Santa Monica and Barrington Mixed-Use Project would not align with the construction of the Build Alternatives as it is near completion. Therefore, construction related impacts to utilities and service systems associated with this planned project would not, in combination with the Build Alternatives, result in cumulatively considerable impacts on utilities and service systems.

Construction of the Build Alternatives could potentially overlap with construction of the Sepulveda Transit Corridor Project and the Metro D Line (Purple) Extension Project. The Sepulveda Transit Corridor Project Draft EIR did not identify any significant construction impacts related to utilities and service systems. Similarly, no construction-related impacts were identified for the Metro D Line (Purple) Extension Project. Because these projects did not identify construction-related impacts to utilities and service systems, no cumulative construction-related impacts are anticipated with the project. The Build Alternatives would implement Project Features PF-UES-1 through PF-UES-3 to address potential temporary adverse effects of construction on utilities.

No operational impacts related to utilities and service systems were identified for the Mount Saint Mary's University Chalon Campus Wellness Pavilion (12001 W. Chalon Road) Project, the Santa Monica and Barrington Mixed-Use Project, or the Metro D Line (Purple) Extension Project. However, the Sepulveda Transit Corridor Draft EIR identified a significant and unavoidable operational impact related to relocation or construction of a water facility for the Heavy Rail Transit Maintenance and Storage Facility.

Construction of the Build Alternatives may affect existing surface or subsurface utility facilities, requiring protection in-place, removal, or relocation. However, implementation of Project Features PF-UES-1 through PF-UES-3 would reduce any impacts to less than significant levels.

The PEIR for the *SCAG Connect SoCal 2024 RTP/SCS* identified significant and unavoidable impacts for the SCAG region related to water and wastewater systems. While the Build Alternatives would not generate wastewater or discharge wastewater to the study area sewer system and therefore would not result in the need for relocation or construction of a new or expanded wastewater facilities, cumulative development in the region in combination with the Build Alternatives could result in a cumulatively considerable impact related to water facilities.

To further reduce potential utilities and service systems impacts, the Build Alternatives would comply with California Streets and Highways Code Section 92.3. That code directs Caltrans to use drought resistant landscaping and recycled water when feasible and incorporate native wildflowers and native and climate-appropriate vegetation into the planting design (when appropriate) Through this, the Project would be consistent with Measure CMM-UTIL-1, PMM-UTIL-2 from the *SCAG Connect SoCal 2024 RTP/SCS* PEIR, which requires a Lead Agency to consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. This measure requires a lead agency to implement SCAG's provided sample mitigation measures for project implementation as applicable or implement comparable project-specific measures as determined by the Lead Agency.

By complying with this regional plan, potential cumulative impacts to utilities and service systems impacts would be avoided. As such, construction and operation of the Build Alternatives, when combined with impacts related to utilities and service systems generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.5.4.17 Wildfire

Wildfire impacts from the Project fall within the Regional RSA, as wildfires can spread across vast areas. As described in Section 4.4, Wildfire, the Project Corridor traverses through urban and suburban development as well as the Santa Monica Mountains. The portion of the Project Corridor that traverses the Santa Monica Mountains has an elevated risk for wildfire. Therefore, cumulative wildfire impacts were assessed for all planned projects within Los Angeles County.

As shown in Table 4.9, the Mount Saint Mary's University Chalon Campus Wellness Pavilion Project, the Sepulveda Transit Corridor Project, and the Metro D Line (Purple) Extension Project have been determined to result in potential impacts related to wildfire. Therefore, considered in context with construction of the Build Alternatives, the existing cumulative condition in the Regional RSA for the Project is acute, and the Build Alternatives could have potential to result in cumulatively considerable impacts related to wildfire.

Construction of the Build Alternatives could potentially overlap with construction of the Sepulveda Transit Corridor Project and the Metro D Line (Purple) Extension Project. According to the Draft EIR prepared for the Sepulveda Transit Corridor Project, no significant and unavoidable construction-related impacts to wildfire were identified. However, the Draft EIR did identify impacts requiring mitigation for both the impairment of an adopted emergency response plan or emergency evacuation plan and the exacerbation of wildfire risk. The Sepulveda Transit Corridor Project would be required to implement a TMP to ensure adequate emergency access, and PMM-SAF-1, which would ensure compliance with all applicable California Health and Safety Code and City of Los Angeles Municipal Code regulations pertaining to wildfire risks. With implementation of these measures, wildfire risk associated with the Sepulveda Transit Corridor Project would be less than significant. Similarly, no significant and unavoidable impacts or impacts requiring mitigation were identified for the Metro D Line (Purple) Extension Project relating to wildfire.

Portions of the Project Corridor are located in a VHFHSZ, and many areas in LA County are susceptible to wildfire. Temporary closures and detours may result in short-term effects on emergency response and evacuation along and in the vicinity of the study area and arterials in the vicinity of I-405. In addition, a portion of the Project Corridor is located in the Santa Monica Mountains, which contain steep slopes and are prone to seasonal Santa Ana winds. Finally, the SCAG Connect SoCal 2024 RTP/SCS PEIR identified that development within the SCAG region would have a significant and unavoidable impact relating to the impairment of an adopted emergency response plan or emergency evacuation plan and the exacerbation of wildfire risk and exposure of people or structures to a significant risk of loss involving wildland fires.

The Build Alternatives would implement Project Feature PF-TR-1, as outlined in Section 3.6, Transportation, to specifically address requirements for coordination with emergency service providers, accommodation of emergency travel routes, and access to, through, and around active construction areas. The Build Alternatives would also implement brush management practices to ensure impacts related to fire risk are reduced. Additionally, the roadway widening and wider shoulder areas may act as a firebreak, reduce vegetation adjacent to the roadside (fire fuel), and provide additional areas for emergency response vehicle staging.

To further reduce potential cumulative wildfire impacts, the Build Alternatives would implement Project-level mitigation measures as described in the *SCAG Connect SoCal 2024 RTP/SCS* PEIR. Specifically, the Build Alternatives would implement PEIR Measure PMM-WF-1, PMM-WF-2, PMM-HAZ-4, and PMM-HAZ-5. These measures require a lead agency to implement SCAG's provided sample mitigation measures for project implementation as applicable or implement comparable project-specific measures as determined by the Lead Agency.

As described in Section 4.4, Wildfire, and Section 4.5.4.8, Hazards and Hazardous Materials, the Build Alternatives would implement a TMP and standard fire protection BMPs. Additionally, the Build Alternatives would be required to comply with all existing regulations pertaining to hazards and hazardous materials. Implementation of these Project Features and standard specifications would be consistent with SCAG's PMM-WF-1, PMM-WF-2, PMM-HAZ-4, and PMM-HAZ-5. Therefore, the Build Alternatives would already be in alignment with the *SCAG Connect SoCal 2024 RTP/SCS* PEIR and would be taking additional steps to avoid cumulative wildfire impacts. As such, construction and operation of the Build Alternatives, when combined with impacts related to wildfire generated by past, present and reasonably foreseeable future projects, would not result in a significant cumulative impact, and the incremental contribution of the Build Alternatives to the existing cumulative condition would not be cumulatively considerable.

4.6 Significant Irreversible Environmental Changes

Significant irreversible environmental changes are discussed in Section 3.24, Irreversible and Irretrievable Commitments of Federal Resources that Would Be Involved in the Proposed Project, of this EIR/EIS. The Build Alternatives would involve a commitment of a range of natural, physical, human, and fiscal resources.

4.7 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the Proposed Project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as BMPs and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the Project and have been considered prior to any significance determinations documented below; see Chapters 2 and 3 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 3 in order to provide the reader with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts; please see Chapter 3. This checklist incorporates by reference the information contained in Chapters 2 and 3.

4.7.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the Project:

Question	CEQA Determination
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant with Mitigation Incorporated
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less Than Significant with Mitigation Incorporated

4.7.1.1 CEQA Significance Determinations for Aesthetics

The potential for the Build Alternatives to result in significant impacts to aesthetics was assessed in the *Visual Impact Assessment* (VIA, August 2024), and Section 3.7, Visual/Aesthetics, in this EIR/EIS). The following discussions are based on those analyses.

a) Less Than Significant Impact. Existing land uses in the study area include commercial, industrial, open space, transportation, agriculture, public facilities, residential, and institutional. The Project Corridor displays a diverse range of urban and exurban development, with distinct urban characteristics at the northern and southern ends. Urban commercial and suburban land uses define these segments, incorporating residential, commercial, retail, industrial, mixed-use, and other developments in various densities. Along Wilshire, Santa Monica, and Ventura Boulevards, the urban landscape is characterized by high-rise buildings, contributing to a denser and more bustling atmosphere. In these urban segments of the Project Corridor, the visual landscape is predominantly shaped by human-made elements, including concrete, asphalt, and the continuous movement of vehicles. Natural elements are limited to ornamental trees and vegetation found within the State right-of-way (ROW) and in developed areas adjacent to the freeway. Nevertheless, urban areas also feature parks, cemeteries, golf courses, and various other public and private open spaces. This juxtaposition between low-density suburban development and high-rise urbanization highlights the diverse nature of the Project Corridor's built environment. The density of development in the Project Corridor undergoes a notable change in the vicinity of Sepulveda Pass. The Sepulveda Pass features coastal mountains of varying heights, reaching elevations of nearly 2,000 feet, along with significant open spaces on the northern and southern sides of Interstate 405 (I-405). In the canyon, the visual character tends toward natural and rural elements characterized by coastal mountains, low foothills, and alluvial

plains with coastal sage scrub and chaparral vegetation communities. Land uses include open spaces and low-density suburban residential areas, creating a more spacious and relaxed environment.

Construction of the Build Alternatives would result in temporary impacts to the Mountain Visual Assessment Unit and West Los Angeles Visual Assessment Unit due to removal of retaining walls, soundwalls, renovation of the Bel Air Crest bridge structures, and construction activities. Measures VIS-8 through VIS-10 would be implemented during construction to reduce visual impacts from construction staging areas and lighting. These impacts would be temporary and limited to the construction period.

Implementation of the Build Alternatives would result in minimal changes to the visual character and visual quality of the study area. The visual character of the Build Alternatives would be compatible with the existing visual character of the Project Corridor. Under the Build Alternatives, visual changes would primarily include extended pavement and lane markings, lane separators, signage, addition of retaining walls and toll facilities, vegetation removal, closer/larger-scale bridge structures, and other elements in the Project Corridor within existing paved areas. The Build Alternatives would present moderate visual changes within the study area, with the highest visual impact occurring in the West Los Angeles Residential and Mountain VAUs, as described in Section 3.7, Visual/Aesthetics. Views within the existing Project Corridor consist of multiple lanes in each direction, High-Occupancy-Vehicle (HOV) lanes, noise barriers, extensive signage, under and overpass structures, elevated lanes, and pavement. The reconfiguration or addition of similar elements would not substantially alter the existing visual environment.

As described in Section 3.7, no scenic resources have been identified within the Project Corridor and no visual impacts to scenic areas would be expected. Existing views of the surrounding mountains include current I-405 infrastructure. Many portions of the study area are obstructed by existing development and are no longer in a natural state. Furthermore, implementation of the Build Alternatives would result in minimal changes to the visual environment of the study area as described above. Therefore, the Build Alternatives would result in less than significant impacts related to scenic quality and scenic vistas. No mitigation is required.

b) No Impact. I-405 is not a State-designated Scenic Highway, and there are no State-designated Scenic Highways crossing or in the vicinity of the Project Corridor. Therefore, the Build Alternatives would result in no impacts related to scenic highways or resources. No mitigation is required.

c) Less Than Significant with Mitigation Incorporated. Land within the study area is zoned for open space, institutional, residential, agriculture, industrial, commercial, and public facilities. The proposed improvements associated with the Build Alternatives would be consistent with the existing transportation land uses and would not result in significant changes to the visual environment that would conflict with applicable zoning and other regulations governing scenic quality. Measures VIS-1 through VIS-11 would be implemented, which would require the avoidance of vegetation removal where feasible and the provision of

landscape designs that meet State and local requirements and minimization of lighting impacts to the surrounding environment. There is a potential for the design elements associated with the Build Alternatives to conflict with the aesthetic theme of the Project Corridor and the community's aesthetic goals. However, Mitigation Measure MM-VIS-12 would be implemented to ensure design elements would be discussed among stakeholder agencies to create a unified aesthetic theme and support the community's aesthetic goals. Design elements would reflect the appropriate scale, color, and details consistent with the Project Corridor's context. Therefore, the Build Alternatives would not result in potentially significant changes to the visual environment that would conflict with applicable zoning or other regulations governing scenic quality, and impacts would be less than significant with mitigation incorporated.

d) **Less Than Significant with Mitigation Incorporated.** Existing light sources surrounding the Project Corridor include traffic and street lighting; signalization at intersections and freeway on- and off-ramps; electric advertising; commercial/retail areas; industrial areas; and limited light sources from residential areas. Construction work for the Build Alternatives would primarily be done during daylight hours but night lighting will be used to avoid construction activities during periods of heaviest congestion. However, lighting used during construction would only be temporarily utilized; therefore, it is anticipated that residential areas adjacent to the Project Corridor would be minimally affected.

Changes in nighttime light levels would likely impact viewers but would remain consistent with the existing condition in the Project Corridor. Light sources, such as the existing roadway, site, and architectural and advertising lighting is common. New lighting would likely be noticeable but would not significantly change existing ambient light levels. As noted in Section 3.7, the overall visual impacts related to lighting would generally be low or neutral. Furthermore, Measure VIS-8 would be implemented, which would require minimizing lighting impacts to the surrounding environment to the greatest extent feasible. Additionally, Mitigation Measure MM-VIS-12 would ensure design elements, including lighting, would be discussed among stakeholder agencies to create a unified aesthetic theme and support the community's aesthetic goals. As a result, with implementation of mitigation, the Build Alternatives would have a less than significant impact related to nighttime views.

During the day, glare from reflective surfaces, such as windows and metallic details on cars travelling on the roadway, is expected and intensifies when the direction and angle of sunlight changes, especially in hot summer months. While new roadway lanes could potentially increase the total number of vehicles at a given time, the additional lanes may decrease congestion and the duration of exposure to those visual elements. These elements would include light and glare sources at night and low-light conditions, but the overall proposed light and glare conditions would be consistent and compatible with existing conditions. As a result, the Build Alternatives would have a less than significant impact related to glare, and no mitigation is required.

4.7.1.2 Avoidance, Minimization, and/or Mitigation Measures

As described in Section 3.7, Visual/Aesthetics, Measures VIS-1 through VIS-11 and Mitigation Measure MM-VIS-12 would be implemented to ensure impacts to visual/aesthetic resources are less than significant.

4.7.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:

Question	CEQA Determination
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact

4.7.2.1 CEQA Significance Determinations for Agriculture and Forestry Resources

a) No Impact. Prime Farmland and Unique Farmland exists just northwest of the intersection of I-405 and United States Highway (US-101), within 0.5 mile of the Project Corridor. These areas are within the study area; however, no agricultural land exists within the Project Corridor. Because the Project Corridor is not designated as farmland pursuant to the Farmland Mapping Monitoring Program (FMMP) of the California Resources Agency, the Build Alternatives would not result in the conversion of farmland to a non-agricultural use. Therefore, no

impacts related to farmland conversion would occur, and no mitigation is required.

b) No Impact. Existing land uses in the study area include single and multi-family residential, commercial and service, general office, mixed commercial and industrial, public facilities, education, open space and recreation, transportation, and communications/utilities. There are no Williamson Act agricultural preserves located within the Project Corridor. Land zoned for agricultural use is located within the study area, bordering the corridor, just east of the Stone Canyon Reservoir. No land within the Project Corridor is zoned for agriculture use. Therefore, the Build Alternatives would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) No Impact. Land within the study area is zoned for commercial, manufacturing, residential, public facilities, agricultural, parking, open space, institutional, and unlimited residence. There is no land zoned for forest land, timberland, or timberland production in the vicinity of the Project Corridor. The corridor is not currently being managed or used for forest land or timberland. No impact would occur.

d) No Impact. As discussed under Response 4.7.2.1(c), there is no land zoned for forest land, timberland, or timberland production in the vicinity of the Project Corridor. The portion of the Project Corridor that traverses the Santa Monica Mountains is surrounded by forest land on both sides of I-405. This forest land exists within the study area but not within the Project Corridor as the corridor is developed and not capable of supporting forest land. The infrastructure and roadway improvements associated with the Build Alternatives would not result in the loss of forest land or the conversion of forest land to non-forest uses. No impact would occur.

e) No Impact. There are no agricultural operations or timberland production operations within the Project Corridor; therefore, the Build Alternatives would not result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

4.7.2.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

4.7.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:

Question	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

4.7.3.1 CEQA Significance Determinations for Air Quality

The potential for the Build Alternatives to result in significant impacts related to air quality is assessed in the *Air Quality Report* (March 2025) and Section 3.14, Air Quality, of this EIR/EIS. The following discussion is based on those analyses.

a) Less Than Significant Impact. The Project Corridor is located in the South Coast Air Basin (Basin) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD is the primary agency responsible for writing the Air Quality Management Plan (AQMP) in cooperation with Southern California Association of Governments (SCAG), local governments, and the private sector. The AQMP provides the blueprint for meeting California and National Ambient Air Quality Standards (CAAQS and NAAQS, respectively).

The Proposed Project is included in the 2025 Federal Transportation Improvement Program (FTIP) under ID No. 1162S012. The Project is currently included in SCAG's *2024–2050 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and High Quality of Life* (2024–2050 RTP/SCS). The Project was found to be conforming (see Section 3.14); therefore, the Project would not conflict with the AQMP, violate any air quality standard, result in a net increase of any criteria pollutants, or expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant. No mitigation is required.

b) Less Than Significant Impact. Short-term impacts to air quality as a result of the Build Alternatives would occur during clearing, cut-and-fill activities, grading, and paving roadway surfaces, as described in more detail in Section 3.14. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Sources of fugitive dust include disturbed soils at the construction site and trucks carrying uncovered loads of soils. The SCAQMD has established rules for reducing fugitive dust emissions. Project Feature PF-AQ-1 includes standard construction measures and Project Feature PF-AQ-3 requires compliance with SCAQMD Rule 403 on dust control (providing 50 percent effectiveness) such as frequent watering (e.g., a minimum of twice per day). Implementation of Project Features PF-AQ-1 and PF-AQ-3

would reduce air quality impacts associated with fugitive dust and construction activities. Project Feature PF-AQ-2 requires the use of Tier 4 interim or Tier 4 final engines to reduce exhaust emissions. With implementation of Project Feature PF-AQ-2, the emissions from construction of any of the Build Alternatives would be substantially reduced. VOC emissions would be reduced by approximately 2 percent, CO emissions by approximately 54 percent, NOx emissions by approximately 80 percent, PM_{10} emissions by approximately 5 percent, and $PM_{2.5}$ emissions by approximately 75 percent.

As construction activities for the Build Alternatives would not last for more than 5 years at any one site, implementation of Project Features PF-AQ-1 through PF-AQ-3 would ensure that construction activities associated with the Build Alternatives would not result in any adverse air quality impacts. After construction of the Build Alternatives are complete, all construction-related impacts would cease. Therefore, construction of the Build Alternatives would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable NAAQS or CAAQS.

Operational emissions take into account long-term changes in emissions due to the Build Alternatives (excluding the construction phase). Section 3.14 includes regional, carbon monoxide (CO), particulate matter (PM), near-road nitrogen dioxide (NO_2), and Mobile Source Air Toxic (MSAT) emissions analyses for Project operation.

As discussed in Section 3.14, the Build Alternatives would generate substantial congestion reductions and travel time improvements under both the 2030 and 2050 scenarios. As described in the 2025 *Traffic Operations Analysis Report* (TOAR), the purpose of the Project is to provide efficient operation and improve the overall movement of people and goods on I-405. All three 2030 Build Alternatives substantially improve managed lane (ML) operating conditions over the 2030 No Build Alternative. All three Build Alternatives generate substantial congestion reductions and travel time improvements exceeding 50 percent, but Alternative 3 produces more congestion reduction than the other two alternatives compared to the No Build Alternative. Similar to 2030, general purpose lane (GP) performance in 2050 has marginal improvements in all three Build Alternatives, particularly in the southbound AM and northbound PM peak periods. All three 2030 Build Alternatives substantially improve ML operating conditions over the 2050 No Build Alternative.

The methodology required for a CO local analysis is summarized in the Caltrans *Transportation Project-Level Carbon* Monoxide *Protocol* (CO Protocol), Sections 3 (Determination of Project Requirements) and 4 (Local Analysis). Based on the Caltrans CO Protocol evaluation procedure the Build Alternatives would be considered satisfactory, and are not anticipated to cause or contribute to any new localized CO violations or increase the frequency or severity of any existing CO violations.

For all scenarios in 2030 and 2050, the emissions of CO, VOCs, NO_X, and $PM_{2.5}$ would be lower than the 2019 Existing scenario. While CO, VOCs, and NO_X all are solely from vehicle exhaust, both PM_{10} and $PM_{2.5}$ are comprised of vehicle exhaust and fugitive emissions from entrained roadway dust, tire wear, and brake

wear. While the same regulatory reductions in vehicle exhaust emissions occur with the exhaust particulate matter emissions as with CO, VOCs, NO_X, the fugitive particulate matter emissions have no similar reduction strategy and are purely a function of vehicle miles traveled (VMT). As the three Build Alternatives all would have greater VMT than the existing condition and the No Build Alternative, the emissions of PM_{10} show increases.

Compared to the No Build in the opening year 2030, Alternative 2 would result in decreases to CO and VOCs and increases to NO_X by 2 pounds per day (lbs/day), PM_{10} by 8 lbs/day, and $PM_{2.5}$ by 2 lbs/day. Alternative 3 would also result in decreases to CO and VOCs and increases to NO_X by 5 lbs/day, PM_{10} by 13 lbs/day, and $PM_{2.5}$ by 1 lb/day. Alternative 5 would result in increases to all criteria pollutants by 101 lbs/day of CO, 8 lbs/day of VOCs, 19 lbs/day of NO_X, 14 lbs/day of PM_{10}, and 3 lbs/day of $PM_{2.5}$.

Compared to the No Build in the horizon year 2050, Alternative 2 would result in decreases to CO, VOCs, and NO_X, while PM_{10} and $PM_{2.5}$ would increase by 4 lbs/day and 1 lb/day, respectively. Alternative 3 would also result in decreases to CO, VOCs, and NO_X, while PM_{10} and $PM_{2.5}$ would increase by 24 lbs/day and 3 lbs/day, respectively. Alternative 5 would result in increases to all emissions by 45 lbs/day of CO, 2 lbs/day of VOCs, 10 lbs/day of NO_X, 11 lbs/day of PM_{10}, and 2 lbs/day of $PM_{2.5}$.

For reference purposes, the SCAQMD uses 550 lbs/day as their incremental mass daily emissions threshold of significance for CO, 55 lbs/day as their incremental mass daily emissions threshold of significance for VOCs, NO_X, and $PM_{2.5}$, and 150 lbs/day as their incremental mass daily emissions threshold of significance for PM_{10}. These thresholds were established by the SCAQMD through its rulemaking authority and are designed to protect public health with an adequate margin of safety, and as thresholds to identify which projects may result in a regionally significant air quality emissions impact (SCAQMD 1993). The CO, VOCs, NO_X, PM_{10} and $PM_{2.5}$ emission increases are all lower than these SCAQMD thresholds.

The United States Environmental Protection Agency (USEPA) guidance for PM hot-spot analysis and interagency consultation was used to determine whether the Build Alternative is a project of air quality concern (POAQC). On December 21, 2023, the Transportation Conformity Working (TCWG) concurred that none of the Build Alternatives are a POAQC. The Build Alternatives meet the Federal Clean Air Act (FCAA) requirements and 40 CFR 93.116 without an explicit hot-spot analysis. None of the Build Alternatives would create a new, or worsen an existing, particulate matter less than 10 microns in size (PM_{10}) or particulate matter less than 2.5 microns in size ($PM_{2.5}$) violation.

Near-road nitrogen dioxide (NO_2) analysis requirements are still evolving, and quantitative analysis needs are not yet well-defined by government agencies. A qualitative analysis was included by comparing the Project's traffic volumes and fleet mix to those of Interstate 710 (I-710), for which near-road NO_2 monitoring data were collected. None of the Light-Duty-Vehicle-Equivalent traffic volumes for any scenario of the Project would exceed the I-710 Light-Duty-Vehicle-Equivalent traffic volume of 960,000. As all of the base-year and future-year traffic volumes

are less than those on I-710, the Project can be qualitatively assumed not to cause a near-road NO_2 problem. Additionally, other factors may affect near-road NO_2 values, such as meteorology, ozone concentrations, background NO_2 concentrations, and distance to receptors (15 meters).

A quantitative MSAT analysis determined that all the Build Alternatives' emissions are lower than the Existing emissions in 2030 and 2050. Additionally, the MSAT emissions for the Build Alternatives would either stay the same or decrease compared to the same year No Build Alternative. Several MSATs show small increases for Build Alternative 5 in 2030. DPM would increase for Build Alternative 3 in 2050 over the No Build Alternative (see Table 3.14.12 in Section 3.14, Air Quality). For comparative purposes, these increases were shown to be less than the SCAQMD mass emissions and localized thresholds for PM_{10} and $PM_{2.5}$ (of which DPM is a component). The level of increased DPM emissions would be less than the SCAQMD incremental mass emissions and localized thresholds for PM_{10} that are designed guideline values to evaluate and protect human health. Additionally, as documented in the SCAQMD MATES studies, the levels of MSATs have reduced substantially over the past 25 years, and significant decreases in health impacts are expected within the next 5 to 10 years.

The Build Alternatives incorporate implementation of Transportation System Management (TSM) and Transportation Demand Management (TDM) measures where feasible. Additionally, planned VMT reduction and GHG emissions measures, described in Section 4.3.4, would have beneficial effects on operational air quality emissions. All three Build Alternatives generate substantial congestion reductions and travel time improvement, therefore, long-term operational impacts for criteria pollutants and MSATs would not be adverse.

The Build Alternatives would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in nonattainment under an applicable NAAQS or CAAQS. Any impacts associated with the Build Alternatives would be less than significant. No mitigation is required.

c) Less Than Significant Impact. As discussed in Section 3.14 of this EIR/EIS, the sensitive receptors in the vicinity of the Project Corridor are single-family residences, apartments, senior housing, homeless shelters, hospitals, medical centers, recreation centers, and schools. The Build Alternatives may result in temporary, short-term construction-related increases in pollutant concentrations associated with construction equipment emissions and fugitive dust. However, implementation of Project Features PF-AQ-1 through PF-AQ-3, would address those potential short-term air quality impacts on sensitive receptors. Additionally, as discussed in Section 3.14 of this EIR/EIS, all three Build Alternatives generate significant congestion reductions and travel time improvements and would incorporate TSM and TDM measures as outlined in Chapter 2.0 of this EIR/EIS, therefore, long-term operational impacts for criteria pollutants, MSATs and regional impacts would not be adverse. The Build Alternatives would not expose sensitive receptors to substantial pollutant concentrations. Impacts associated with the Build Alternatives would be less than significant. No mitigation is required.

d) Less Than Significant Impact. The Build Alternatives would comply with construction standards adopted by the SCAQMD as well as with Caltrans' standardized procedures for minimizing air pollutants during construction.

Heavy-duty equipment in the vicinity of the Build Alternatives during construction would emit odors, primarily from the vendor trucks and heavy-duty off-road equipment exhaust. These odors may be noticeable to nearby sensitive receptors; however, they would be expected during any construction and not necessarily be objectionable. These odors would also dissipate quickly beyond 300 feet from their source and would be temporary in nature. Additionally, the construction-produced odors would cease to occur after construction is completed. No other sources of objectionable odors have been identified for the Project, and no mitigation measures are required. The Build Alternatives would comply with SCAQMD Rule 402 to minimize the likelihood of odor impacts.

SCAQMD Rule 402 regarding nuisances states:

> "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

The odor section of *State CEQA Guidelines* Appendix G has two parts: (1) whether air contaminants are emitted that cause injury, nuisance, or annoyance, and (2) whether the odors endanger health/safety or comfort, or cause injury/damage to business or property. The only known source of odors from the operation of the Build Alternatives would be vehicle exhaust. While vehicle exhaust can be considered annoying at close range, it is not anticipated that the Build Alternatives would emit any odors that would result in either condition at the distance of any sensitive receptor. Impacts would be less than significant, and no mitigation is required.

4.7.3.2 Avoidance, Minimization, and/or Mitigation Measures

Project Features PF-AQ-1 through PF-AQ-3 in Section 3.14 of this report would be implemented to help minimize or reduce emissions associated with construction activities or from operation of the Build Alternatives. Additionally, TSM/TDM features identified in Chapter 2 of this EIR/EIS, and VMT reduction and GHG reduction measures described further in this chapter would result in reductions in criteria pollutant and MSAT emissions levels.

4.7.4 Biological Resources

Would the Project:

Question	CEQA Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, or NOAA Fisheries?	Less Than Significant Impact With Mitigation Incorporated
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant Impact With Mitigation Incorporated
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant Impact With Mitigation Incorporated
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant Impact With Mitigation Incorporated
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

4.7.4.1 CEQA Significance Determinations for Biological Resources

The potential for the Build Alternatives to result in significant impacts to biological resources was assessed in the *Natural Environment Study* (February 2024); the *Jurisdictional Delineation* (April 2023); and Sections 3.17, Natural Communities; 3.18, Wetlands and Other Waters; 3.19, Plant Species; 3.20, Animal Species; and 3.21, Threatened and Endangered Species, and 3.22, Invasive Species, of this EIR/EIS. The following discussions are based on those analyses.

a) Less Than Significant with Mitigation Incorporated. There are 52 special-status plant species considered for their potential to occur in the Biological Study Area (BSA). Of the 52 special-status plant species, 13 are federally and/or State-listed as endangered or threatened species. However, habitat suitability for threatened or endangered plants species in the BSA was deemed low, and none were detected during biological surveys in 2022. One special-status plant species, the California black walnut *(Juglans californica*), was observed during

field surveys. The remaining non-listed plant species were identified as having a low potential to occur within the BSA due to lack of suitable habitat and ongoing disturbances. Native trees observed in the BSA include southern California black walnut, coast live oak *(Quercus agrifolia*), western sycamore (*Platanus racemosa*), Mexican elderberry (*Sambucus mexicana*), and arroyo willow (*Salix lasiolepis*). Non-native trees include Mexican fan palm (*Washingtonian robusta*), Brazilian peppertree (*Schinus terebinthifolia*), and tree of heaven (*Ailanthus altissima*), among others.

Results of a literature review indicated that there were 61 special-status animal species that have the potential to occur in the BSA. Similarly, habitat suitability for threatened or endangered animal species in the BSA was deemed low, and none were detected during the biological surveys in 2022. Based on field surveys, 17 special-status animal species that are not federally and/or State-listed as endangered or threatened were identified as having the potential to occur and/or have potentially suitable habitat present within the BSA. Two of those species are special-status avian species, and Cooper's hawk (*Accipiter cooperii*) and southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) have suitable foraging and nesting habitat present in the BSA. The other seven species include southern California legless lizard (*Anniella stebbinsi*), California glossy snake (*Arizona elegans occidentalis*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), coast horned lizard (*Phrynosoma blainvillii*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), San Diego desert woodrat (*Neotoma lepida intermedia*), and American badger (*Taxidea taxus*) and eight special-status bridge/culvert and crevice-dwelling animal species. The eight species include pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), spotted bat (*Euderma maculatum*), western mastiff bat (*Eumops perotis californicus*), silver-haired bat (*Lasionycteris noctivagans*), Yuma myotis (*Myotis yumanensis*), hoary bat (Lasiurus cinereus), and western yellow bat (*Lasiurus xanthinus*) Of the eight species listed above, Mexican free-tailed bats (*Tadarida brasiliensis*) and Yuma myotis maternity colony was confirmed at the Van Nuys Overhead Bridge 53-1362 during nighttime acoustic and emergence survey on August 19, 2021. Mexican free-tailed bat is a common bat species throughout southern California and is not a listed species. In addition, based on the field surveys, seven animal species listed as threatened or endangered were identified as having the potential to occur and/or have potentially suitable habitat present within the BSA. Those species include Crotch's bumble bee (*Bombus crotchii*), monarch butterfly (*Danaus Plexippus*), tricolored blackbird (*Agelaius tricolor*), southwestern willow flycatcher (*Empidonax traillii extimus*), coastal California gnatcatcher (*Polioptila californica californica*), least Bell's vireo (*Vireo bellii pusillus*), and mountain lion (*Puma concolor*).

Temporary Impacts

No southern California black walnut would be temporarily affected under the Build Alternatives. Coast live oak trees would be temporarily affected through tree trimming or where temporary ground disturbance would occur. The Build Alternatives would temporarily impact marginally suitable habitat for special-status plant species, but they are not likely to result in temporary impacts to individuals. To address potential temporary impacts to suitable habitat for special-status plant species, Measures PS-1 and PS-2, and Mitigation Measure

MM-PS-3 would be implemented. Project Features PF-NC-1 through PF-NC-3, Measures NC-1 through NC-3 and NC-5 through NC-8, and Mitigation Measure MM-NC-4, would also be implemented to protect plant species, oak trees, and other protected tree species.

Least Bell's vireo (LBVI) and southwestern willow flycatcher (SWWF) are not expected to be temporarily impacted by the Build Alternatives as no temporary impacts to marginally suitable riparian habitat for LVI and SWWF would occur.

Monarch butterfly is not anticipated to occur within habitat that would be temporarily affected by the Build Alternatives. However, temporary impacts to marginal California gnatcatcher (CAGN) CSS habitat would result from the Build Alternatives. Indirect temporary impacts to suitable monarch butterfly and CAGN habitat may include increased noise, vibration, dust, and lighting during construction activities. However, because those activities would be performed adjacent to highly traveled portions of I-405 and surface streets and the monarch butterfly and CAGN already experiences noise, vibration, dust, and lighting, indirect impacts are expected to be minimal, if present. Implementation of Project Features PF-NC-1 through PF-NC-3, and PF-AS-1, Measures NC-1 through NC-3, and Mitigation Measure MM-NC-4 would ensure that indirect impacts to suitable habitat for these species would be avoided, minimized, and/or mitigated and would not result in significant impacts.

Although mountain lions have not been documented to den within the BSA, the Build Alternatives would temporarily impact potential mountain lion denning habitat. Mountain lions may move around in the native habitats of the BSA and move between habitat areas, identified as wildlife crossings. Project Features PF-NC-1 through PF-NC-3, Measures NC-1 through NC-3, and Mitigation Measures MM-NC-4 would be implemented to address temporary impacts to mountain lion habitat. In addition, implementation of Measure TE-1 would require a pre-construction survey for denning mountain lions.

It is unlikely that Crotch's bumble bee would nest within the coastal sage scrub (CSS), chaparral, and annual brome grassland habitats that would be temporarily affected by the Build Alternatives; however, there is potential for the species to forage in and around the BSA. Indirect temporary impacts to suitable Crotch's bumble bee habitat include increased noise, vibration, dust, and lighting during construction activities. In addition, because those activities would be performed on and/or along highly traveled portions of I-405, indirect impacts are expected to be minimal. Project Features PF-NC-1 through PF-NC-3, Measures NC-1 through NC-3, and Mitigation Measure MM-NC-4 would be implemented to address temporary impacts to Crotch's bumble bee habitat. In addition, implementation of Measure TE-2 would require a pre-construction survey for Crotch's bumble bee.

The Build Alternatives are anticipated to temporarily impact suitable habitat for southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, and American badger. Project Features PF-NC-1 through PF-NC-3, Measures NC-1 through NC-3, and Mitigation Measure MM-NC-4 would be implemented to address temporary impacts to these species.

Construction of the Build Alternatives could also temporarily impact nesting birds protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code either directly as a result of the removal of trees occupied by nesting birds or disturbances to bridge and crevice habitat, or indirectly as a result of disturbances near trees occupied by nesting birds. Implementation of Project Feature PF-AS-1, which would restrict tree removal and trimming to the nonbreeding season and would protect nesting birds would reduce potential temporary adverse effects to nesting birds during construction.

Bat roosting habitat would be subject to temporary impacts, as construction activities would occur on roadways below several bridges and remove several trees that may provide suitable day-roosting and/or night-roosting habitat. Construction activities proposed on top of the bridges where bats are likely to roost are not anticipated to directly impact bat-roosting habitat. Indirect construction-related impacts could temporarily deter access to roost sites in the crevices of adjacent bridges, culverts, and overhead structures. Because those activities would be performed adjacent to highly traveled roadways, indirect impacts (i.e., noise, dust, night lighting, and human encroachment) are expected to be minimal. Project Feature PF-AS-2, Measures AS-2 through AS-11, and Mitigation Measures MM-AS-1 and MM-AS-12 would be implemented to reduce potential temporary impacts to bats and bridge- and crevice-nesting species during construction.

Permanent Impacts

Although the Build Alternatives would impact suitable habitat for special-status and threatened and/or endangered plant species, these plant species were not observed or otherwise detected during the surveys and therefore are considered unlikely to occur in the BSA. To address potential direct and indirect impacts, the Build Alternatives would implement Project Features PF-NC-1 through PF-NC-3 and PF-AS-1; Measures NC-1 through NC-3, PS-1, and PS-2; and Mitigation Measures MM-NC-4 and MM-PS-3.

No southern California black walnut would be permanently affected under the Build Alternatives. Coast live oak trees would be permanently affected through potential tree removal. Existing trees that are not in areas of removal would be protected in place by the implementation of Project Feature PF-NC-1 and the removal of large trees would be offset by the implementation of Measure NC-5, which would replace the removed trees at a 3:1 ratio (i.e., three trees planted for each one removed).

The Build Alternatives would not result in permanent impacts to southern California legless lizard, California glossy snake, coastal whiptail, coast horned lizard, San Diego black-tailed jackrabbit, San Diego desert woodrat, and American badger that have the potential but are not expected to occur within the BSA.

The Build Alternatives would not result in any permanent direct impacts on nesting birds. Humane eviction and exclusion of bats from a roost would be considered a permanent impact if the roost site remained sealed. Indirect noise impacts on bats and nesting birds from traffic on I-405 and area streets would be expected to be the same as under existing conditions.

With implementation of Project Features PF-AS-1 and PF-AS-2, Measures PS-1, and AS-2 through AS-11, and Mitigation Measures MM-AS-1 and MM-AS-12, potential direct and indirect permanent impacts to special -status animal species, including nesting birds, bats and bridge- and crevice-nesting species resulting from implementation of the Build Alternatives would be less than significant.

The Build Alternatives would permanently impact suitable habitat for threatened and/or endangered animal species including LBVI, SWWF, CAGN, Crotch's bumble bee, and monarch butterfly. However, LBVI, SWWF, CAGN, Crotch's bumble bee or monarch were not observed or otherwise detected during the surveys conducted within the BSA. Therefore, these species are unlikely to occur in the BSA and direct impacts are not expected due to the limited habitat present. With implementation of Project Features PF-NC-1 through PF-NC-3, and PF-AS-1; Measures NC-1 through NC-3, and PS-1 through PS-2; and Mitigation Measures MM-NC-4 and MM-PS-3, potential direct and indirect permanent impacts to threatened and/or endangered animal species resulting from implementation of the Build Alternatives would be less than significant.

Suitable mountain lion habitat and wildlife corridors would be directly affected through the widening of bridges and vegetation removal as discussed in Section 3.18, Natural Communities. Impacts to previously mitigated areas and the wildlife corridors would be addressed through the implementation of Measures NC-9 through NC-13. With implementation of Measures NC-9 through NC-13, potential impacts to wildlife corridors would be less than significant.

b) Less Than Significant Impact with Mitigation Incorporated. As detailed in Section 3.17, Natural Communities, the natural communities of special concern within the BSA include: California buckwheat scrub, California buckwheat scrub/annual grassland ecotone, coastal sage/chaparral scrub ecotone, coast live oak woodland and forest, coast live oak woodland/ornamental, California walnut groves, mixed mid elevation chaparral, elderberry woodlands, laurel sumac scrub, laurel sumac savannah, scrub grassland ecotone, mulefat scrub, mixed scrub, hollyleaf redberry chaparral, and sycamore woodland.

Temporary Impacts

Implementation of the Build Alternatives would result in temporary impacts to coastal sage/chaparral scrub ecotone, coast live oak woodland and forest, mixed mid elevation chaparral, and laurel sumac scrub. Construction activities that would result in temporary impacts to natural communities include construction staging, laydown areas, and temporary construction easements (TCEs) where vegetation removal, grubbing, and/or grading would occur. Indirect temporary impacts include those generated from construction-related activities (e.g., dust, potential fuel spills from construction equipment, construction-related runoff, or erosion). However, impacts associated with construction activities are temporary in nature and therefore would cease after the completion of construction. In addition, implementation of Project Feature PF-NC-1 would install ESA fencing along the edge of the habitat and adjacent to the construction area that would protect natural communities from potential impacts associated with construction. Therefore, the Build Alternatives would result in less than significant temporary impacts to natural communities.

Permanent Impacts

Permanent impacts to natural communities are anticipated due to the new retaining walls, new pavement, bridges, and roadway grading. Natural cover types that would be permanently affected by the Build Alternatives include California buckwheat scrub, California buckwheat scrub/annual grassland ecotone, coastal sage/chaparral scrub ecotone, coast live oak woodland and forest, coast live oak woodland/ornamental, laurel sumac scrub, mulefat scrub, mixed scrub, and sycamore woodland. Implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3 would protect natural communities from potential impacts associated with construction. Additionally, implementation of Mitigation Measure MM-NC-4 would require preparation of a Habitat Mitigation and Monitoring Plan (HMMP) for permanent and temporary project-related impacts on mapped sensitive natural communities.

Native protected trees are proposed to be removed and/or trimmed under the Build Alternatives, such as coast live oaks. Project Features PF-NC-1 through PF-NC-3, Measures NC-1 through NC-3 and NC-5 through NC-8, and Mitigation Measure MM-NC-4 would be implemented to further avoid, minimize, and mitigate impacts to coast live oaks and native woodland habitats.

With implementation of Project Features PF-NC-1 through PF-NC-3, Measures NC-1 through NC-3 and NC-5 through NC-8, and Mitigation Measure MM-NC-4, the Build Alternatives would not result in any substantial temporary or permanent impacts to any sensitive natural communities. Impacts would be less than significant with mitigation incorporated.

c) Less Than Significant Impact. As detailed in Section 3.18, Wetlands and Other Waters, the Jurisdictional Delineation Study Area (JDSA) is located in two watersheds and is equivalent to the BSA. The JDSA includes approximately 1.05 acres of nonwetland waters potentially subject to the United States Army Corps of Engineers (USACE)/Regional Water Quality Control Board (RWQCB) jurisdiction and approximately 1.53 acres of nonwetland waters potentially subject to CDFW jurisdiction. The Jurisdictional Delineation report identified 72 drainage features, of which 57 are mapped as non-jurisdictional stormwater control features (e.g., v-ditches). Features delineated as jurisdictional waters of the State and/or waters of the United States include Drainages D-1 (Ballona Creek), D-2 (Sawtelle Channel), D-69 (Los Angeles River), and 13 unnamed natural drainages (D-22, D-26, D-27, D-30, D-31, D-32, D-34, D-35, D-39, D-41, D-42, D-43, and D-44).

Temporary Impacts

There is the potential for temporary indirect water quality impacts through sediment introduction and transport downstream. Refer to the discussion in Section 3.10, Water Quality and Storm Water Runoff, regarding this issue. Identification and implementation of erosion, sedimentation, and pollution prevention BMPs in the Stormwater Pollution Prevention Plan (SWPPP; refer to Section 3.10) for the Build Alternatives that would avoid or minimize indirect impacts to jurisdictional areas during construction. Additionally, BMPs would be implemented to prevent loose soil or pollutants associated with the Project from inadvertently entering aquatic features, as detailed in Project Feature PF-WET-1 and Measure WET-1.

With implementation of Project Features PF-WQ-1 through PF-WQ-5 (Section 3.10), PF-NC-1 through PF-NC-3, and PF-WET-1 (Section 3.18), and Measures NC-1 and NC-2 and WET-1 (Section 3.18), potential temporary indirect impacts to jurisdictional areas would be less than significant.

Permanent Impacts

As outlined in Section 3.18, implementation of Alternative 2 would permanently impact 0.0003 acre of non-wetland waters of USACE and RWQCB jurisdictional area and 0.001 acre of CDFW jurisdictional area; implementation of Alternative 3 would permanently impact up to 0.0178 acre of non-wetland waters of USACE and RWQCB jurisdictional area and 0.025 acre of CDFW jurisdictional area; and implementation of Alternative 5 would permanently impact up to 0.0028 acre of non-wetland waters of USACE and RWQCB jurisdictional area and 0.01 acre of CDFW jurisdictional area. As such, implementation of the Build Alternatives would result in permanent impacts to non-wetland waters/waters of the State. Therefore, jurisdictional authorizations or permits from the USACE, RWQCB, and CDFW are anticipated. Compensatory mitigation will be required to compensate for the permanent impacts to jurisdictional aquatic resources and vegetation removal. Implementation of Mitigation Measure MM-NC-4, in Section 3.17, Natural Communities, would compensate for impacts on jurisdictional aquatic resources and their associated habitat. With implementation of Measures WET-2 through WET-4, it is anticipated that there would be less than significant impacts to wetlands and other waters.

With implementation of Project Features PF-WQ-1 through PF-WQ-5, PF-NC-1 through PF-NC-3, and PF-WET-1, Measures NC-1 and NC-2 and WET-1 through WET-4, and Mitigation Measure MM-NC-4; the Build Alternatives would result in less than significant impacts to wetlands and other waters, and no mitigation is required.

d) Less Than Significant Impact with Mitigation Incorporated. Wildlife movement in the BSA has been substantially constrained for many years by I-405 and human-made barriers (e.g., lack of suitable vegetative cover, existing roadways, stormwater conveyance structures, and fencing, along with the associated surrounding development). However, the BSA includes portions of the Mission Canyon Open Space, Sepulveda Pass Open Space, Getty View Park and Trailhead, Santa Monica Mountains National Recreation Area (SMMNRA), and other undeveloped areas around the Santa Monica Mountains that contain open space to other undisturbed lands. Portions of the Mission Canyon Open Space and the SMMNRA on the west side of I-405 correspond to natural landscape blocks as documented in the *California Essential Habitat Connectivity Project Report* (Spencer et al. 2010). The remaining portions of the BSA do not correspond to essential connectivity areas, natural landscape blocks, or potential riparian connections as documented in the *California Essential Habitat Connectivity Project Report*. The nearest natural landscape blocks to the east are approximately 8 miles near Mulholland Drive and US-101. The *South Coast Missing Linkages: A Wildland Network for the South Coast Ecoregion* (South Coast Wildlands 2008) also identifies Wildlife Linkages modeled with least cost corridors between large, preserved habitat blocks. The Missing Linkages Project identified a linkage between the Santa Susana Mountains and the Santa Monica Mountains but did not identify a linkage within the Santa Monica Mountains. As

described in Section 3.17, Natural Communities, one species of particular concern, the mountain lion (*Puma concolor*; one Southern California/Central Coast Evolutionarily Significant Unit [ESU] of mountain lion is a candidate listing as Threatened under the California Endangered Species Act), has been observed west of Skirball Center Drive Bridge. Additionally, wildlife movement occurs around the four crossing locations at the I-405; however, the I-405 freeway is still a significant barrier to wildlife movement, particularly to certain species such as mule deer, bobcat, mountain lion, and gray fox. Bat maternity/ roosting sites for Yuma myotis and Mexican free-tailed bat are also present within the BSA, as described in Section 3.20, Animal Species, at the Van Nuys Overhead Bridge 53-1362, and the maternity sites are considered wildlife nursery sites.

Temporary Impacts

During construction of the Build Alternatives, incremental increases in night lighting, noise, and human activity may temporarily deter wildlife movement due to increased noise and human activity. However, wildlife would likely continue to utilize the BSA when construction workers are not present, and equipment is not operating. Therefore, construction of the Build Alternatives would not result in any significant temporary impacts to wildlife movement.

Bat roosting habitat would be subject to temporary impacts, as construction activities would occur on roadways below several bridges and would remove several trees that may provide suitable day-roosting and/or night-roosting habitat. Construction activities proposed on top of the bridges where bats are likely to roost are not anticipated to directly impact bat-roosting habitat. Indirect construction-related impacts could temporarily deter access to roost sites in the crevices of adjacent bridges, culverts, and overhead structures. Because those activities would be performed adjacent to highly traveled roadways, indirect impacts (i.e., noise, dust, night lighting, and human encroachment) are expected to be minimal. Project Feature PF-AS-2, Measures AS-2 through AS-11, and Mitigation Measures MM-AS-1 and MM-AS-12 would be implemented to reduce potential temporary impacts to bats and bridge- and crevice-nesting species during construction.

Permanent Impacts

Implementation of the Build Alternatives is anticipated to directly impact wildlife movement corridors at the Sepulveda Boulevard undercrossing, the Bel Air Crest Road undercrossing, the Skirball Center Drive overcrossing, and Mulholland Drive Bridge. The Build Alternatives would also impact the previously installed exclusionary wildlife fencing along Sepulveda Pass by removing the fencing due to the widening of I-405. Temporary removal of the fencing may result in increased exposure, potentially allowing animals to cross areas that were previously protected.

At the Sepulveda Boulevard and Bel Air Crest Road undercrossings, the Build Alternatives are proposing to widen the bridge structures on both sides of I-405, which would involve the installation of new bridge footings and new signage on the new bridge deck, which would result in lengthening the wildlife crossing. The widening of the bridges would not preclude mountain lions or other wildlife from continuing their use of the underpasses as crossing points; however, the Build Alternatives would increase the length required to cross under the freeway from

278 feet to 310 feet at the Sepulveda Boulevard undercrossing and 202 feet to 264 feet at the Bel Air Crest Road undercrossing and remove a minor amount of vegetation adjacent to the undercrossings that serves as stepping-stone habitat. The next closest stepping-stone habitats near the Sepulveda Boulevard and Bel Air Crest Road undercrossings are located immediately adjacent to the undercrossing that contains mixed scrub habitat and mixed ornamental planting. The Build Alternatives would impact the vegetation previously installed as part of the I-405 Sepulveda Pass Widening and HOV project by removing native vegetation, altering the undercrossing side slopes with small benches for wildlife use, and removing the exclusionary fencing located along the Sepulveda Boulevard pass. At the Bel Air Crest Road undercrossing, the Build Alternatives would alter the small benches along the undercrossing.

At the Skirball Center Drive overcrossing, the Build Alternatives are proposing new pavement underneath the bridge. The widening of the lane through new pavement could reduce the likelihood of a mountain lion attempting to cross due to the less than favorable conditions (i.e., lack of cover) present within this area and increasing the length of the lanes to cross. Additionally, increasing the length of the lanes would reduce the amount of adjacent habitat that could be traversed along the edge of the existing I-405 and under the Skirball Center Drive overcrossing. The Build Alternatives would not impact previous implemented measures for wildlife movement implemented under the I-405 Sepulveda Pass Widening and HOV project.

At the Mulholland Drive, Alternative 2 is proposing new pavement within the existing paved median of the freeway. Alternatives 3 and 5 are proposing a new retaining wall, new pavement, and grading. The widening of the lane underneath the bridge would include the addition of new pavement and a new retaining wall necessary to construct the new lane. The widening of the lanes underneath the bridge could reduce the likelihood of a mountain lion attempting to cross due to the less than favorable conditions (i.e., lack of cover) by increasing the lanes and adjacent habitat. Alternative 2 would not affect Mulholland Drive Bridge which includes a wildlife movement corridor implemented as part of the I-405 Sepulveda Pass Widening and HOV project.

In order to address permanent impacts to wildlife corridors and the previously mitigated areas, implementation of Measures NC-9 through NC-13 would address impacts to wildlife movement and would be replaced and/or enhanced as a result of construction activities.

The Build Alternatives would not result in any permanent direct impacts on nesting birds. Humane eviction and exclusion of bats from a roost would be considered a permanent impact if the roost site remained sealed. Indirect noise impacts on bats and nesting birds from traffic on I-405 and area streets would be expected to be the same as under existing conditions. Project Features PF-AS-1 and PF-AS-2, Measures AS-2 through AS-11, and Mitigation Measures MM-AS-1 and MM-AS-12 would be implemented to reduce potential permanent direct and indirect impacts to nesting birds and bats, and bridge- and crevice-nesting species resulting from implementation of the Build Alternatives.

With implementation of Measures NC-9 through NC-13 and AS-2 through AS-11, and Mitigation Measures MM-AS-1 and MM-AS-12, the Build Alternatives' impacts to movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors would be less than significant with mitigation incorporated.

e) Less Than Significant Impact with Mitigation Incorporated. The City of Los Angeles Protected Tree Ordinance, Municipal Code 46.00-46.06 lists protected trees and shrubs (City of Los Angeles 2020) and is relevant to the BSA. Protected trees within the BSA and under the jurisdiction of the City of Los Angeles include California coast live oak (*Quercus agrifolia).* Native protected trees are proposed for removal and/or trimming under the Build Alternatives such as coast live oaks. Project Features PF-NC-1 through PF-NC-3, Measures NC-1 through NC-3 and NC-5 through NC-8, and Mitigation Measure MM-NC-4 would be implemented to further avoid and minimize impacts to coast live oaks and native woodland habitats. With mitigation incorporated, the Build Alternatives would result in less than significant impacts to local policies or ordinances protecting biological resources.

f) No Impact. The Project Corridor is located outside of any Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) designated reserve areas. Therefore, the Build Alternatives would not conflict with the provisions of an adopted NCCP/HCP, or other approved local, regional, or State habitat conservation plan. No mitigation is required.

4.7.4.2 Avoidance, Minimization, and/or Mitigation Measures

Measures NC-1 through NC-3 and NC-5 through NC-13 in Section 3.17; Measures AS-2 through AS-11 in Section 3.20; Measure PS-1 and PS-2 in Section 3.19; and Measures WET-1 through WET-4 in Section 3.18, and Measures TE-1 and TE-2 in Section 3.21 would also be implemented. Additionally, Mitigation Measures MM-NC-4 in Section 3.17, Mitigation Measures MM-PS-3 in Section 3.19, Mitigation Measures MM-AS-1 and MM-AS-12 in Section 3.20 would be implemented. These project features and measures would be implemented to ensure that impacts to biological resources associated with natural communities, wetlands, plant communities, animal communities, and invasive species would be less than significant or mitigated to less than significant.

4.7.5 Cultural Resources

Would the Project:

Question	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	Less Than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less Than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact

4.7.5.1 CEQA Significance Determinations for Cultural Resources

The potential for the Build Alternatives to result in significant impacts related to cultural resources was assessed in the *Historic Property Survey Report* (HPSR, April 2024), *Finding of No Adverse Effect* (June 2024), and Section 3.8, Cultural Resources, of this EIR/EIS. The section also compiles information from technical studies that accompany the HPSR, including the *Archaeological Survey Report* (ASR, February 2024) and the *Historical Resources Evaluation Report* (HRER, April 2024). The following discussions are based on those analyses. In accordance with Public Resources Code (PRC) Section 21080.3.1 and Assembly Bill (AB) 52, Caltrans initiated early consultation with California Native American Tribes in May 2021. Refer to Chapter 5 of this EIR/EIS for detailed information pertaining to California Native American Tribe consultation.

a) **and b) Less Than Significant Impact.** Research did not identify any properties in the Area of Potential Effects (APE) for the Build Alternatives that were previously listed in or determined eligible for listing in the National Register of Historic Places (NRHP). However, as a result of the current study, one property in the APE was determined eligible for listing in the NRHP. Hotel Angeleno, located at 170 North Church Lane in Brentwood, was determined eligible for listing in the NRHP and the California Register of Historical Resources (CRHR) under Criteria C/3 as an excellent example of a Mid-Century Modern hotel tower, for this undertaking. In addition, the current study identified the large Brentwood Glen Historic District (BGHD), which overlaps the APE on the west side of Church Lane south of Sunset Boulevard. Pursuant to the Caltrans Section 106 Programmatic Agreement (PA) Stipulation VIII.C.4, the Hotel Angeleno and BGHD are assumed eligible for listing in the NRHP for this undertaking. Both the Hotel Angeleno and the BGHD are also considered a historical resource for purposes of CEQA. No other properties in the APE were determined eligible for listing in either the NRHP or the CRHR. Refer to Tables 3.8.2 and 3.8.3 in Section 3.8, Cultural Resources, for a list of built-environment resources within the Project APE.

   It has also been determined that a Finding of No Adverse Effect to historic properties is appropriate because the Build Alternatives would not result in any adverse effects to the significance of Hotel Angeleno or the BGHD. The SHPO has concurred with this determination under Section 106. Similarly, the Build Alternatives would not result in any substantial adverse changes (*State CEQA Guidelines* Section 15064.5(b)) to the significance of these resources and, therefore, would have a less than significant impact on them.

   No archaeological resources requiring evaluation were identified in the APE through archival research, consultation, or field survey, and based on known resources, the APE is not sensitive in terms of archaeological resources.

   However, there is the potential to encounter unknown buried cultural resources in the Project Corridor during construction of the Build Alternatives. If buried cultural resources are exposed during construction, it is Caltrans' policy that work in the area must halt until a qualified archaeologist can evaluate the nature and significance of the find. In the event that previously unknown buried cultural materials are encountered during construction, compliance with Project Feature PF-CR-1, potential impacts to previously unknown cultural resources would be less than significant. No mitigation is required.

c) Less Than Significant Impact. No human remains are known to exist within the APE. Therefore, construction of the Build Alternatives would not impact known human remains. If human remains are exposed during construction, Project Feature PF-CR-2 requires compliance with State Health and Safety Code Section 7050.5, which states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains and that the Los Angeles County Coroner shall be contacted. Pursuant to California PRC Section 5097.98, if the remains are thought to be Native American, the Coroner would notify the Native American Heritage Commission (NAHC), which would then notify the Most Likely Descendant (MLD). At the same time, the Caltrans District 7 Environmental Branch Chief or the District 7 Native American Coordinator would be contacted so they may work with the most likely descendant on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable. With implementation of Project Feature PF-CR-2, the impact related to the disturbance of human remains would be less than significant, and no mitigation is required.

4.7.5.2 Avoidance, Minimization, and/or Mitigation Measures

None are required.

4.7.6 Energy

Would the Project:

Question	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less Than Significant Impact

4.7.6.1 CEQA Significance Determinations for Energy

State CEQA Guidelines Section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project's energy use to determine if the Project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy resources. The potential for the Build Alternatives to result in significant impacts related to energy was assessed in the *Energy Analysis Report* (April 2025) and Section 3.16, Energy, of this EIR/EIS. The following discussions are based on those analyses.

a) Less Than Significant Impact. The purpose of the Build Alternatives is to improve traffic conditions on I-405, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose lanes, increase person throughput, and apply technology to help manage traffic. The Build Alternatives would result in indirect but temporary fuel and electricity usage during construction and maintenance and indirect electricity consumption during operation as well as direct operational fuel consumption (i.e., vehicles using the facility).

Indirect Energy (Construction): Construction of the Build Alternatives would primarily consume diesel and gasoline through operation of heavy-duty construction equipment, material deliveries, and debris hauling. Temporary construction trailers and site lighting would also consume electricity (kWh). As described in Section 3.16, Energy, the construction energy used was estimated for the Build Alternatives using Caltrans Construction Emissions Tool 2021 (CAL-CET2021), Version 1.0, which is consistent with the guidance provided by Caltrans for evaluating construction impacts from roadway projects. The CAL-CET2021 results were used to quantify construction-related energy usage generated by construction of the Build Alternatives and are presented in Table 3.16.5 in Section 3.16, Energy.

As indicated in Section 3.16, energy use associated with construction of Alternative 2 is estimated to result in the short-term consumption of 134,248 gallons of fuel from gasoline-powered equipment, 481,974 gallons of fuel from diesel-powered equipment, and 129,137 kilowatt-hours (kWh) of energy from construction trailers and lighting. Construction of Alternative 3 is estimated to result in the short-term consumption of 328,950 gallons from gasoline-powered equipment, 1,202,714 gallons from diesel-powered equipment, and 379,123 kWh from construction trailers and lighting. Construction of Alternative 5 is estimated to result in the short-term consumption of 289,642 gallons from gasoline-powered equipment, 1,058,677 gallons from diesel-powered equipment, and 333,732 kWh from construction trailers and lighting. These energy use estimates represent a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary and not a permanent new source of energy demand, and demand for fuel would have no noticeable effect on peak or baseline demands for energy.

Additionally, indirect energy would be consumed from equipment and vehicles required for preventative and corrective maintenance. These activities would require gasoline and diesel equipment, such as trimmers and pavers and light-duty work trucks. Because the Build Alternatives would improve conditions of I-405, the Build Alternatives would reduce the frequency of required maintenance activity compared to the No Build Alternative and existing conditions. Thus, implementation of the Build Alternatives would reduce indirect maintenance energy compared to the No Build Alternative and existing conditions.

Further, streetlights required for the operation of the Build Alternatives would result in electricity consumption. Light-emitting diode (LED) fixtures would be used wherever streetlights are installed or replaced. Although the Build Alternatives would result in a net increase in the number of streetlights, the Build Alternatives have been designed to conserve energy with LED fixtures, resulting in overall lower consumption of indirect energy for the same amount of lighting. Under the No Build Alternative, less efficient technology would continue to be used. Therefore, the Build Alternatives would result in an overall lower consumption of indirect energy during future operation.

Implementation of Project Feature PF-AQ-1 and PF-AQ-2 would address energy impacts resulting from construction activities by compliance with Caltrans' Standard Specifications and the use of Tier 4 Interim or Tier 4 Final engines.

Therefore, the Build Alternatives would not result in inefficient, wasteful, and unnecessary consumption of energy.

Direct Energy (Mobile Sources): As described in Section 3.16 of this EIR/EIS, compared to the No Build Alternative, Alternative 2 would decrease direct energy by 3,659 British thermal units (BTUs) under opening (2030) year conditions and by 48,712 BTUs under design (2050) year conditions. Alternative 3 would increase direct energy by 148,078 BTUs and 158,195 BTUs under opening (2030) and design (2050) year conditions, respectively. Alternative 5 would increase direct energy by 174,231 BTUs and 95,617 BTUs under opening (2030) and design (2050) year conditions, respectively. The transportation improvements implemented by the Build Alternatives would improve traffic flow during peak travel demand periods and reduce stop-and-go conditions, resulting in a more efficient use of direct energy relative to the No Build Alternative.

Compared to Existing (2019) conditions, operation of any of the Build Alternatives or the No Build Alternative under both Opening and Horizon Year conditions would decrease total energy. Compared to the No Build Alternative, total energy use by any Build Alternative under both future year conditions is expected to increase. The total energy consumption of any of the Build Alternatives would be lower than the existing (2019) conditions even with the background growth in VMT. However, all Build Alternatives would result in total energy consumption increases compared to the No Build Alternative, resulting in greater background VMT increases in both 2030 and 2050. Direct energy represents the majority of energy consumption under any Build Alternative. Construction activities would result in an additional one-time consumption of 82,793 to 206,068 BTUs of indirect energy, depending on the alternative (see Tables 3.16.5 and 3.16.6 in Section 3.16). The Build Alternatives are intended to encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose lanes, increase person throughput, and apply technology to help manage traffic on I-405. Additionally, the Build Alternatives would implement Transportation System Management (TSM) and Transportation Demand Management (TDM) measures. As such the Build Alternatives would not result in a wasteful, inefficient, or unnecessary consumption of energy.

Therefore, the Build Alternatives would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. No mitigation is required.

b) Less Than Significant Impact. The Build Alternatives would improve travel time reliability within the Project Corridor and improve traffic flow by reducing congestion and increasing vehicle speeds. As discussed in Section 3.16, vehicles traveling at free-flow speeds are more fuel efficient. Alternatives 2 and 3 show sufficient efficiency improvements to increase total energy use percentages less than their VMT percent increases. The efficiency improvements in Alternative 5 would not be sufficient to result in total energy use increase percentages that would be less than the VMT percentage increases in 2030 but by 2050, Alternative 5 would show sufficient efficiency improvements to offset the VMT percent increases. The Project design and direct energy conservation features of all Build Alternatives are therefore consistent with energy regulations and policies promoting energy efficiency and renewable energy.

The indirect energy expenditure required for construction of any of the Build Alternatives would be necessary to achieve the direct energy benefits discussed above. While indirect energy would be consumed during construction, Project design features and BMPs would be implemented to conserve energy and reduce diesel fuel consumption (refer to the Indirect Energy Section under Construction). Future maintenance equipment would use renewable diesel, consistent with the State's In-Use Regulation. The new and replaced streetlights would use LED fixtures, thus achieving operational improvements in energy efficiency. The design of the Build Alternatives and indirect energy conservation features are therefore consistent with energy regulations and policies promoting energy efficiency and renewable energy.

The Build Alternatives would not conflict with or obstruct regional plans for renewable energy or energy efficiency.

4.7.6.2 Avoidance, Minimization, and/or Mitigation Measures

Project Features PF-AQ-1 and PF-AQ-2 and TSM/TDM, VMT, and the Caltrans Toolbox GHG Reduction Measures listed in Section 4.2.4.2 would be implemented to ensure the Build Alternatives would result in less than significant energy impacts.

4.7.7 Geology

Would the Project:

Question	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
ii) Strong seismic ground shaking?	Less Than Significant Impact
iii) Seismic-related ground failure, including liquefaction?	Less Than Significant Impact
iv) Landslides?	Less Than Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less Than Significant Impact

Question	CEQA Determination
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant with Mitigation Incorporated

4.7.7.1 CEQA Significance Determinations for Geology and Soils

The potential for the Build Alternatives to result in significant impacts related to geology and soils was assessed in the *District Preliminary Geotechnical Report* (April 2023) and the *Paleontological Identification Report and Paleontological Evaluation Report* (PIR/PER, January 2024), and Sections 3.11, Geology/Soils/Seismic/Topography, and 3.12, Paleontology, of this EIR/EIS. The following discussions are based on those analyses.

a) i) Less Than Significant Impact. Several major faults are located in the vicinity of the Project Corridor, including the Santa Monica Fault, the Hollywood Fault, the Newport Inglewood Fault, the Compton Fault, and the Palos Verdes Fault. Additionally, the study area directly crosses the Santa Monica Fault. The Santa Monica Fault and Hollywood Fault are both active and zoned within Alquist-Priolo earthquake fault zones.

Construction activities could be affected by ground motion from seismic activities. Implementation of safe construction practices and compliance with Caltrans and the California Division of Occupational Safety and Health (Cal-OSHA) safety requirements would minimize the impacts to worker safety during construction activities. Additionally, as identified in Minimization Measure GEO-1 (see Section 3.11, Geology/Soils/Seismic/ Topography), conditions along the Project Corridor would be evaluated through a site-specific investigation as part of the engineering design of the Build Alternatives. The results of this investigation would inform the final engineering design of the Build Alternatives. Design and construction of the proposed improvements would adhere to the Caltrans *Highway Design Manual (HDM)* (2024) and other required standards, as well as recommendations from the Structure Foundation Report and the Geotechnical Design Report, as included in Measure GEO-1. Therefore, impacts related to rupture of an Alquist-Priolo Earthquake Fault would be less than significant.

a) ii) Less Than Significant Impact. The principal seismic hazard in the vicinity of the Project Corridor is ground shaking resulting from an earthquake along one of several major active or potentially active faults that could damage I-405 facilities and structures**.** Nearby active or potentially active surface faults include the Santa Monica Fault, the Hollywood Fault, the Newport Inglewood Fault, the Compton Fault, and the Palos Verdes Fault. The nearest active or potentially active fault crosses the Project Corridor at the southern base of the Santa Monica Mountains; as a result, moderate-to-intense ground shaking should be anticipated within the Project Corridor in the event of an earthquake.

As indicated above in Response 4.7.7.1(a)(i), structures including overheard signs proposed under the Build Alternatives would comply with Caltrans and Cal-OSHA safety requirements, implement Measure GEO-1, and adhere to the HDM and other required design standards for seismic ground shaking. Therefore, impacts to the Project Corridor related to strong seismic ground shaking would be less than significant.

a) iii) Less Than Significant Impact. The portion of the Project Corridor that is located adjacent to the Los Angeles National Cemetery in West Los Angeles is mapped by the California Geological Survey as being in a zone that is susceptible to earthquake-induced liquefaction. Liquefaction is a phenomenon whereby saturated granular soils lose their inherent shear strength due to increased pore water pressures, which may be induced by conditions such as an earthquake. Liquefaction is generally considered possible when the depth to groundwater is less than 50 feet below the ground surface. Historically high groundwater levels in the Project Corridor vary between ground surface (0 feet) to 40 feet below ground surface along the I-405 Project segment. As shown in Table 3.11.2 in Section 3.11, Geology/Soils/Seismic/Topography, current groundwater depths south of the Project limits (Palms Boulevard) to Sunset Boulevard may vary from approximately 30 feet to over 100 feet. The groundwater depths in the northern section may vary from approximately 10 feet to below 27 feet. Groundwater may vary locally, with potential for shallow conditions along major streams and tributaries. Depending on locally specific conditions, liquefaction has the potential to affect the Project Corridor.

Construction activities could be affected by ground motion from seismic activities. Liquefaction could occur in areas with artificial fill if an earthquake were to occur during construction. As indicated above in Response 4.7.7.1(a)(i), the Build Alternatives would comply with Caltrans and Cal-OSHA safety requirements, implement Measure GEO-1, and adhere to the HDM and other required design standards related to seismic-related ground failure, including liquefaction. Therefore, impacts related to liquefaction would be less than significant.

a) iv) Less than Significant Impact. The portion of the Project Corridor that crosses through the Santa Monica Mountains is defined as a landslide risk zone. Seismically induced slope failure is slope failure (landslide) that is triggered by seismic shaking. Rockfall is a hazard that is typically encountered in steep Mountainous terrane where rock can be dislodged from natural or cut slopes that are adjacent to the roadway.

Construction activities could be affected by ground motion from seismic activities. Loose soils have been identified in the vicinity of the Project Corridor; therefore, there is potential for seismic-induced slope failure (landslides) and rock fall. As indicated above in Response 4.7.7.1(a)(i), the Build Alternatives would comply with Caltrans and Cal-OSHA safety requirements, implement Measure GEO-1, and adhere to the Caltrans HDM and other required design standards related to landslides. Therefore, impacts to the Project Corridor related to landslides would be less than significant.

b) Less Than Significant Impact. The total disturbed surface area during the construction of Alternative 2 would be 3.91 acres and the total disturbed surface area during the construction of Alternatives 3 and 5 would be approximately 78.95 acres. Construction activities including grading, excavation, and clearing and grubbing would expose and disturb soil, increasing the potential for soil erosion during construction compared to existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. During all construction activities for the Build Alternatives the construction contractor would be required to adhere to the requirements of the General Construction Permit and to implement erosion and sediment control BMPs specifically identified in the Project Storm Water Pollution Prevention Plan (SWPPP) to keep sediment from moving off site into receiving waters and impacting water quality. Erosion impacts related to water quality due to construction are specifically evaluated in Section 3.10, Water Quality and Storm Water Runoff, of this EIR/EIS. Appropriate BMPs have been incorporated into the design to address potential soil erosion during operation of the Build Alternatives. Additionally, the revegetation of graded slopes specified in Project Feature PF-GEO-1 would be performed prior to construction of the Build Alternatives, which would address soil erodibility. With implementation of Project Features PF-WQ-1 through PF-WQ-5 in Section 3.10 and Project Feature PF-GEO-1, potential soil erosion impacts would be less than significant.

c) Less Than Significant Impact. Soil subsidence occurs when large amounts of groundwater have been withdrawn from certain types or rocks, such as fine-grained sediments. When water is withdrawn, the rock falls in on itself and over large areas can result in occurrences such as sinkholes. The City of Los Angeles is bounded by several mountain ranges and is characterized by many hillsides, making it generally susceptible to soil subsidence. Additionally, the City of Culver City General Plan calls out certain areas of the Baldwin Hills as historically showing earth movements and subsidence. However, as discussed in the *District Preliminary Geotechnical Report* (April 2023), the Project alignment is not located within an area of known ground subsidence and the potential for ground subsidence at the Project is considered remote. Therefore, impacts related to soil subsidence would be less than significant.

Lateral spreading, the horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face (unsupported vertical slope face), is typically associated with liquefaction of subsurface layer(s) near the bottom of an exposed slope. Due to the topography of the Project Corridor, there is a potential for lateral spreading. As discussed in Response 4.7.7.1(a), conditions along the Project Corridor would be evaluated through a site-specific investigation as part of the engineering design of the Build Alternatives. The results of this investigation would inform the final engineering design of the Build Alternatives. Therefore, with implementation of Measure GEO-1, the potential for impacts related to lateral spreading would be less than significant.

As previously discussed, a portion of the Project Corridor that crosses through the Santa Monica Mountains is defined as a landslide risk zone and the portion of the corridor that is located adjacent to the Los Angeles National Cemetery in West Los Angeles is mapped by the California Geological Survey as being in a

zone that is susceptible to earthquake-induced liquefaction. These conditions would be determined through a geotechnical investigation as part of the engineering design of the Build Alternatives (Measure GEO-1). Therefore, with implementation of Measure GEO-1, impacts related to unstable soil or an unstable geologic unit would be less than significant.

d) Less Than Significant Impact. As discussed in the *District Preliminary Geotechnical Report,* soils along the Project alignment are predominantly granular and sandy/silty in nature. Additional interbedded layers of lean clay are concentrated in the southern portion of the Project Corridor. The clayey surficial soils are expected to expand when wet and crack upon drying. However, as identified in Measure GEO-1, soil conditions along the Project Corridor would be evaluated through a site-specific investigation as part of the engineering design of the Build Alternatives. The results of this investigation would inform the final engineering design of the Build Alternatives. Design and construction of the proposed improvements would adhere to the HDM and other required standards, as well as recommendations from the Structure Foundation Report and the Geotechnical Design Report, as included in Measure GEO-1. Therefore, impacts to the Project Corridor related to expansive soils would be less than significant.

e) No Impact. The Build Alternatives would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils and would not connect to existing public wastewater infrastructure. Therefore, the Build Alternatives would not result in impacts related to septic tanks or alternative wastewater disposal methods.

f) Less Than Significant With Mitigation Incorporated. As discussed in Section 3.12, Paleontology, geologic mapping indicates the Project Corridor contains Artificial Fill; Alluvium; Young Alluvial Fan Deposits, Unit 1; Young Alluvial Fan Deposits, Unit 2; Young Alluvium, Unit 2; Old Alluvial Fan Deposits, Unit 2; Old Shallow Marine Deposits on Wave-Cut Surface; the Modelo Formation; the Topanga Group, Undivided; and the Santa Monica Slate. Old Alluvial Fan Deposits, Unit 2; Old Shallow Marine Deposits on Wave-Cut Surface; the Modelo Formation; and the Topanga Group, Undivided have the potential to contain scientifically important fossils. These geologic units are considered to have high paleontological sensitivity.

Construction of the Build Alternatives would require ground disturbance, excavation, and modifications to existing freeway and local street facilities and structures. Excavation activities associated with the Build Alternatives are anticipated to extend from 1 to 30 feet below the surface, and therefore, the Build Alternatives would have the potential to impact scientifically important, nonrenewable paleontological resources. With implementation of Project Feature PF-PAL-1 (as identified in Section 3.12, Paleontology), which would require that work stop if unanticipated paleontological resources are discovered during construction, and Mitigation Measure MM-PAL-1 (as identified in Section 3.12), which would require preparation and implementation of a Paleontological Mitigation Plan (PMP), potential impacts to paleontological features would be reduced to less than significant with mitigation incorporated.

4.7.7.2 Avoidance, Minimization, and/or Mitigation Measures

Measure GEO-1 in Section 3.11 would be implemented to ensure impacts related to geology and soils would be less than significant. In addition, Mitigation Measure MM-PAL-1 in Section 3.12 would reduce potential impacts to paleontological resources to less than significant.

4.7.8 Greenhouse Gas Emissions

Would the Project:

Question	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

4.7.8.1 CEQA Significance Determinations for Greenhouse Gas Emissions

The potential for the Build Alternatives to result in significant impacts related to greenhouse gas (GHG) emissions was assessed in the *Air Quality Report* (March 2025) and Section 4.2, Climate Change. Refer to Section 4.2 for additional discussion of GHG emissions.

Assembly Bill (AB) 32, Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006, codified the 2020 GHG emissions reduction goals as outlined in State Executive Order (EO) S-3-05, while further mandating that the California Air Resources Board (CARB) create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

State CEQA Guidelines Section 15064.4 states that when assessing the significance of impacts from GHG emissions on the environment, the lead agency should consider, among other factors, the extent to which the Project may increase or reduce GHG emissions as compared to the existing environmental setting. While comparing future Build to future No Build conditions may be useful in determining significant impacts and in establishing the extent of project-level measures to reduce GHG emissions from the Project, CEQA and the *State CEQA Guidelines* remain focused on the comparison of future conditions with the Project compared to existing conditions.

a) Less than Significant Impact. Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. The construction GHG emissions estimated for

the Build Alternatives are shown in Tables 4.3 through 4.5 (in Section 4.2.3). Although GHGs would be emitted during construction, implementation of Project Features PF-AQ-1 and PF-AQ-2 and Measures GHG-1 and GHG-2 would reduce the GHG emissions from construction of the Build Alternatives.

The Build Alternatives would result in GHG emissions during operation due to VMT. Table 4.2 (in Section 4.2.3) shows the modeled annual carbon dioxide (CO_2) emissions and VMT by Alternative. The No Build Alternative and all three Build Alternatives would result in a net decrease in CO_2 emissions in Opening Year (2030) and Horizon Year (2050) compared to the Existing (2019) condition. The Opening Year (2030) and Horizon Year (2050) scenarios for Alternatives 3 and 5 would show increases in VMT, both in the general purpose and managed lanes, while only showing slight increases in long-term regional vehicle GHG emissions compared to their respective No Build Alternative. Alternative 2 would show increases in VMT while showing decreases in long-term regional vehicle GHG emissions compared to the No Build Alternative. Although the Build Alternatives would increase traffic volumes, there would likely be long-term GHG benefits through improved operations and smoother pavement surfaces.

With implementation of Measures GHG-1 and GHG-2, identified in Section 4.2.4, and Project Features PF-AQ-1 and PF-AQ-2, construction and operation of the Build Alternatives would not result in the generation of GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be less than significant, and no mitigation is required.

b) Less Than Significant Impact. The Proposed Project would be consistent with the GHG emissions reduction goals described in the Los Angeles County General Plan 2035, City of Los Angeles General Plan (Mobility Element), City of Culver City General Plan, and SCAG's Connect SoCal 2024 RTP/SCS. The RTP/SCS complies with the emission reduction targets established by CARB and meets the requirements of Senate Bill (SB) 375, as codified in Government Code Section 65080(b) et seq., by achieving per-capita GHG emission reductions relative to 2005 of 8 percent by 2020 and 19 percent by 2035, which meets or exceeds the targets set by CARB. As required by SB 375, the SCS outlines growth strategies that better integrate land use and transportation planning and help reduce the State's GHG emissions from cars and light trucks. The Build Alternatives are currently included in the future commitments section of the Connect SoCal 2024 RTP/SCS. (Project ID: 1162S012). The Build Alternatives would assist the region with its overall goals to reduce vehicle-related GHGs by relieving congestion and improving traffic flow, thereby reducing emissions. This is consistent with the RTP/SCS-identified strategies to manage congestion by maximizing the current system and ensuring it operates with maximum efficiency and effectiveness. Therefore, the Build Alternatives would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of GHGs. Impacts would be less than significant, and no mitigation is required.

4.7.8.2 Avoidance, Minimization, and/or Mitigation Measures

Measures GHG-1 and GHG-2 in Section 4.2, Climate Change, would be implemented to ensure impacts related to GHG emissions would be less than significant.

4.7.9 Hazards and Hazardous Materials

Would the Project:

Question	CEQA Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less Than Significant Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

4.7.9.1 CEQA Significance Determinations for Hazards and Hazardous Materials

The potential for the Project to result in significant impacts related to hazards and hazardous materials was assessed in the *Phase I Initial Site Assessment* (ISA, February 2023), *Asbestos and Lead-Based Paint Survey Report* (April 2024), the *Aerially Deposited Lead Investigation Report* (June 2024), and in Section 3.13, Hazardous Waste/Materials, of this EIR/EIS. The following discussions are based on those analyses.

a) Less Than Significant Impact. Through excavation, demolition, and construction activities, the Build Alternatives have the potential to encounter contaminated soil and groundwater, aerially deposited lead, polychlorinated biphenyls, pavement-marking materials, pesticides, asbestos-containing materials (ACMs), lead-based paint (LBP), herbicides and pesticides, treated wood waste, and Title 22 metals.

Typical hazardous materials anticipated to be used during construction of the Build Alternatives (e.g., solvents, paints, fuels) and hazardous wastes generated during construction would be handled in accordance with applicable federal and State regulations and Caltrans policies regarding the use, storage, handling, disposal, and transport of these materials.

As discussed in Section 3.13, Hazardous Waste/Materials, aerially deposited lead (ADL), ACMs, and LBP studies were conducted along the I-405 ROW within the proposed disturbance limits and no hazardous materials were identified. Although ADL was not identified, Project Feature PF-HAZ-1 requires proper removal, handling and disposal of ADL if it is identified during construction. If site conditions or Project limits change during final design, additional ADL studies would be performed. Additionally, during final design, electrical transformers and equipment would be evaluated for polychlorinated biphenyl (PCB) content or releases as detailed in Measure HAZ-1. Project Features PF-HAZ-2, PF-HAZ-3, and PF-HAZ-5 would also require Caltrans special provisions as part of final design to ensure proper removal, handling, and disposal of traffic striping waste, ACMs, and LBPs at a permitted disposal facility and proper management or disposal of treated wood waste in accordance with current California Department of Toxic Substances Control (DTSC) guidance. Monitoring of soil excavation for the possible presence of unknown hazardous material sources would be required during excavation as required by Project Feature PF-HAZ-4. In addition, the Build Alternatives would be required to adhere to State and federal regulations with respect to the use, generation, and disposal of hazardous waste/materials during construction and operation of the Build Alternatives. Based on an urbanized study area and adherence to regulatory requirements, the Build Alternatives would not result in potentially significant temporary or permanent hazardous waste/materials impacts. No mitigation is required.

b) Less Than Significant Impact. The Build Alternatives would not create a substantial hazard to the public or the environment through any reasonably foreseeable upset or accident conditions involving the release of hazardous materials. As discussed in Response 4.7.9.1(a) above, routine hazardous materials such as paint, solvents, and fuel would be used, handled, stored, disposed of, and transported during construction of the Build Alternatives in accordance with applicable local, State, and federal regulations. Routine maintenance activities during operation of the Build Alternatives would be required to follow applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous materials. Hence, operation of the Build Alternatives would not result in a potentially significant permanent impact related to transport or upset of hazardous waste and materials. No mitigation is required.

c) Less Than Significant Impact. As detailed in Table 3.3.4 of Section 3.3, Community Character, of this EIR/EIS, the following public schools are located within 0.25 mile of the alignment of the Project:

1. Bassett Street Elementary at 15756 Street, Los Angeles
2. Clover Avenue Elementary at 11020 Clover Avenue, Los Angeles
3. Charnock Road Elementary at 11133 Charnock Road, Los Angeles

4. Daniel Webster Middle at 11330 West Graham Place, Los Angeles
5. Richland Avenue Elementary at 11562 Richland Avenue, Los Angeles
6. Nora Sterry Elementary at 1730 Corinth Avenue, Los Angeles

Additionally, as detailed in Table 3.3.5 of Section 3.3, the following private and charter schools are located within 0.25 mile of the alignment of the Project:

1. Hesby Oaks Leadership Charter at 15530 Hesby Street, Los Angeles
2. St. Cyril of Jerusalem Elementary at 4548 Haskell Avenue, Los Angeles
3. Magnolia Science Academy 4 at 11330 West Graham Place, B-9, Los Angeles
4. Citizens of the World Charter School Mar Vista at 11561 Gateway Boulevard, Los Angeles
5. Ivy Bound Academy of Math, Science, and Technology Charter Middle at 15355 Morrison Street, Los Angeles
6. Windward School at 11350 Palms Boulevard, Los Angeles
7. Arete Preparatory Academy at 11500 W Olympic Boulevard, Ste. 318, Los Angeles
8. Wise School at 15500 Stephen S Wise Drive, Los Angeles
9. Milken Community School at 15800 Zeldins Way, Los Angeles
10. Curtis School at 15871 Mulholland Drive, Los Angeles
11. Fusion Academy at 1640 South Sepulveda Boulevard, Ste. 100, Los Angeles
12. New Horizon School Westside at 1819 Sawtelle Boulevard, Los Angeles
13. Emek Hebrew Academy Teichman Family Torah Center at 15365 Magnolia Boulevard, Los Angeles
14. St. Joseph’s Academy at 6443 Firmament Avenue, Los Angeles

No schools are known to be planned within 0.25 mile of the alignment of the Project.

As discussed in Responses 4.7.9.1(a) and (b) above, routine hazardous materials such as paint, solvents, and fuel would be used, handled, stored, disposed of, and transported during construction of the Build Alternatives in accordance with applicable local, State, and federal regulations. Project Features PF-HAZ-2, PF HAZ-3, and PF-HAZ-5 require Caltrans special provisions as part of final design to ensure proper removal, handling, and disposal of traffic striping waste, ACMs, and LBPs at a permitted disposal facility and proper management or disposal of treated wood waste in accordance with current DTSC guidance. Also as previously discussed, the operation of the Build Alternatives would not involve the reasonably foreseeable potential for release of hazardous emissions or handling of acutely hazardous materials, as transport of hazardous materials is subject to strict regulation. Routine maintenance activities during operation of the Build Alternatives would comply with applicable regulations with respect to the use, storage, handling, transport, and disposal of potentially hazardous

materials. Therefore, construction and operation of the Build Alternatives would result in less than significant impacts related to the emissions or handling of hazardous waste or materials near existing or proposed schools. No mitigation is required.

d) Less Than Significant Impact. A records search of federal and State environmental databases for the area within approximately 1 mile of the Project footprint was conducted. One recognized environmental condition (REC) was identified adjacent to the proposed I-405 ROW that is in proximity of the Build Alternatives. This site is an existing gas station with past records of hydrocarbon release to the subsurface. Remediation activities, including soil vapor extraction, in the affected area were conducted from 1993 to 1994 and hydrocarbon concentrations were reduced to a level where residual contamination is not a threat to groundwater. The site would not be affected by the Build Alternatives. If the construction limits are modified during final design so that construction would impact the parcel or soils adjacent to the parcel, Measure HAZ-2 would be implemented. Implementation of Measure HAZ-2 would require that a Phase II site investigation be conducted to evaluate for Total Petroleum Hydrocarbons (TPH) if construction would disturb soil at or directly adjacent to the subject Exxon site.

Monitoring of soil excavation for the possible presence of unknown hazardous material sources would be required during excavation as required by Project Feature PF-HAZ-4. In addition, aerially deposited lead studies would be conducted along the I-405 ROW within the proposed disturbance limits and electrical transformers and equipment would be evaluated for PCB content or releases as detailed in Measure HAZ-1. Project Features PF-HAZ-2, PF-HAZ-3, and PF-HAZ-5 would also require Caltrans special provisions as part of final design to ensure proper removal, handling, and disposal of traffic striping waste, ACMs, and LBPs at a permitted disposal facility and proper management or disposal of treated wood waste in accordance with current DTSC guidance. With implementation of these project features and measures, potential impacts related to hazardous material sites would be less than significant. No mitigation is required.

e) No Impact. Portions of the Project and study area are within the airport influence areas for Santa Monica Municipal and Van Nuys Airports. The closest public use airport to the Project Corridor is the Van Nuys Airport, approximately 1 mile west of the corridor. The Santa Monica Airport is located approximately 1.3 miles southwest of the Project Corridor. The proposed improvements to I-405, including necessary signage/ lane restriping, the EL conversions under Alternatives 2 and 3, and additional HOV lanes under Alternative 5 would not result in I-405 features that would trigger review by the Airport Land Use Commission for the three airport facilities whose Airport Environs Land Use Plans' radii coincide with the Project and the study area. The improvements to I-405 under the Build Alternatives would be similar in scale and density to existing signage and freeway features on I-405. The noise environment would be similar to the current noise environment of I-405. No structures of significant heights that would impede aircraft safety or provide suitable rest areas for birds would occur. Therefore, the Build Alternatives would not result in an airport-

related safety hazard for the people residing or working in the Project Corridor. No impact relating to this airport or airport safety would occur.

f) Less Than Significant Impact. As described in Section 3.6, Transportation, the Build Alternatives would result in temporary impacts to traffic circulation, as well as pedestrian and bicycle access in the vicinity of the Project Corridor. Those impacts could include partial or full temporary overnight lane, shoulder or ramp closures on I-405. The temporary closures and detours may result in short-term effects on emergency response and evacuation along and in the vicinity of the Project Corridor and arterials in the vicinity of I-405. Specifically, emergency responders would need to use designated detour routes to get around freeway ramp or lane closures or lane reductions on arterials at their crossings of I-405. This could result in increased travel times for emergency service providers. Similarly, in the event evacuations are required during the temporary facility closures or lane reductions, there could be delays for traffic evacuating from the area due to the detours and/or temporary reduction in the available road capacity. However, any closures would be coordinated with local jurisdictions as outlined in the Transportation Management Plan (TMP) as required by Project Feature PF-TR-1. The TMP would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access to, through, and around active construction areas. With implementation of this Project Feature, potential impacts related to emergency response times and plans would be less than significant. No mitigation is required.

g) No Impact. The portion of the Project Corridor that is located south of Valley Vista Boulevard and north of West Sunset Boulevard is within a Very High Fire Hazard Severity Zone (VHFHSZ) within a Local Responsibility Area (LRA).[10] The portion of the Project Corridor that is within a VHFHSZ traverses the Santa Monica Mountains. Some portions of the study area in the Santa Monica Mountains contain a mix of tall shrubs and trees that are susceptible to wildfires; however, these land cover types are not within the Project Corridor. The wildfire risk would be no greater than what people are exposed to in any other portion of the Santa Monica Mountains. The remaining portion of the Project Corridor is outside of any Fire Hazard Severity Zone (FHSZ). Many portions of the Project alignment are surrounded by developed urban and suburban uses and do not primarily include brush- and grass-covered areas.

Although the Build Alternatives would not have occupants because it is not a development project, it would have frequent users as it is a roadway thoroughfare with pedestrian structures. While there is the potential for wildfire being started by users of I-405, that potential exists under current conditions and the Build Alternatives would not increase the risk for that potential. In the event of a wildfire, the nature of the Build Alternatives, which consists of roadway improvements, would yield a less than significant impact on users.

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[10] Office of the State Fire Marshal. 2023. Very High Fire Hazard Severity Zones in LRA. Website: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/#explorefhsz (accessed October 18, 2023).

Additionally, the Build Alternatives include several features that may reduce wildfire risk. The newly paved road and wider shoulder areas may act as a firebreak, reduce vegetation adjacent to the roadside (fire fuel), and provide additional areas for emergency response vehicle staging. Impacts to the existing vegetation during construction would be minimized through the use of standard Caltrans construction practices, and impacted areas would be restored to their natural state after construction has concluded. Vegetation would be replanted with native fire-resistant species, which would reduce the risk of exacerbating wildfires. As a result, the Build Alternatives would not expose people or structures to a significant risk of loss, injury, or death associated with wildland fires. No mitigation is required.

4.7.9.2 Avoidance, Minimization, and/or Mitigation Measures

Measures HAZ-1 and HAZ-2 in Section 3.13, Hazardous Waste/Materials would be implemented to ensure impacts related to hazardous waste/materials would be less than significant.

4.7.10 Hydrology and Water Quality

Would the Project:

Question	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in substantial erosion or siltation on- or off-site;	Less Than Significant Impact
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Less Than Significant Impact
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less Than Significant Impact
iv) impede or redirect flood flows?	Less Than Significant Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less Than Significant Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact

4.7.10.1 CEQA Significance Determination for Hydrology and Water Quality

The potential for the Build Alternatives to adversely impact hydrology and water quality was assessed in the *Water Quality Assessment Report* (WQAR, November 2024), the *Preliminary Drainage Report* (August 2024), the *Draft Location Hydraulic Study* (July 2023), and the *Jurisdictional Delineation Report* (April 2023) and Sections 3.9, Hydrology and Floodplains, and 3.10, Water Quality and Storm Water Runoff, of this EIR/EIS.

a) **Less Than Significant Impact.** During construction of the Build Alternatives, excavated soil would be exposed and there would be an increased potential for soil erosion compared to existing conditions. The total disturbed surface area during the construction of Alternative 2 would be 3.91 acres, and the total disturbed surface area during the construction of Alternatives 3 and 5 would be approximately 78.95 acres. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), concrete-related waste, sanitary waste, and trash and debris may be spilled or leaked during construction with the potential for those pollutants of concern to be transported via storm runoff into receiving waters. Project Features PF-HYD-1 and PF-HYD-2 require the design, implementation, and maintenance of construction BMPs in compliance with the Construction General Permit (CGP) that would address the potential effects of soil erosion and pollutants of concern on receiving waters. Based on compliance with Project Features PF-HYD-1 and PF-HYD-2, water quality impacts during construction of the Build Alternatives are less than significant. The Build Alternatives would not require groundwater dewatering. No mitigation is required.

   Alternative 2 would result in a net increase in impervious surface area of 3.75 acres, Alternative 3 would result in a net increase in impervious surface area of 14.95 acres, and Alternative 5 would result in a net increase in impervious surface area of 13.03 acres. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters. Under existing conditions, 21 existing BMPs within the Project limits that consist of infiltration basins, bio-swales, and media filters provide treatment for stormwater runoff within the Project site. As specified in Project Features PF-WQ-1 through PF-WQ-3, the Build Alternatives would comply with the Caltrans NPDES Permit and would implement Caltrans-approved Treatment and Design Pollution Prevention BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable. Design Pollution Prevention BMPs are features that focus on reducing or eliminating runoff and controlling sources of pollutants during operation of the Build Alternatives. Treatment BMPs use treatment mechanisms to remove pollutants that have entered stormwater runoff. To improve water quality, 10 new BMPs would be constructed to collect stormwater runoff and provide treatment. Proposed BMPs include 5 new Design Pollution Prevention Infiltration Areas (DPPIAs), 1 new infiltration basin that would replace 2 existing bioswales that would be impacted by the proposed ramp widening, and 4 new infiltration galleries. Overflows would be provided in the basin to provide positive drainage should inflows exceed infiltration capacity. Based on compliance with these Caltrans requirements as shown in Project Features PF-WQ-1 through PF-WQ-3, the Build Alternatives would not violate any water quality standards or waste

discharge requirements or otherwise substantially degrade surface or ground water quality. No mitigation is required.

b) Less Than Significant Impact. Construction of the Build Alternatives would not require groundwater dewatering, and operation would not require the consumption of groundwater. However, development of the Build Alternatives would result in permanent increases in new and replaced impervious surface area by 3.75 acres, 14.95 acres, and 13.03 acres, respectively, compared to the existing freeway facility, which could reduce infiltration compared to existing conditions. As specified in Project Features PF-WQ-1 through PF-WQ-3, the Build Alternatives would include operational BMPs that would increase infiltration to offset the increase in impervious surfaces. Therefore, the operation of the Build Alternatives would not interfere with groundwater recharge.

For the reasons listed above, impacts related to the decrease of groundwater supplies or interference with groundwater recharge would be less than significant**.** No mitigation is required.

c) i) Less Than Significant Impact. During construction of the Build Alternatives, more than 1 acre of soil would be disturbed. Soil would be exposed, and drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As required by Project Features PF-HYD-1 and PF-HYD-2, the CGP requires the preparation of a SWPPP to identify construction BMPs to be implemented as part of the Build Alternatives to address impacts on water quality during construction, including those impacts associated with soil erosion and siltation. With compliance with the requirements in the CGP and implementation of construction BMPs, construction impacts related to on- or off-site erosion or siltation would be less than significant. No mitigation is required.

After the completion of construction, the Build Alternatives would not significantly alter the existing drainage pattern of the Project Corridor. However, construction of the Build Alternatives would result in permanent increases in new and replaced impervious surface area by 3.75 acres, 14.95 acres, and 13.03 acres, respectively, compared to the existing freeway facility, which would result in a net increase in stormwater runoff that could lead to downstream erosion in receiving waters. However, BMPs for the Build Alternatives would treat 100 percent of the new and replaced impervious surface area, providing greater overall water quality benefits to on-site drainages and downstream receiving waters than under current conditions. As specified in Project Features PF-WQ-1 through PF-WQ-3, the Build Alternatives would comply with the Caltrans NPDES Permit and would implement Caltrans-approved Treatment and Design Pollution Prevention BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable. Therefore, operational impacts related to on- or off-site erosion or siltation would be less than significant. No mitigation is required.

c) ii) Less Than Significant Impact. Construction of the Build Alternatives would result in permanent increases in new and replaced impervious surface area by 3.75 acres, 14.95 acres, and 13.03 acres, compared to the existing freeway

facility, which could have the potential to increase the volume and rate of stormwater runoff discharged from the Project Corridor. However, 5 new DPPIAs, 1 new infiltration basin, and 4 new infiltration galleries would be included in the design of the Build Alternatives for stormwater control, treatment, and infiltration as stipulated by Project Feature PF-WQ-3. The proposed drainage facilities and BMPs needed to accommodate stormwater runoff would be appropriately sized so that on-site flooding would not occur. Therefore, operation of the Build Alternatives would not result in potentially significant increases in the rate or amount of surface runoff in a manner that would result in flooding on- or off-site. No mitigation is required.

c) iii) Less Than Significant Impact.

Stormwater Drainage System Capacity. The Build Alternatives propose to modify an existing transportation facility. The Build Alternatives would result in permanent increases in new and replaced impervious surface area by 3.75 acres, 14.95 acres, and 13.03 acres, respectively, compared to the existing freeway facility. As discussed in Section 3.10, the proposed Treatment BMPs for the Build Alternatives include 5 new DPPIAs, 1 new infiltration basin, and 4 new infiltration galleries for stormwater control, treatment, and infiltration as stipulated by Project Feature PF-WQ-3. The proposed drainage facilities and BMPs needed to accommodate stormwater runoff would be appropriately sized such that drainage facility capacity would not be exceeded during a design storm. Therefore, the Build Alternatives would not result in an exceedance of planned or existing stormwater drainage systems, and impacts would be less than significant. No mitigation is required.

Polluted Runoff. As previously discussed, pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals, and each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants could be spilled, leaked, or transported via storm runoff into adjacent drainages and downstream receiving waters. However, as previously discussed and as detailed in Project Features PF-HYD-1 and PF-HYD-2, the Build Alternatives would be required to comply with the requirements set forth by the CGP, including preparation of a SWPPP, which would specify BMPs to be implemented to control the discharge of pollutants in stormwater runoff as a result of construction activities. Therefore, construction-related impacts would be less than significant, and no mitigation is required.

Expected pollutants of concern from long-term operations include pathogens (bacteria/ viruses), metals, nutrients, motor vehicle lubricants, coolants, disc brake dust, toxic organic compounds, pesticides/herbicides, sediments/total suspended solids, trash and debris, and oil and grease. As previously discussed, the treatment BMPs would target constituents of concern from transportation facilities. Furthermore, the design pollution prevention BMPs would control sources of pollutants in the Project Corridor, thereby reducing the amount of pollutants that would drain to downstream receiving waters. Therefore, the Build Alternatives would not create or contribute runoff water that would exceed the

capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff with inclusion of Project Features PF-WQ-1 through PF-WQ-3. Impacts related to stormwater drainage systems or the quality of runoff are less than significant. No mitigation is required.

c) iv) Less Than Significant Impact.

As detailed in Section 3.9, Hydrology and Floodplains, the Project Corridor is not within a Federal Emergency Management Agency (FEMA) designated 100-year floodplain.

FEMA maps most of the Project Corridor as Non-Special Flood Hazard Area Zone X (unshaded). A small segment of the Project alignment, from Rimerton Road to Mulholland Drive, is located in Zone D (Other Areas). The Project Corridor crosses the Los Angeles River, which is mapped as Zone A and designated as containing the 1 percent annual chance flood. The crossing is on existing bridges that would not be widened; therefore, no encroachment into the Zone A floodplain is proposed. The Project Corridor also crosses the Sawtelle Channel (or Westwood Channel); however, the channel is not mapped as a floodplain by FEMA and no encroachment on this channel is proposed as part of the Build Alternatives. The Flood Insurance Rate Maps (FIRMs) for Los Angeles County reveal there is a channel mapped as a 100-year floodplain, which is associated with the Los Angeles River, and undetermined (but possible) flood hazards within the Santa Monica Mountains National Recreation Area and 500-year and/or 100-year floodplains with average depths of less than 1 foot near Montana Avenue.

Under the CGP, the Contractor would be required to install temporary concentrated flow conveyance controls such as earth dikes/drainage swales and lined ditches along roadways and facility improvements subject to flood drainage, per Caltrans BMP SS-9 specifications as described in Project Feature PF-HYD-3. With implementation of PF-HYD-3, construction activities under the Build Alternatives would not result in any temporary adverse impacts related to flood flows. Impacts related to flood flows would be less than significant, and no mitigation would be required.

d) Less Than Significant Impact.

Flooding. As previously discussed in Response 4.7.10.1 (c)(iv), there are no 100-year floodplains within the Project Corridor, therefore, construction of the Build Alternatives would not result in any floodplain encroachments. During construction, BMPs would be implemented to ensure that during a rain event, pollutants would be retained on site and would be prevented from reaching downstream receiving waters, as detailed in Project Features PF-HYD-1 and PF-HYD-2. Under the CGP, the Contractor would be required to install temporary concentrated flow conveyance controls such as earth dikes/drainage swales and lined ditches along roadways and facility improvements subject to flood drainage, per Caltrans BMP SS-9 specifications as described in Project Feature PF-HYD-3. During operation, the design pollution prevention BMPs would control sources of pollutants in the Project Corridor, thereby reducing the amount of pollutants that would drain to downstream receiving waters as stipulated by Project Feature

PF-WQ-2. Therefore, the potential for release of pollutants due to inundation by flooding of the Build Alternatives is less than significant. No mitigation is required.

Tsunami. The Project Corridor is over 3.6 miles east of the Pacific Ocean and is not located in an area mapped by the California Emergency Management Agency as being potentially inundated by a tsunami.[11] Therefore, the Project Corridor would not be at risk from a tsunami.

Seiches. Seiches are waves that are created in an enclosed body of water such as a bay, lake, or harbor and go up and down or oscillate and do not progress forward like standard ocean waves. There are no sizeable, enclosed bodies of water in the nearby vicinity of the Project Corridor. Therefore, the Project Corridor would not be at risk from seiches.

Risk Release of Pollutants. Under existing conditions, there are 21 existing BMPs along the Project limits that consist of infiltration basins, bioswales, and media filters that provide treatment for stormwater runoff within the Project site. The Build Alternatives would implement Caltrans' Municipal Separate Storm Sewer System (MS4) requirements and Caltrans-approved Design Pollution Prevention, Treatment, and Maintenance BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable, including the construction of 5 new DPPIAs, 1 new infiltration basin, and 4 new infiltration galleries to collect stormwater runoff and provide treatment to improve water quality.

The Project Corridor is not within a tsunami or seiche zone; implementation of the Build Alternatives would not result in the release of pollutants from a flood, tsunami, or seiche; and impacts would be less than significant. No mitigation is required.

e) Less Than Significant Impact. The Project Corridor is within the jurisdiction of the Los Angeles RWQCB. As discussed in Section 3.10, Water Quality, of this EIR/EIS, the Los Angeles RWQCB's adopted Basin Plan designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As discussed in detail above, the Build Alternatives would comply with existing NPDES requirements and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff as detailed in Project Features PF-HYD-1 through PF-HYD-3 and PF-WQ-1 through PF-WQ-3. Additionally, the Build Alternatives would not require groundwater dewatering. Compliance with these regulatory requirements would ensure that Build Alternatives would not degrade or alter water quality, cause the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters. As such, the Build Alternatives would not result in water quality impacts that would conflict with the Los Angeles RWQCB Water Quality Control Plan

[11] California Department of Conservation (DOC). 2023. *Los Angeles County Tsunami Hazard Areas*. Website: https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles (accessed November 13, 2023).

(Basin Plan). Construction and operational impacts related to a conflict with the Basin Plan would be less than significant, and no mitigation is required.

The Sustainable Groundwater Management Act (SGMA), which was enacted in September 2014, requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. The SGMA requires the formation of local groundwater sustainability agencies, which are required to adopt Groundwater Sustainability Plans to manage the sustainability of the groundwater basins. As discussed in Section 3.10, the Project Corridor is within the San Fernando Groundwater Basin and the Santa Monica Subbasin, located in the larger Coastal Plain of the Los Angeles Groundwater Basin (commonly referred to as the Central Basin), and which are managed by California Department of Water Resources (DWR).

The Sustainable Groundwater Management Act (SGMA), which was enacted in September 2014, requires governments and water agencies of high- and medium-priority basins to halt the overdraft of groundwater basins. The SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans to manage the sustainability of the groundwater basins. The Central Basin is identified by the California DWR as a very low priority basin. A Groundwater Sustainability Plan is not required for basins that are ranked as a very low priority. The Santa Monica Subbasin is identified by the California DWR as a medium priority basin. The Groundwater Sustainability Agency identified for the Santa Monica Subbasin includes the City of Santa Monica, the City of Beverly Hills, the City of Los Angeles (by and through its Department of Water and Power), the City of Culver City, and the County of Los Angeles. The Santa Monica Groundwater Sustainability Plan was approved by the Santa Monica Basin Groundwater Sustainability Agency in January 2022.[12]

As previously discussed in Response 4.7.10.1(a), the construction and operation of the Build Alternatives would not result in a decrease of groundwater supplies or interference with groundwater recharge. Under existing conditions, there are 21 existing BMPs along the Project limits that consist of infiltration basins, bioswales, and media filters that provide treatment for stormwater runoff within the Project limits, and the Build Alternatives would implement Caltrans' MS4 requirements and Caltrans-approved Design Pollution Prevention, Treatment, and Maintenance BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable, including the construction of 5 new DPPIAs, 1 new infiltration basin, and 4 new infiltration galleries to collect stormwater runoff and provide treatment to improve water quality. For these reasons, the Build Alternatives would not conflict with or obstruct the implementation of a sustainable groundwater management plan. Therefore, construction and operational impacts would be less than significant, and no mitigation is required.

[12] Santa Monica Basin Groundwater Sustainability Agency. 2022. *Groundwater Sustainability Plan for the Santa Monica Groundwater Subbasin.* January.

4.7.10.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required

4.7.11 Land Use and Planning

Would the Project:

Question	CEQA Determination
a) Physically divide an established community?	Less Than Significant Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

4.7.11.1 CEQA Significance Determinations for Land Use and Planning

The potential for the Build Alternatives to result in significant impacts related to land use and planning was assessed in the *Community Impact Assessment* (CIA, March 2025) and in Sections 3.1, Land Use; 3.2, Growth; and 3.3, Community Character; of this EIR/EIS. The following discussions are based on those analyses.

a) Less Than Significant Impact. The Project Corridor consists of an existing freeway with interchanges/ramps, retaining walls, and other structural features. Existing land use types in the Project Corridor are shown on Figure 3.1-2 in Section 3.1, Land Use, of this EIR/EIS and include agriculture, residential, commercial and service, mixed commercial and industrial, public facilities, institutional, open space and recreation, transportation/ utilities, other, vacant, and water. The land use types that border I-405 include residential, commercial and services, industrial, open space and recreation, and institutional, and vacant land. Land within the study area is zoned for a broad mix of land uses including, agricultural, commercial, industrial, open space, parking, public facilities, and residential.

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and an outlying area. The proposed improvements under the Build Alternatives would modify the existing I-405 within the Project limits to address operational deficiencies. Improvements associated with the Build Alternatives would require property acquisition and TCEs.

Alternative 2 would require temporary permission from the City of Los Angeles for the use of several small strips of land between I-405 and city streets. However, no existing land uses would be permanently converted to another land use, nor would any land use amendments be required. Alternatives 3 and 5 would require establishment of TCEs on six private properties, which would occur on narrow strips of land adjacent to or near I-405 and areas behind residential and commercial properties adjacent to the freeway and/or noise barrier structures. Most of this land is currently vacant or used for landscaping.

Alternatives 3 and 5 are not anticipated to result in any temporary conflicts with existing land uses on those properties or any adjacent properties. While most of these TCEs generally consist of vacant land currently used for landscaping, one TCE would require the temporary use of portions of the entrance facility to the Bel Air Crest residential community. However, access to the community would be maintained throughout the duration of the construction of Alternatives 3 and 5. Any full and partial roadway closures would be coordinated as outlined in the Draft Transportation Management Plan (Project Feature PF-TR-1 [TMP] in Section 3.6, Transportation). TCEs would utilize vacant land and the construction contractor would be required to ensure that accessibility to surrounding land uses is maintained. As specified in Measure LU-1, all land temporarily used for construction would be restored to its pre-construction condition prior to being returned to the property owner.

Additionally, Alternatives 3 and 5 would require two full property acquisitions, seven partial property acquisitions, and six permanent City relinquishments, thus affecting both public and private existing ROW. The property acquisitions required under these alternatives would occur within areas already developed with transportation infrastructure, residences, businesses, and other structures. As discussed above, I-405 is bordered by land uses including residential, commercial and services, industrial, open space and recreation, and institutional, and vacant land. The ROW acquisitions would expand I-405 and bring it closer to these land uses, or in certain areas, overlap with them. However, these land uses were already compatible with transportation infrastructure due to their proximity to the existing I-405 ROW. As such, the permanent conversion of land along the edges of these parcels to transportation uses would not create any conflicts with existing land uses. However, within the required two full property acquisitions and seven partial property acquisitions, one business would be permanently displaced.

Under Alternatives 3 and 5, a paint supply business that has been in operation for over 15 years and employs under 100 individuals would be permanently displaced. The business represents one of 21 franchise locations run by the company, and one of the many paint supply businesses within the City of Los Angeles. The Project would comply with the California Government Code, Chapter 16, Section 7260, et seq. to provide assistance throughout the business' relocation process to ensure that the business can successfully re-establish. Refer to Appendix C of this EIR/EIS for more information regarding the rights and benefits of displaced business owners, farms, or nonprofit organizations under Caltrans' RAP. As such, Alternatives 3 and 5 would not result in permanent impacts related to relocation and real property acquisition.

As discussed, Alternative 2 would require temporary permission from the City of Los Angeles for use of land, and Alternatives 3 and 5 would require the establishment of TCEs. Temporary use of land would largely be on vacant properties and incorporation of Measure LU-1 would ensure that land subject to TCEs would be returned to the property owner and would be in a condition equal to or better than the pre-construction condition. Additionally, although Alternatives 3 and 5 would require property acquisitions, the land uses bordering I-405 are already compatible with transportation infrastructure due to their current proximity. Permanent conversion of land along the edges of these parcels would

not create any conflicts with existing land uses. Additionally, the Project would comply with the California Government Code, Chapter 16, Section 7260, et seq. and Caltrans' Relocation Assistance Program to provide assistance to the business that would be displaced as a result of the Build Alternatives. Therefore, the Build Alternatives would not physically divide an established community. No mitigation is required.

b) No Impact. The Build Alternatives' consistency with State, regional, and local plans and programs is analyzed in detail in Section 3.1, Land Use, of this EIR/EIS. Alternatives 2 and 3 are included in the future regional models for the SCAG 2024 RTP/SCS and the SCAG 2025 FTIP under the description "I-405 Sepulveda Pass (Phase 1) ExpressLanes between U.S. 101 and I-10". Alternative 5 proposes an additional HOV lane in each direction instead of the ExpressLanes proposed under Alternatives 2 and 3 and therefore does not directly match the Project's description in SCAG's 2024 RTP/SCS and 2025 FTIP. However, the additional HOV lane in each direction is intended to address the identified current and future traffic demand along the I-405 corridor and increase vehicular throughput, similar to the purpose of the ExpressLanes. Therefore, although Alternative 5 would differ slightly from the description of the Project in the 2024 RTP/SCS and the 2025 FTIP, it would result in a comparable outcome and therefore would not result in a potentially adverse effect resulting from the conflict. Ultimately, should a build alternative be identified as the preferred alternative, the RTP/SCS and FTIP would be amended to be consistent with the preferred alternative once selected. The improvements included under the Build Alternatives would be consistent with applicable goals and policies including the SCAG 2024 RTP/SCS, the SCAG 2025 FTIP, the Metro Long Range Transportation Plan, and the Santa Monica and Van Nuys Airport Land Use Compatibility Plans. Although Alternatives 3 and 5 would result in property acquisitions, as discussed under Response 4.7.11.1(a), existing land use patterns in the study area would not change from this property acquisition. Therefore, an amendment of the General Plans of the City or County of Los Angeles would not be required, and the Build Alternatives would be consistent with those plans. The Build Alternatives would be consistent with the applicable local, regional, and State plans and programs. Therefore, no mitigation is required.

4.7.11.2 Avoidance, Minimization, and/or Mitigation Measures

Measure LU-1 would be implemented to ensure impacts related to land use and planning are less than significant.

4.7.12 Mineral Resources

Would the Project:

Question	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	No Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

4.7.12.1 CEQA Significance Determinations for Mineral Resources

The potential for the Build Alternatives to result in significant impacts related to mineral resources was assessed based on information from the California Geological Survey and the County of Los Angeles General Plan.

a) and b) No Impact. The California Geological Survey Map of Aggregate Sustainability in California does not identify economical resources/mineral resources in the Project Corridor.[13] Additionally, the Los Angeles County General Plan Update Draft EIR[14] does not identify any mineral resources within the Project Corridor. As a result, the Build Alternatives would not result in impacts on known mineral resources or resource extraction activities.

4.7.12.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

4.7.13 Noise

Would the Project:

Question	CEQA Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact with Mitigation Incorporated
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

4.7.13.1 CEQA Significance Determinations for Noise

The potential for the Build Alternatives to result in significant noise impacts was assessed in the *Noise Study Report* (NSR, July 2024), *Noise Abatement Decision Report* (NADR, February 2025), and Section 3.15, Noise, in this EIR/EIS. The following discussion is based on those analyses.

a) Less Than Significant Impact. Two types of short-term noise impacts would occur during construction of the Build Alternatives. The first type would be from construction crew commutes and the transport of construction equipment and

[13] California Geological Survey. Map of Aggregate Sustainability in California. 2018. Website: https://www.conservation.ca.gov/cgs/Documents/Publications/Map-Sheets/MS_052_California_Aggregates_Map_201807.pdf (accessed October 16, 2023).

[14] County of Los Angeles. 2014. *Los Angeles County General Plan Update Draft EIR.* June.

materials to the Project Corridor and would incrementally raise noise levels on access roads leading to the Project Corridor. The pieces of heavy equipment for grading and construction activities would be moved on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the Project vicinity. A high single-event noise exposure potential at a maximum level of 75 dBA L_{max} from trucks passing at 50 ft would exist. However, the projected construction traffic would be minimal during daytime hours when compared to existing traffic volumes on I-405 and other affected streets, and its associated long-term noise level change would not be perceptible.

The second type of short-term noise impact is related to noise generated during roadway construction. The construction of the Build Alternatives during the noisiest construction phases are expected to require the use of graders, bulldozers, water trucks, and pickup trucks. Noise associated with the use of construction equipment is estimated between 75 and 85 dBA L_{max} at a distance of 50 ft from the active construction area for the grading phase. The maximum noise level generated by each grader is assumed to be approximately 85 dBA L_{max} at 50 ft from the grader in operation. Each bulldozer would generate approximately 82 dBA L_{max} at 50 ft. The maximum noise level generated by water trucks and pickup trucks is approximately 75 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound source with equal strength increases the noise level by 3 dBA. Each piece of construction equipment operates as an individual point source. The worst-case composite noise level at the nearest residence during this phase of construction would be 87 dBA L_{max} (at a distance of 50 ft from an active construction area). Project Feature PF-N-1, provided in Section 3.15.3.1, requires compliance with Caltrans' Standard Specifications Section 14-8.02 (2022). The noise level from the contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed 86 dBA L_{max} at a distance of 50 feet. In addition, Measures N-1 through N-8, provided in Section 3.15.4, and would minimize construction noise impacts on sensitive land uses adjacent to the Project Corridor.

Potential long-term noise impacts associated with the operation of the Build Alternatives are solely from traffic noise. As described in Section 3.15.3.2, traffic noise was evaluated for the worst-case traffic condition. Using coordinates obtained from the topographic maps, a total of 1,362 receptor locations within the noise study area were evaluated in the traffic noise model. Table 3.15.22 in Appendix H of this EIR/EIS shows the existing, future No Build, and Alternative 2 traffic noise level results. Tables 3.15.23 and 3.15.24 in Appendix H show the Alternatives 3 and 5 traffic noise level results. None of the 1,362 modeled receptors under Alternative 2 would experience a substantial noise increase of 12 dBA or more over their corresponding existing noise level. For Alternatives 3 and 5, 5 receptors would experience a substantial noise increase of 12 dBA or more over their corresponding existing noise level. The substantial noise increase of 12 dBA or more over the corresponding existing noise level is caused by the demolition of existing walls to accommodate the Alternatives 3 and 5. Once these walls are reconstructed to match the existing height at a minimum, the substantial increase of 12 dBA or more would cease. Therefore, there would be no impact resulting from long-term noise impacts from Alternative 2 and long-term noise impacts as a result of the Alternatives 3 and 5 would be less than significant.

b) Less Than Significant Impact with Mitigation Incorporated. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Typically, construction-related vibration does not reach vibration levels that would result in damage to nearby structures or generate ground-borne noise levels that would be perceptible to humans.

The Caltrans *Transportation and Construction Vibration Guidance Manual* (2020) shows that the vibration damage threshold for continuous/frequent intermittent sources is 0.25 peak-particle velocity (PPV) (inches per second [in/sec]) for historic and some old buildings and 0.3 PPV (in/sec) for older residential structures. The manual shows the vibration annoyance potential criteria to be barely perceptible at 0.01 PPV (in/sec), distinctly perceptible at 0.04 PPV (in/sec), strongly perceptible at 0.10 PPV (in/sec), and severe at 0.40 PPV (in/sec) for continuous/frequent intermittent sources. These thresholds were used to evaluate the potential for short-term construction-related ground-borne vibration during construction of the Build Alternatives.

Bulldozers and loaded trucks used for construction of the Build Alternatives would generate the highest ground-borne vibration levels. Based on the Caltrans' *Transportation and Construction Vibration Guidance Manual*, a large bulldozer and loaded trucks would generate vibration levels of 0.089 PPV (in/sec) and 0.076 PPV (in/sec), respectively, when measured at 25 feet. The closest residential structures would be approximately 18 feet, 10 feet, and 10 feet from construction activities under Alternatives 2, 3, and 5, respectively. At these distances, residential structures would experience a vibration level ranging from 0.146 PPV (in/sec) to 0.352 PPV (in/sec). These vibration levels would be strongly perceptible but would stop once the construction equipment is no longer in use or when construction is completed. In addition, vibration levels at the closest residential structure under Alternative 2 would not exceed the damage threshold of 0.3 PPV (in/sec) for old residential structures while vibration levels at the closest residential structure under Alternatives 3 and 5 would exceed the damage threshold of 0.3 PPV (in/sec) for old residential structures. Implementation of Mitigation Measure MM-N-10, which restricts heavy construction equipment (e.g., large bulldozers) or requires the use of light construction equipment (e.g., small bulldozers and trucks) within 13 feet of residential structures, would reduce construction vibration levels to 0.237 PPV (in/sec) or below. Therefore, short-term construction impacts related to ground-borne vibration would be less than significant with mitigation.

Once operational, the Build Alternatives would not generate any additional traffic, and regional traffic trips are expected to remain the same. Roads are not typically major sources of ground-borne noise or vibration. Ground-borne vibration is mostly associated with passenger vehicles and trucks traveling on roads with poor conditions (e.g., potholes, bumps, expansion joints, or other discontinuities in the road surface). Vibration effects of passenger vehicles and trucks (e.g., rattling of windows) are almost always a result of airborne noise. The Build Alternatives would include new asphalt pavement that would be subject to proper maintenance. As a result, there would be no potholes, bumps, or other discontinuities in the road surface that would generate ground-borne vibration or

noise impacts from vehicular traffic traveling on I-405 and roadways in the Project Corridor. Therefore, ground-borne vibration and noise impacts generated by vehicles traveling through the Project Corridor would be less than significant. No mitigation is required.

c) No Impact. The closest public use airports to the Project Corridor is the Van Nuys Airport located approximately 1 mile west of the Project Corridor and the Santa Monica Airport located approximately 1.3 miles southwest of the Project Corridor. The Project Corridor is outside of the 65 and 70 dBA Community Noise Equivalent Level (CNEL) contours based on the Van Nuys Airport Third Quarter 2024 Noise Contour Map (Los Angeles World Airports, 2024). In addition, the Project Corridor is not in the vicinity of a private airstrip. Therefore, the Build Alternatives would not expose people residing or working in the vicinity of the Project Corridor to excessive aviation-related noise levels, and no impacts would occur. No mitigation is required.

4.7.13.2 Avoidance, Minimization, and/or Mitigation Measures

With Measures N-1 through N-8, construction noise impacts would be less than significant. Mitigation Measure MM-N-10 would reduce potential ground-borne vibration to less than significant.

Measure MN-N-10 The Contractor shall restrict heavy construction equipment (e.g., large bulldozers) or require the use of light construction equipment (e.g., small bulldozers and trucks) within 13 feet of residential structures.

4.7.14 Population and Housing

Would the Project:

Question	CEQA Determination
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant Impact

4.7.14.1 CEQA Significance Determinations for Population and Housing

The potential for the Build Alternatives to result in significant impacts related to population and housing was assessed in the *Community Impact Assessment* (CIA, March 2025), and Sections 3.2, Growth; 3.3, Community Character; and 3.4, Relocations and Real Property Acquisition; in this EIR/EIS. The following discussions are based on those analyses.

a) No Impact. As discussed in detail in Section 3.2, Growth, of this EIR/EIS, the potential growth-related impacts of the Build Alternatives were considered in the

context of the first-cut screening analysis approach to assessing the potential for growth-inducing effects. That analysis determined that the Build Alternatives:

- Would not provide new transportation facilities or create new access points to areas not previously accessible and, therefore, would not result in changes in accessibility to the transportation system in the area;
- Would accommodate existing, approved, and planned growth and would not influence growth beyond what is currently planned;
- Would not influence growth beyond those projects that are currently planned for the area and would not change the rate, type, or amount of growth and reasonably foreseeable growth in the study area Cities, including Los Angeles and Culver City, or Los Angeles County; and
- Would not result in growth-related impacts on any resources of concern.

Therefore, implementation of the Build Alternatives would not induce substantial unplanned population growth, either directly or indirectly. No mitigation is required.

b) **Less than Significant Impact.** The Project Corridor is an existing freeway with interchanges/ramps, retaining walls, and other structural features. As discussed in Section 3.4, Relocations and Real Property Acquisition, none of the Build Alternatives would result in the acquisition or displacement of any residential properties or community facilities and would not displace people or housing. However, right-of-way acquisitions required under Build Alternatives 2 and 3 would result in the displacement of an existing commercial paint supply business, which has been in operation for more than 15 years and employs fewer than 20 individuals. The individual business represents one of 21 franchise locations run by a larger company, and one of the many paint supply businesses within the City of Los Angeles.

Suitable business sites would be available for rent, purchase, or development within the designated replacement area with similar lease rates or purchase prices that could potentially accommodate the business. However, special relocation considerations may be required for this particular business due to its use of painting materials, equipment, and storage that may be toxic. This business may need to apply for a Conditional Use Permit (CUP) or be located within a specific zoning designation that allows the business to operate. These land use requirements may necessitate the expansion of the relocation area, which could result in an extended down time of operations. However, Alternatives 3 and 5 would comply with the Uniform Act and Caltrans' RAP, which would ensure that the business owner is assisted throughout the relocation process to ensure its successful reestablishment. Please refer to Appendix C for more information regarding the rights and benefits of displaced business owners, farms, or nonprofit organizations under Caltrans's Relocation Assistance Program. As discussed in Appendix C, this assistance can be financial, such as payments for moving expenses, reestablishment expenses, and other related expenses. It can also be advisory, such as guidance and information provided by a Caltrans Relocation Agent. Further, the relocation process would comply with federal, State, and local regulations regarding the handling of potentially toxic or hazardous materials. With adherence to these measures, the owner of the

displaced business would have the means necessary to successfully reestablish whilst protecting its financial interests. Once relocated, the 20 or fewer individuals employed at the existing paint supply business could resume their employment. Because proximity to the location of the original business would be prioritized in the search for a suitable replacement site, it could be expected that employees would experience similar commute times and relocating from their current residences would not be necessary.

As such, the displacement of the paint supply business would not be considered a substantial displacement of people. Therefore, the Build Alternatives would result in no impacts related to displacement of people or housing. No mitigation is required.

4.7.14.2 Avoidance, Minimization, and/or Mitigation Measures

Measure LU-1 in Section 3.1 would be implemented to ensure that impacts related to population and housing are less than significant.

4.7.15 Public Services

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

Question	CEQA Determination
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	Less Than Significant Impact
d) Parks?	Less Than Significant Impact
e) Other public facilities?	Less Than Significant Impact

4.7.15.1 CEQA Significance Determinations for Public Services

The potential for the Build Alternatives to impact public services and facilities is assessed in the *Community Impact Assessment* (CIA, May 2025), and Sections 3.1, Land Use; 3.3, Community Character; and 3.5, Utilities and Emergency Services; of this EIR/EIS. The following discussions are based on those analyses.

a) and b) Less Than Significant Impact. The study area is served by the County of Los Angeles, the City of Los Angeles, and the Culver City Fire Departments. The Los Angeles County Fire Stations 70 and 89, the City of Los Angeles Fire Stations 37, 88, and 59, and Culver City Fire Stations 1, 2, and 3 are within the study area. Additionally, the Los Angeles County Sheriff's Department (LASD), City of Los

Angeles Police Department, and the Culver City Police Department are located within the study area and serve the Project Corridor.

As described earlier in Response 4.7.9.1(f), construction of the Build Alternatives would result in temporary impacts to traffic circulation. Temporary closures and detours may result in short-term effects on emergency response and evacuation along and in the vicinity of the Project Corridor and arterials in the vicinity of I-405. Specifically, emergency responders would need to use designated detour routes to get around freeway ramp or lane closures or lane reductions on arterials at their crossings of I-405. This could result in increased travel times for emergency service providers. Similarly, in the event evacuations are required during the temporary facility closures or lane reductions, there could be delays for traffic evacuating from the area due to the detours and/or temporary reduction in the available road capacity. Project Feature PF-TR-1, provided in Section 3.6, Transportation, requires the preparation of a TMP during final design to be implemented during construction. The TMP would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access to, through, and around active construction areas. Temporary impacts to police and fire protection services during construction are considered less than significant.

In the long term, the Build Alternatives would improve the operation of the freeway facilities in the study area. These improvements in traffic flow are likely to improve emergency response times within the Project limits. Therefore, the operation of the Build Alternatives would not result in significant effects on the delivery of emergency services in the long term. No mitigation is required.

c) Less Than Significant Impact. As detailed in Table 3.3.4 in Section 3.3, the public schools within the study area are located in the City of Los Angeles. If any of the Build Alternatives are implemented, a TMP (PF-TR-1) would be prepared in coordination with the applicable school districts and access to all schools would be maintained during construction. The TMP would also address traffic delays, maintain traffic flow in the Project Corridor, manage detours and temporary road, lane, and ramp closures, provide ongoing information to the public regarding construction activities, closures, and detours, and maintain a safe environment for construction workers and travelers.

No residential property acquisitions or relocations would be required under the Build Alternatives, and no residential TCEs would be required for any of the Build Alternatives. Therefore, potential effects to schools as a result of the Build Alternatives are less than significant, and no mitigation would be required.

d) Less Than Significant Impact. Construction of the Build Alternatives may result in a temporary increase in travel times for the public in accessing local parks and recreation facilities, but access would be maintained throughout the duration of construction via the transportation management strategies in Project Feature PF-TR-1 (TMP).

There are 20 parks and recreation facilities within 0.5 mile of the Project Corridor that are listed in Table 3.1.3 of Section 3.1, Land Use. As previously discussed, several property acquisitions and one relocation would be required under the Build Alternatives, and several TCEs would also be required for the Build

Alternatives. However, none of these involve parks or recreational facilities. The Build Alternatives would not result in any permanent use of land from parks and recreational facilities within the study area. Therefore, the effects of the Build Alternatives on parks would be less than significant, and no mitigation would be required.

e) Less Than Significant Impact. The Build Alternatives would not result in the temporary use of land occupied by community facilities, nor would they result in temporary closures of the previously identified community facilities. The Build Alternatives may result in temporary delays in travel time to and from community facilities but the delays would be minimized. Adherence to Project Feature PF-TR-1 (TMP) would address traffic delays, maintain traffic flow in the Project Corridor, manage detours and temporary road, lane, and ramp closures, and provide ongoing information to the public regarding construction activities, closures, and detours. The Build Alternatives would not result in permanent impacts to any community facilities. Therefore, impacts to other public facilities would be less than significant. No mitigation is necessary.

4.7.15.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

4.7.16 Recreation

Question	CEQA Determination
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less Than Significant Impact.
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

4.7.16.1 CEQA Significance Determinations for Recreation

The potential for the Build Alternatives to adversely impact recreation resources was assessed in the *Community Impact Assessment* (CIA, May 2024) and Section 3.1, Land Use, of this EIR/EIS. The following discussions are based on the findings of that analysis.

a) Less Than Significant Impact. There are 20 parks and recreational facilities within 0.5 mile of the Project Corridor, as detailed in Table 3.1.3 of Section 3.1. As discussed in Response 4.7.14.1 above, the Build Alternatives would not influence growth beyond what is currently planned and therefore, would not result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. Several property acquisitions, TCEs, and one relocation would be required under the Build Alternatives. However, none of these involve parks or recreational facilities. Although implementation of the Build Alternatives would require permanent acquisition of 0.42 acre and an additional 0.28 acre as TCE within the Santa Monica Mountains Recreation Area in order to widen I-405 and shift the Sepulveda Boulevard alignment up to 25 feet west towards

Promontory Road and for the construction of a new retaining wall, the portion of the Santa Monica Mountains National Recreation Area where impacts would occur does not contain trails, other recreational facilities, or provide access to other parts of the Santa Monica Mountains National Recreation Area. Further, this area is not generally used by the public and represents less than 0.001 percent of the 153,075 acres of open space associated with the Santa Monica Mountains National Recreation Area would be impacted in this area. In addition, avoidance, minimization, and mitigation measures related to biological resources have been identified to reduce potential adverse effects related to vegetation and wildlife. Therefore, this acquisition would not adversely impact recreational activities at the Santa Monica Mountains Recreation Area.

Construction of the Build Alternatives would also not entail construction staging areas that would adversely affect any park or recreational facility within the study area. Construction of the Build Alternatives, including lane repainting, signage work, and freeway widening, may result in temporary increased travel times for the public in accessing local parks and recreation facilities, but access would be maintained throughout the duration of construction via the transportation management strategies in Project Feature PF-TR-1 (TMP). Therefore, the Build Alternatives would result in a less than significant impact related to the physical deterioration of existing neighborhood and regional parks or other recreational facilities. No mitigation is required.

b) No Impact. The Build Alternatives do not include the construction of new recreational facilities or require the expansion of existing recreational facilities. Therefore, the Build Alternatives would have no impact related to constructing new or expanded recreation facilities. No mitigation is required.

4.7.16.2 Avoidance, Minimization, and/or Mitigation Measures

Project Features PF-NC-1 through PF-NC-3, PF-AS-1, Measures NC-1 through NC-3, Measure TE-2, and Mitigation Measure MM-NC-4 would be required to reduce adverse effects related to vegetation and wildlife within the Monica Mountains Recreation Area. Project Feature PF-TR-1 in Section 3.6, Transportation, would be implemented to ensure impacts to recreation are less than significant.

4.7.17 Transportation

Would the Project:

Question	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Significant and Unavoidable Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

4.7.17.1 CEQA Significance Determinations for Transportation/Traffic

The potential for the Build Alternatives to result in significant traffic impacts was assessed in the *Traffic Operations Analysis Report* (January 2025), the Draft VMT Mitigation Plan (July 2026), the *Traffic Management Plan* (August 2024), and in Section 3.6, Transportation, of this EIR/EIS. The following discussions are based on those analyses.

a) Less Than Significant Impact.

Temporary Impacts

Implementation of the Build Alternatives would temporarily affect the freeway and local street traffic during the construction period. During construction of the Build Alternatives, temporary congestion and delays may affect access to transit facilities, local roadways, sidewalks, and bike lanes throughout the Project Corridor, but such facilities would remain open, or detours would be provided, and access would be maintained. Advanced signage installation work and roadwork for the EL conversion would not close existing through lanes on the Project Corridor within the study area. Staging areas for construction equipment are anticipated to occur on State ROW within the Project Corridor as well as acquired permits or temporary construction easements off of State ROW within the Project Corridor discussed in Section 3.4, Relocations and Real Property Acquisition.

Alternative 2 would require temporary reduction of lane and shoulder widths to accommodate the appropriate work zone areas for widening and median construction but would not affect any sign bridges and would not require freeway closures. Ramp improvements or widening and local street improvements proposed under Alternative 2 would require partial or full closures of the applicable ramps during construction. Additionally, construction of Alternative 2 may temporarily affect pedestrian access across the Project Corridor. However, short distance detours would be available at the ramp intersections temporarily effected to maintain pedestrian access. Additionally, there are no dedicated bicycle lanes adjacent to the I-405 ramp intersections, therefore, on-street bicycle facilities would not be affected by construction of Alternative 2.

Construction of Alternatives 3 and 5 would result in the same temporary effects as construction of Alternative 2. In addition, construction of Alternatives 3 and 5 includes roadway and structures work that would require temporary overnight lane and/or shoulder closures on I-405. Further, construction would require removal and replacement of sign bridges that span across the mainline. Similar to Alternative 2, construction of Alternatives 3 and 5 may temporarily affect pedestrian access across the Project Corridor. However, short distance detours would be available to maintain access. Additionally, construction of Alternatives 3 and 5 is not anticipated to affect any of the Class I bicycle lanes identified in Section 3.6.2.3. However, construction would include structure widening of the southbound I-405 over Ohio Avenue. The Class II bicycle lanes along Ohio Avenue would be closed temporarily during construction, however, an alternative route would be provided with sufficient advance notice.

Detailed detour plans, staging plans, and traffic handling plans would also be developed during the Plans, Specifications, and Estimates (PS&E) phase.

The temporary impacts on motorists, pedestrians, and bicyclists would be avoided and/or minimized based on implementation of the TMP during construction as required in Project Feature PF-TR-1. The TMP would address traffic delays; maintain traffic flow in the Project Corridor; manage detours and temporary road, lane, and ramp closures; provide ongoing information to the public regarding construction activities, closures, and detours; and maintain a safe environment for construction workers and travelers. With implementation of the TMP, short-term traffic and transportation impacts during construction would be addressed and therefore, would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No mitigation is required.

All Build Alternatives would generally improve traffic operations and reduce congestion and would not result in any permanent impacts related to pedestrian or bicycle facilities. In addition, the Build Alternatives are consistent with the majority of the applicable General Plans and regional transportation plans to reduce congestion and improve operation within the Project limits.

The Build Alternatives would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and impacts are less than significant.

b) Significant and Unavoidable Impact. The following discussion summarizes the induced demand and VMT analysis presented in Section 4.3, Senate Bill 743/Induced Demand Analysis. The Build Alternatives would add capacity to the State Highway System and are subject to VMT analysis under the Transportation Analysis under CEQA. Per the Transportation Analysis under CEQA guidance, the National Center for Sustainable Transportation (NCST) calculator was used to determine the induced demand of the Build Alternatives. The NCST calculator is an elasticity-based tool that estimates the annual induced VMT for capacity increasing projects, based on the change in lane miles with the proposed Project and an elasticity factor (defined as the ratio of the percentage change in VMT that would occur with a given percentage change of lane miles).

The VMT analysis for the Build Alternatives is captured in the *Induced Demand (VMT) Methodology* (May 2026) report prepared for the Proposed Project. After post-processing, the raw VMT output from the NCST calculator, the No Build Alternative and Alternative 2 were found unlikely to generate significant induced demand. However, Alternatives 3 and 5 are anticipated to result in an induced demand of 79,000,000 VMT per year. Therefore, a VMT mitigation plan, is required to offset the Project-generated VMT for Alternatives 3 and 5, as detailed in Mitigation Measure MM-TR-1. Thus, the following discussion related to VMT mitigation only pertains to Build Alternatives 3 and 5.

Should Alternatives 3 or 5 be selected as the Preferred Alternative, the Project would implement Mitigation Measure MM-TR-1, which requires implementation of the Project-required VMT Mitigation Plan. The *Draft VMT Mitigation Plan* (July 2026) is intended to reduce Project-generated VMT associated with Alternatives 3 and 5. Measure MM-TR-1 includes improvements that would include increasing existing bus service frequency and time-of-day span implementing a new Express Bus Line on the 405 corridor and continuing the expansion of the LA

Metro One Car Challenge and Metro Vanpool Programs through enhanced subsidies and outreach using net toll revenue generated by I-405 ExpressLanes. Project-required mitigation measure MM-TR-1 would offset approximately half of the estimated induced demand of Alternative 3 or 5. Therefore, additional mitigation would be needed to address the remaining VMT impact.

The remaining half of the estimated induced demand of Alternative 3 or 5 is proposed to be mitigated by the Sepulveda Transit Corridor Project. This project would provide a high-capacity, high-frequency transit connection between the San Fernando Valley and the Westside through the Santa Monica Mountains and could reduce regional VMT by up to 252,000,000 miles annually. As the Proposed Project and Sepulveda Transit Corridor Project are in the same corridor, the Proposed Project and Sepulveda Transit Corridor are the first and second phase, respectively, of LA Metro's broader mobility strategy for the Sepulveda Pass.

LA Metro has initial funding for the Sepulveda Transit Corridor project from local sales tax measures and is currently seeking additional funding for the project. Although the Sepulveda Transit Corridor Project, together with project-funded Mitigation Measure MM-TR-1, could collectively mitigate the I-405 Sepulveda Pass ExpressLanes Project's induced travel demand and associated VMT impacts if implemented as anticipated. Since the timing for funding and implementation of the Sepulveda Transit Corridor Project is not finalized, the impacts under Alternatives 3 and 5 would be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) and remain significant and unavoidable under CEQA.

c) No Impact. The Build Alternatives would be designed, constructed, and operated consistently with the Caltrans Highway Design Manual and other applicable standards and specifications for freeways, ramps, arterial intersections, retaining walls, noise barriers, drainage features, and utility relocations/modifications. The Build Alternatives would not include hazardous design features. Pedestrians and bicyclists would not be allowed to operate on the I-405 mainline and ramps. Therefore, the Build Alternatives would not include any hazardous design features or incompatible uses. No mitigation is required.

d) Less Than Significant Impact. As described earlier in Responses 4.7.15.1(a) and (b), construction of the Build Alternatives would result in temporary impacts to traffic circulation, including emergency services. Those impacts would be addressed by implementation of Project Feature PF-TR-1 (TMP) during construction. The TMP would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access to, through, and around active construction areas.

In the long term, the Build Alternatives would improve the operation of the freeway facilities in the study area. These improvements in traffic flow are likely to improve emergency response times within the Project limits. The impacts of both construction and operation of the Build Alternatives on the delivery of emergency services is less than significant. No mitigation is required.

4.7.17.2 Avoidance, Minimization, and/or Mitigation Measures

Should Build Alternatives 3 or 5 be identified as the Preferred Alternative, implementation of Mitigation Measure MM-TR-1 would be required.

4.7.18 Tribal Cultural Resources

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question	CEQA Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Less Than Significant Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact

4.7.18.1 CEQA Significance Determinations for Tribal Cultural Resources

The potential for the Build Alternatives to adversely impact Tribal Cultural Resources was assessed in the ASR (February 2024), the HPSR (April 2024), the attachments to the HPSR, and Section 3.8, Cultural Resources of this Draft EIR/EIS; in compliance with AB 52. In accordance with Public Resources Code (PRC) Section 21080.3.1 and AB 52, Caltrans initiated early consultation with California Native American Tribes in May 2021.

In conjunction with the Project, consultation was conducted with the NAHC and with a number of Native American Tribes (groups and individuals) in accordance with Section 106 of the National Historic Preservation Act (NHPA) and AB 52. On May 28, 2021, the NAHC was contacted for a search of the Sacred Lands File (SLF) within the APE. On September 8, 2021, the NAHC responded, stating that the SLF was positive. The NAHC also recommended contacting 16 Native American individuals representing Chumash, Gabrieleño, Gabrielino, Tataviam, Cahuilla/Luiseño, and Cahuilla groups for additional and more specific information regarding cultural resources that could be affected by the Project. Two additional AB 52 consultation letters were sent to individuals from the Cahuilla/Luiseño and Serrano Tribes based on an AB 52 contact list maintained by Caltrans District 7.

Detailed information regarding Native American consultation is presented in the HPSR (Section 3) and ASR (Section 4) and is summarized in Section 5.2.1 of this

EIR/EIS. Initially, six responses were received, including declining to consult because the APE was outside of ancestral lands; requests to review the Project reporting; a recommendation for Project monitoring; and requests to conduct sensitivity analysis and continue consultation. Consultation resulted in obtaining reported locations of resources near and distant from the APE, conducting additional research on distant village locations, and drawing distinctions between Fernandeño, Gabrielino, Tongva, and other Gabrielino-speaking people. Consultation also elicited a response from Dr. Wendy Teeter, representing the Santa Ynez Band of Chumash Indians, stating that the APE north of the Santa Monica Mountains exhibited much prehistoric use and that the Project should identify sensitive areas for avoidance of impacts to cultural resources. A request for a Sensitivity Analysis of the APE was also made by the Fernandeño Tataviam Band of Mission Indians and the Gabrieleño Band of Mission Indians - Kizh Nation, the former group stating that their area of concern was the segment of APE from just south of Valley Vista Boulevard northward 1.6 miles to just south of Burbank Boulevard east of Sepulveda Dam (PM 38.6–40.2), and the latter group requesting that the entire APE be analyzed.

a) and b) Less Than Significant Impact. As stated in Section 3.8 of this EIR/EIS, no archaeological resources were identified during the current survey of the Project limits in the APE. A record search at the SCCIC (California State University, Fullerton) showed that four historic resources were recorded within the APE. Two of the historic resources were demolished and two only marginally enter the APE and would not be affected by the Build Alternatives. Through Native American consultation, there were no tribal cultural resources identified in the APE. Despite the fact that the Sepulveda Pass was a prehistoric trail and a known historic route, the lack of known prehistoric material in the vicinity of the APE indicates that this area was not as heavily used prehistorically as other areas of the valley and the Los Angeles Basin.

In the event that previously unknown buried cultural materials and human remains are encountered during construction, with compliance with Project Features PF-CR-1 and PF-CR-2 provided in Section 3.8, Cultural Resources, of this Draft EIR/EIS, potential impacts to previously unknown cultural resources would be less than significant.

4.7.18.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

4.7.19 Utilities and Service Systems

Would the Project:

Question	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact

Question	CEQA Determination
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less Than Significant Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less Than Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less Than Significant Impact

4.7.19.1 CEQA Significance Determinations for Utilities and Service Systems

The potential for the Build Alternatives to adversely impact utilities and service systems was assessed in the Section 3.5, Utilities and Emergency Services, of this EIR/EIS. The following discussions are based on those analyses.

a) Less Than Significant Impact. The construction of the Build Alternatives may affect existing surface or subsurface utility facilities, requiring protection in-place, removal, or relocation. The utility facilities that could potentially be affected during construction are listed in Table 3.5.1 of Section 3.5 of this EIR/EIS. Should any of the Build Alternatives be selected as the Preferred Alternative, an updated utility search would be conducted during final design to determine all utilities that require protection in-place, removal, or relocation. Completion of utility work may result in temporary service disruptions to some utility users in the vicinity of the study area. However, Project Features PF-UES-1 through PF-UES-3 have been incorporated into the Build Alternatives to address the potential temporary adverse effects of construction on utilities. All existing utility facilities are anticipated to be maintained during operation of the Build Alternatives, and the Build Alternatives would not result in an increased demand for utility services or the construction of new utility structures. Therefore, the effects of the Build Alternatives on utilities would be less than significant. No mitigation is required.

b) Less Than Significant Impact. The use of water during construction would be limited to water trucked to the site for dust control. The amount of water used during construction would be minimal. Operation of the Build Alternatives is not expected to result in an increased demand for water used for landscape irrigation. As a result, the Build Alternatives would not require the water districts serving the study area to provide new or expanded facilities to meet the need for water during construction and operation of the Build Alternatives. No mitigation is required.

c) **No Impact.** The Build Alternatives would not generate wastewater or discharge wastewater to the study area sewer system. As a result, the Build Alternatives would not exceed wastewater treatment requirements, require, or result in the construction of new wastewater treatment facilities, or result in the need for a determination by a wastewater treatment provider that it has adequate capacity to serve the study area. No mitigation is required.

d) **Less Than Significant Impact.** During construction, two types of waste materials would be collected: vegetation, other plant material, and excess soils; and solid waste such as concrete, asphalt, and wood. The waste collected during construction would be properly disposed of at an existing landfill or recycled. The amount of waste that would be generated during the construction of the Build Alternatives would be limited and would occur only during the construction period. That amount of waste would be only a very small amount of the total waste disposed of or recycled at area recycling facilities and landfills, on both a daily and annual basis. Therefore, the amount of waste generated during construction of the Build Alternatives is anticipated to be accommodated by the existing recycling and landfill facilities in Los Angeles County.

   Trash/waste removal would continue consistently with current maintenance activities with the operation. There would be similar amounts of trash/waste collected during operation of the Build Alternatives compared to existing conditions, because the Build Alternatives would consist of roadway or park-and-ride improvements within the State ROW. Therefore, the amount of waste generated during the operation of the Build Alternatives is negligible and considered less than significant. No mitigation is required.

e) **Less Than Significant Impact.** Any hazardous waste generated during construction of the Build Alternatives, collected during normal waste collection activities, or collected as a result of an accidental release on the I-405 freeway or ramp facilities would be collected, handled, transported, and disposed of consistent with applicable federal, State, regional, and local regulations. Hazardous wastes would not be comingled with green waste nonhazardous trash and is considered less than significant. No mitigation is required.

   Waste materials generated during construction and operation of the Build Alternatives would be disposed of in accordance with federal, State, and local regulations related to recycling, which would minimize the amount of waste material entering local landfills and is considered less than significant. No mitigation is required.

4.7.19.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required.

4.7.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:

Question	CEQA Determination
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less Than Significant Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	Less Than Significant Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

Per the California Department of Forestry and Fire Protection (CAL FIRE), the Project Corridor is within an LRA and a portion of the Project Corridor is located in a VHFHSZ (Figure 4-7).[15] Additional information for each of the responses below is provided in Section 4.4, Wildfire.

4.7.20.1 CEQA Significance Determinations for Wildfire

a) Less Than Significant Impact. As discussed in Section 4.4, above, the portion of the Project Corridor that is located south of Valley Vista Boulevard and north of West Sunset Boulevard is within a VHFHSZ.[16] Temporary closures and detours may result in short-term effects on emergency response and evacuation along and in the vicinity of the study area and arterials in the vicinity of I-405. Project Feature PF-TR-1, as outlined in Section 3.6, Transportation, would specifically address requirements for coordination with emergency service providers and accommodation of emergency travel routes and access to, through, and around active construction areas. After construction of the Build Alternatives, I-405 would continue to operate as an evacuation route, similar to existing conditions.

Operation of the Build Alternatives would not impair an adopted emergency response plan or emergency evacuation plan. With implementation of this Project Feature, potential impacts related to emergency response times and plans and evacuation routes would be less than significant.

[15] Office of the State Fire Marshal. 2023. Very High Fire Hazard Severity Zones in LRA. Website: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/#explorefhsz (accessed October 18, 2023).

[16] Ibid.

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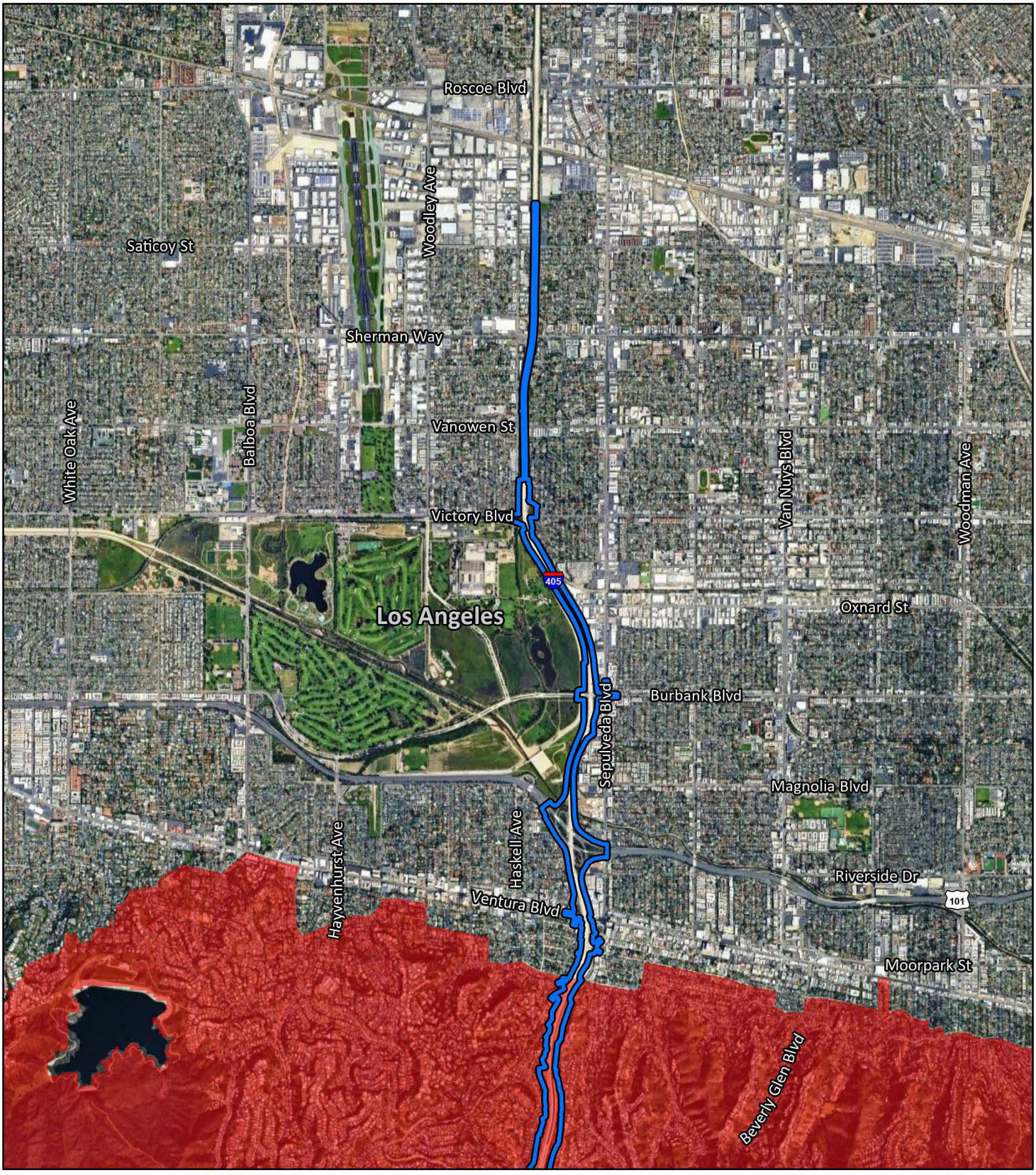

Project Area

City/County Boundaries

Fire Hazard Severity Zones

Very High

High

Moderate

N

0 2000 4000

FEET

SOURCE: Google Imagery (2023); CAL FIRE (2024)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (7/1/2025)

FIGURE 4-7

Sheet 1 of 3

I-405 Sepulveda Pass ExpressLanes Project

Fire Hazard Severity Zones

07-LA-405-PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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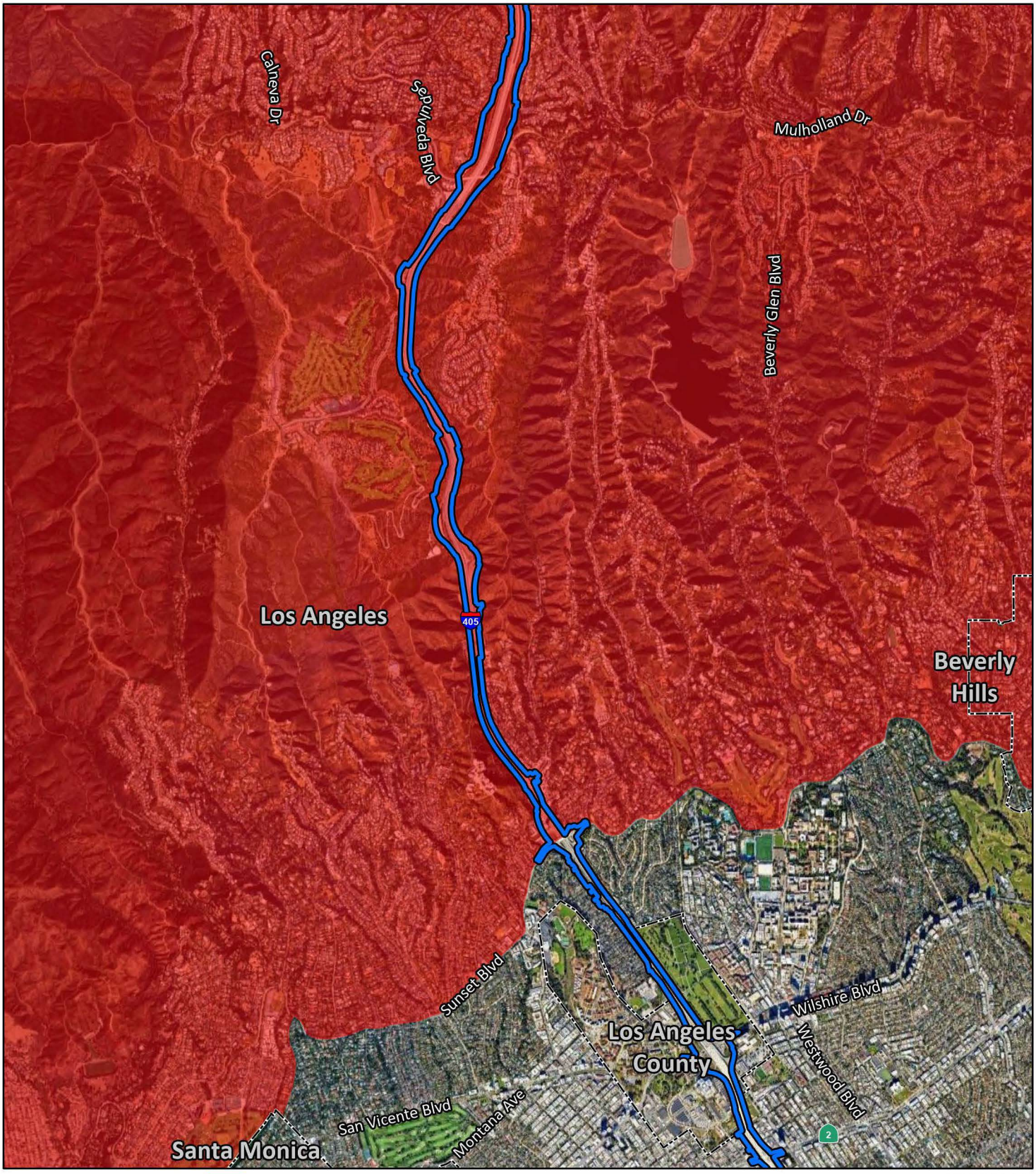

Project Area

City/County Boundaries

Fire Hazard Severity Zones

Very High

High

Moderate

N

0 2000 4000

FEET

SOURCE: Google Imagery (2023); CAL FIRE (2024)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (7/1/2025)

FIGURE 4-7

Sheet 2 of 3

I-405 Sepulveda Pass ExpressLanes Project

Fire Hazard Severity Zones

07-LA-405-PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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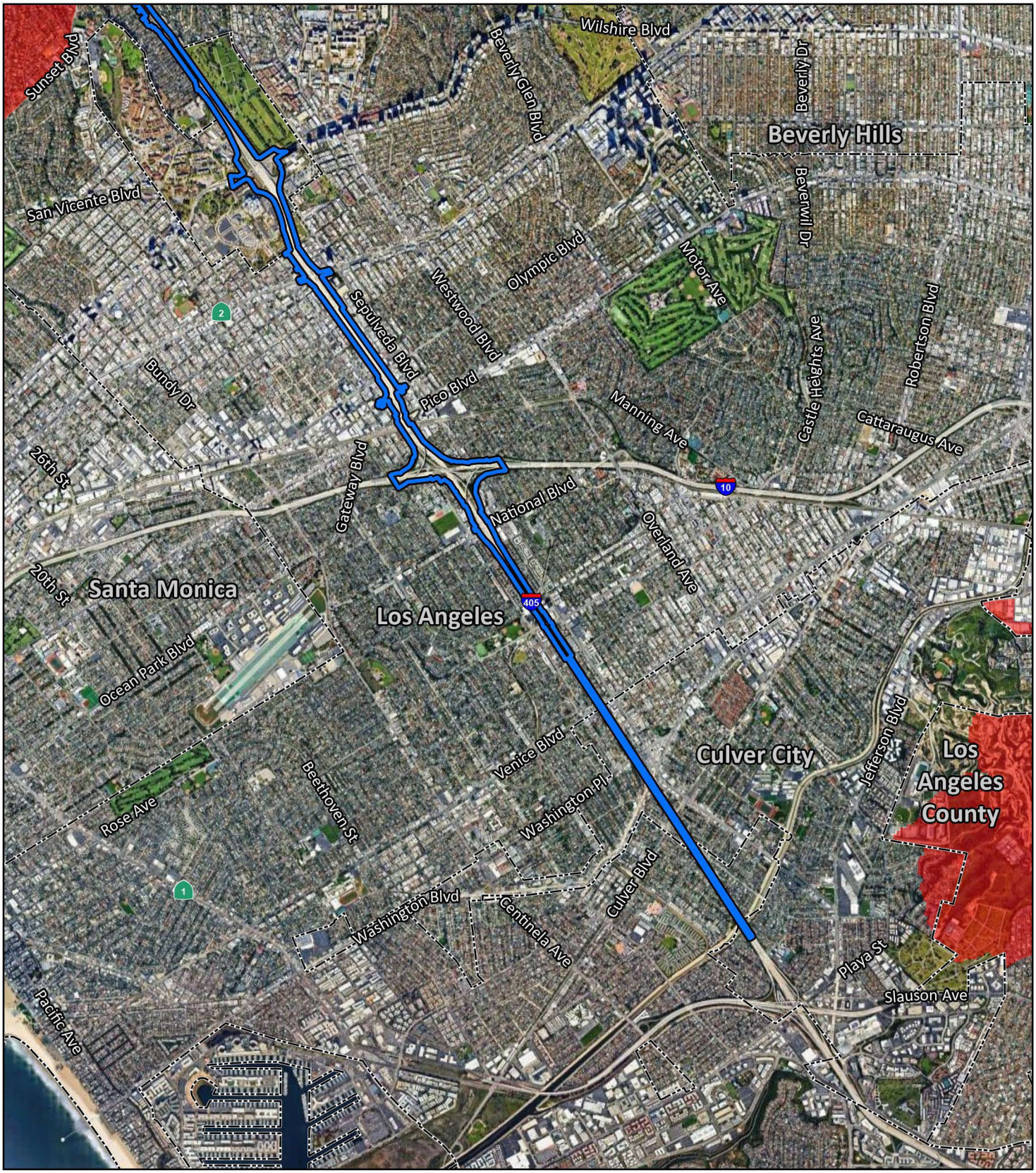

Project Area

City/County Boundaries

Fire Hazard Severity Zones

Very High

High

Moderate

N

0 2000 4000

FEET

SOURCE: Google Imagery (2023); CAL FIRE (2024)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (7/1/2025)

FIGURE 4-7

Sheet 3 of 3

I-405 Sepulveda Pass ExpressLanes Project

Fire Hazard Severity Zones

07-LA-405-PM 28.4/41.4

EA No. 07-354330

EFIS No. 0720000070

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b) Less Than Significant Impact. As discussed in Section 4.4, above, many portions of the Project alignment are surrounded by developed urban and suburban uses. A portion of the Project Corridor is located in the Santa Monica Mountains, which contain steep slopes and are prone to seasonal Santa Ana winds. The roadway widening and wider shoulder areas may act as a firebreak, reduce vegetation adjacent to the roadside (fire fuel), and provide additional areas for emergency response vehicle staging. Brush management practices would also be implemented along with other maintenance activities to ensure that impacts related to fire risk in the study area are less than significant. The Build Alternatives would not provide a new ignition source (such as additional vegetation) that would exacerbate wildfire risks, nor would it increase infrastructure, housing, or businesses that could experience impacts from pollutant concentrations from a wildfire.

The proposed improvements would not change existing land use patterns along I-405. Therefore, the Build Alternatives would not result in any changes to wildfire risks compared to existing conditions. Impacts would be less than significant, and no mitigation is required.

c) Less Than Significant Impact. As discussed in Section 4.4, above, the Build Alternatives are not expected to exacerbate fire risk. The Build Alternatives include several features that may reduce wildfire risk. The newly paved road and wider shoulder areas may act as a firebreak, reduce vegetation adjacent to the roadside (fire fuel), and provide additional areas for emergency response vehicle staging. Project Features PF-UES-1 through PF-UES-3 would ensure that existing utilities are properly protected in place or relocated. Furthermore, the Build Alternatives would be compliant with all applicable design standards and regulations related to wildlife protection. Therefore, impacts related to the Build Alternatives associated with exacerbation of fire impacts are less than significant, and no mitigation is required.

d) No Impact. As discussed in Section 4.4, above, the study area is susceptible to slope failures and landslides. Implementation of Project Feature PF-GEO-1 and Measure GEO-1 would ensure that impacts related to these geologic hazards would be less than significant. The study area is not located within the 100-year flood zone and would not result in any floodplain encroachments. Therefore, no impacts to people or structures due to post-fire conditions would occur, and no mitigation is required.

4.7.20.2 Avoidance, Minimization, and/or Mitigation Measures

Measure GEO-1 in Section 3.11 would be implemented to ensure impacts related to wildfire are less than significant.

4.7.21 Mandatory Findings of Significance

Question	CEQA Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant with Mitigation Incorporated
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Significant and Unavoidable
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant Impact

4.7.21.1 CEQA Significance Determinations for Mandatory Findings of Significance

a) Less Than Significant with Mitigation Incorporated. The potential for the Build Alternatives to result in significant impacts to biological or cultural resources, specifically, is discussed in Sections 3.8, 3.17, 3.18, 3.19, 3.20, 3.21, and 3.22 in this EIR/EIS. The Build Alternatives would not degrade the quality of the environment or permanently impact any animal or plant species or associated habitat. The potential for temporary construction-related impacts or permanent impacts to occur to special-status and threatened and/or endangered animal species that have the potential to occur in the BSA would be avoided, minimized, and/or mitigated to a level below significance with implementation of Project Features PF-NC-1 through PF-NC-3, PF-AS-1 through PF-AS-2, and PF-IS-1, Measures NC-1 through NC-3, NC-5 through NC-13, and AS-2 through AS-11, and TE-1 through TE-2 and Mitigation Measures MM-NC-4, MM-AS-1, and MM-AS-12. The Build Alternatives would temporarily impact United States Army Corps of Engineers (USACE), CDFW, and Regional Water Quality Control Board (RWQCB) jurisdictional areas. There are no direct impacts to jurisdictional features requiring mitigation, but Project Features PF-NC-1 through PF-NC-3, PF-WQ-1 through PF-WQ-5, PF-WET-1, and Measures NC-1, NC-2, and WET-1 through WET-4 would be implemented to minimize potential indirect temporary impacts to wetlands and other waters.

It was determined that there is one property eligible for listing in the NRHP as a result of the current study in the Area of Potential Effects (APE) identified for the Build Alternatives. Hotel Angeleno, located at 170 N. Church Lane, is eligible for listing in the NRHP and the CRHR under criteria C/3. As a result, this cultural resource qualifies as a historical resource pursuant to CEQA. In addition, a small

portion of the large Brentwood Glen Historic District overlaps the APE (APE Map Reference No. HD-1). The BGHD was identified as part of the current study and 16 of the properties in the APE are contributors (APE Map Reference Nos. 13–28). For purposes of this undertaking only, the BGHD is assumed eligible for listing in the NRHP pursuant to Caltrans Section 106 PA Stipulation VIII.C.4. The Build Alternatives would not result in significant impacts to these cultural resources.

In addition, it has been determined that a Finding of No Historic Properties Affected is appropriate because there are no historical resources within the APE or there are no impacts to historical resources pursuant to *State CEQA Guidelines* Section 15064.5(b)(3). However, there is the potential to encounter unknown buried cultural resources or archaeological materials within the disturbance limits during construction of the Build Alternatives. In the event that previously unknown buried cultural materials are encountered during construction, compliance with Project Features PF-CR-1 and PF-CR-2, provided in Section 3.8, would avoid and/or minimize potential impacts to previously unknown cultural resources and are less than significant.

b) Significant and Unavoidable Impact. As discussed in Section 4.5, Cumulative Impacts, in this EIR/EIS, several planned development and transportation improvement projects occur in the general vicinity of the study area with the potential to cumulatively affect communities in the area.

While cumulatively considerable impacts for a majority of resource areas are less than significant, potential cumulatively considerable impacts were identified for noise and VMT.

As described in Section 4.5.4.11, construction of the Build Alternatives could result in the generation of excessive ground-borne vibration or ground-borne noise levels, and could potentially overlap with construction of both the Sepulveda Transit Corridor Project and the West Los Angeles Veterans Affairs Medical Center Campus Project. While the Draft EIR prepared for the Sepulveda Transit Corridor Project did not identify construction overlap with the Project, it is not possible to predict which related projects would result in a cumulatively considerable construction scenario, and the Build Alternatives could have construction-related noise impacts. The Project would implement Mitigation Measure MM-N-10, which would restrict the usage of heavy construction equipment, but no further mitigation measures could be feasibly implemented by the Project to reduce potential construction-related cumulatively considerable noise impacts. Therefore, construction of the Build Alternatives would result in a significant cumulative noise impact during construction, and the incremental contribution of the Build Alternatives to the existing cumulative condition would be cumulatively considerable. As such, this impact could be significant and unavoidable, and there is no additional, feasible mitigation that could reduce this impact.

As described in Section 4.5.4.14, operation of Alternatives 3 and 5 are expected to result in a significant and unavoidable impact related to the induced demand of approximately 79,000,000 VMT per year. Approximately half of this VMT would be mitigated through implementation of Measure MM-TR-1. The remaining half of

the estimated induced demand of Alternative 3 or 5 is proposed to be mitigated by the Sepulveda Transit Corridor Project. LA Metro has initial funding for the Sepulveda Transit Corridor project from local sales tax measures and is currently seeking additional funding for the project. Although the Sepulveda Transit Corridor Project, together with project-funded mitigation measure MM-TR-1, could collectively mitigate the I-405 Sepulveda Pass ExpressLanes Project's induced travel demand and associated VMT impacts if implemented as anticipated. However, since the timing for funding and implementation of the Sepulveda Transit Corridor Project is not finalized, the impacts related to induced travel demand and VMT under Alternatives 3 and 5 would remain significant and unavoidable under CEQA. Therefore, impacts related to induced travel demand and VMT for Alternatives 3 and 5 would remain significant and unavoidable under CEQA and would be considered cumulatively considerable.

The PEIR for the *SCAG Connect SoCal 2024 RTP/SCS* identified significant and unavoidable impacts for the SCAG region related to water and wastewater systems. While the Build Alternatives would not generate wastewater or discharge wastewater to the study area sewer system and therefore would not result in the need for relocation or construction of a new or expanded wastewater facilities, cumulative development in the region in combination with the Build Alternatives would result in a cumulatively considerable impact related to water facilities. To further reduce potential utilities and service systems impacts, the Build Alternatives would be required to implement project-level mitigation measures as described in the *SCAG Connect SoCal 2024 RTP/SCS* PEIR. Specifically, the Build Alternatives would be required to implement PEIR Measure PMM-UTL-2, as described in Measure CMM-UTL-1 in Section 4.5.4.16. With implementation of CMM-UTL-1, and Project Features PF-UES-1 through PF-UES-3, any potentially cumulatively considerable utilities and service systems impacts would be reduced. As such, the Build Alternatives, in combination with the projects listed in Table 4.9, would not contribute to a cumulatively considerable utility and service system impacts with mitigation incorporated.

For a detailed discussion of cumulative impacts resulting from the Build Alternatives, please refer to Section 4.5 in this chapter of the EIR/EIS.

c) Less Than Significant Impact. As discussed in Sections 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.11, 3.12, 3.13, 3.14, 3.15, and 3.16, in this EIR/EIS, the Build Alternatives would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. With implementation of Project Feature PF-TR-1, traveler and emergency responder delays would be reduced, and safety during construction would be enhanced. Furthermore, the Build Alternatives would reduce traffic congestion and travel times on I-405. This would reduce traffic delay, thereby reducing travel time and improving the human environment.

4.7.21.2 Avoidance, Minimization, and/or Mitigation Measures

Measures PS-1, NC-1 through NC-3, NC-5 through NC-13, AS-2 through AS-11, WET-1 through WET-4, TE-1 through TE-2, CMM-UTL-1, would be implemented. Mitigation Measures MM-NC-4, MM-AS-1, MM-AS-12, and MM-TR-1 would also be implemented.

Chapter 5 – Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, as well as identify potential impacts; avoidance, minimization, and/or mitigation measures; and related environmental requirements. Agency consultation and public participation for this Project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, tribal consultation, and consultation with interested parties. This chapter summarizes the results of the Los Angeles County Metropolitan Transportation Authority (Metro) and the California Department of Transportation's (Caltrans) efforts to fully identify, address, and resolve Project-related issues through early and continuing coordination.

5.1 Notice of Initiation of Studies

The environmental scoping process to involve the public on the Interstate 405 (I-405) Sepulveda Pass ExpressLanes Project Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was initiated with three public scoping meetings held by Metro and Caltrans District 7 in August 2021. Due to public health guidelines and Metro safety protocols during the spike in the COVID-19 delta variant, plans for in-person meetings and outreach could not be conducted. As such, Metro and Caltrans collectively agreed to proceed with conducting virtual scoping meetings via Zoom. The meetings provided access to Spanish language interpretation services and call-in numbers in both English and Spanish for those unable to access the meeting via the Internet. In order to best accommodate various schedules and maximize participation, a variety of timeframes were provided for the scoping meetings. The virtual public scoping meetings were held on:

- Saturday, August 14, 2021, 10:00 a.m.–12:00 p.m.
- Tuesday, August 17, 2021, 6:00 p.m.– 8:00 p.m.
- Wednesday, August 18, 2021, 11:30 a.m.–1:30 p.m.

Noticing for the three informal public scoping meetings was prepared using several methods. This included digital postings on the Metro website and the external I-405 Sepulveda Pass ExpressLanes Project website, social media postings, ad postings in local English and Spanish newspapers, coordination with local and regional stakeholder organizations to post on social media pages, email notifications (e-blasts) using the Project database (which is separate and more wide-ranging than the Notice of Preparation/Notice of Intent [NOP/NOI] distribution list), periodic Short Message Service (SMS) texts were sent to individuals who provided contact information, Metro published blog posts in both English and Spanish, and implementation of georeferenced social media ads that targeted users along and within a 2-mile radius of the Proposed Project Corridor. The Notice of Availability (NOA) was physically and digitally published in three local newspapers, with run dates ranging from August 3 to August 5, 2021. These included the *LA Daily News* and the *LA Sentinel* that ran the advertisement in English and *La Opinión* that ran the advertisement in Spanish. Copies of these newspaper ad publications are included at the end of this chapter. (Attachment C).

At each of the three scoping meetings, a brief presentation was made by the Project team, and then a short question-and-answer session was held regarding any clarification needed

on the presentation or the Project. Following the brief question-and-answer session, the meeting was opened for attendees to provide verbal comments on the Project. The virtual meetings included exhibits and informational about the Project to help participants understand the scope and schedule of the Project and learn about the planning and environmental review process, as well as the proposed alternative concepts and how to provide comments. Comments could be submitted in one of several ways: via United States Postal Service (USPS) regular mail, via email to the Project email address, via electronic submittal to the online comment form accessible at the Project website, via a verbal voicemail message on the Project hotline, or verbally/via the chat function at any of the three public scoping meetings. During the virtual meetings, 163 written comments were received by 73 commentors. Additionally, 22 commentors provided oral comments. The comment content varied widely. The majority of comments were related to the range of alternatives, the various environmental topics, and the expression of support for transit in the Sepulveda Pass Project Corridor. A summary of the scoping meetings is provided in Attachment D.

Attendance was as follows during the virtual public scoping meetings: 52 participants on August 14, 2021; 101 participants on August 17, 2021; and 162 participants on August 18, 2021 (Attachment D).

The CEQA and NEPA scoping process for the Project was initiated with the preparation and distribution of a Notice of Preparation (NOP) of an Environmental Impact Report via mail and posting at the State Clearinghouse and the Los Angeles County Clerk, and the publication of a Notice of Intent (NOI) to prepare an Environmental Impact Statement in the Federal Register. The NOP and NOI are included in Appendix G to this EIR/EIS.

5.1.1.1 Notice of Preparation

The NOP was posted to the State Clearinghouse on August 3, 2021, beginning the required 30-day review period under CEQA. The State Clearinghouse number assigned was 2021080037, which will be referenced in future CEQA filings. The State Clearinghouse posting is included at the end of this chapter (Attachment A). The NOP was also posted at the Los Angeles County Clerk on August 2, 2021, and the Clerk posting is included at the end of this chapter (Attachment B). In addition, the NOP was distributed via USPS Priority Mail to elected officials, agency representatives, and interested parties, along with a brief letter from Caltrans notifying recipients of the initiation of scoping. A copy of that letter, its attachments, and the associated distribution list are contained in Appendix G. The NOP was also made available for public review on the Project website at: http://www.metro.net/405expresslanes.

During the scoping period, Metro and Caltrans made the decision to extend the formal scoping period an additional 30 days, ending on October 1, 2021. To provide widespread notice to elected officials, agency representatives, interested parties, and the general public, updates were provided via each of the methods by which the original noticing was provided. As such, a second mailing was distributed via USPS to a distribution list that was updated in the interim based on revised information regarding appropriate contacts, notifying recipients of the time extension. A copy of that letter is contained in Appendix G. The State Clearinghouse posting was updated for consistency with the extended scoping period. Notification of the extension of the scoping period was also provided to the Los Angeles County Clerk.

5.1.1.2 Notice of Intent

In compliance with 40 Code of Federal Regulations (CFR) 1508.22, the NOI was published in the Federal Register on August 11, 2021. It was also made available for public review on the Project website at http://www.metro.net/405expresslanes.

A revised NOI was published in the Federal Register extending the scoping comment period on September 7, 2021. Both the original and revised NOI publications are included in Appendix G.

5.2 Interagency Coordination and Consultation

5.2.1 Coordination and Consultation with Cooperating and Participating Agencies

A Coordination Plan under United States Code (USC) Section 139 was prepared and submitted electronically to the cooperating and participating agencies via email in Summer 2021. Coordination with the Cooperating and Participating agencies for the Proposed Project is ongoing.

Caltrans, as the Lead Agency, specifically requested the Participating and Cooperating Agencies to provide comments and input on the topics included in Table 5.1. Table 5.1 also includes the coordination plan schedule, including the anticipated date of request for input from Participating and Cooperating Agencies and the anticipated date of receipt.

Table 5.1: Coordination Plan Schedule

Coordination Topic	Anticipated Date of Request	Anticipated Date of Receipt
NOI	July 2021	August 2021
Purpose and need	July 2021	September 2021
Range of Alternatives	July 2021	September 2021
Impact Assessment Methodologies	July 2021	September 2021
Socioeconomic and Environmental Impacts	Mid-2022	Mid-2022
Circulation of Draft EIS	Fall 2025	Fall 2025
Preferred Alternative	Fall 2025	Fall 2025
Combined Final EIS/Record of Decision	Late 2026	Late 2026
Issue Section 404 Permit (USACE responsibility)	To be determined	To be determined

Source: Efficient Environmental Review Coordination Plan for Interstate 405 (I-405) Sepulveda Pass ExpressLanes Project (Caltrans 2021).

5.2.2 Coordination and Consultation with Public Agencies

The formulation of Project alternatives and mitigation has been carried out through a cooperative dialogue among representatives of the following agencies or organizations, several of these agencies are also identified as Cooperating and Participating Agencies:

- Advisory Council on Historic Preservation (Participating Agency)
- California Native American Heritage Commission (NAHC)
- California Department of Fish and Wildlife (CDFW)
- California Office of Historic Preservation (OHP)
- Cities of Los Angeles and Santa Monica (Participating Agencies)

- County of Los Angeles
- Department of the Interior, United States Geological Survey (USGS), Region 8 (Participating Agency)
- Federal Aviation Administration (FAA), Western-Pacific Region Airports Division (Participating Agency)
- Federal Emergency Management Agency (FEMA), Region IX (Participating Agency)
- Federal Transit Administration (FTA) (Participating Agency)
- Historic Preservation Groups
  - Japanese American National Museum, Hirasaki National Resource Center
  - Los Angeles Conservancy
- Los Angeles County Flood Control District
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Los Angeles Regional Water Quality Control Board (RWQCB)
- Native American Tribal Representatives
- Santa Monica Mountains Conservancy
- South Coast Air Quality Management District (SCAQMD)
- Southern California Association of Governments (SCAG)
- SCAG Transportation Conformity Working Group (TCWG)
- State Historic Preservation Officer (SHPO)
- United States Army Corps of Engineers (USACE) (Cooperating Agency/Participating Agency)
- United States Department of Housing and Urban Development (HUD) (Participating Agency)
- United States Environmental Protection Agency (USEPA), Region 9 (Cooperating Agency/Participating Agency)
- United States Fish and Wildlife Service (USFW) (Participating Agency)
- United States Geological Survey (USGS), Region 8
- Veterans Administration (VA) (Participating Agency)

The following sections summarize the results of the efforts of Metro and Caltrans District 7 to fully identify, address, and resolve Project-related issues through early and continuing coordination.

5.2.2.1 Native American Consultation

Native American consultation for this project was conducted to federal-level standards per Section 106 of the National Historic Preservation Act (NHPA) and to CEQA-level standards per Assembly Bill (AB) 52. The consultation with the NAHC and Native American representatives is summarized in Table 5.2. A copy of the NAHC correspondence is included in Attachment E.

5.2.2.2 State Historic Preservation Officer

As assigned by the Federal Highway Administration (FHWA), Caltrans determined that two historic properties (Brentwood Glen Historic District and Hotel Angeleno) evaluated as a result of the Project are eligible for inclusion in the National Register of Historic Places (NRHP) for this undertaking only are located within the Project Area of Potential Effects (APE).

Table 5.2: Summary of Native American Consultation

Agency and Agency Representative	Date AB 52 Project Notification Letter(s) Mailed	Date Section 106 Project Notification Letter Mailed	Date of Tribal Response(s) to Notification Letter(s)	Date and Results of Responses and/or Follow-Up Telephone Calls and/or Emails
Barbareño/Ventureño Band of Mission Indians Julie Tumamait-Stenslie, Chairperson *Chumash*	August 16, 2021 September 29, 2021	June 14, 2022		July 18, 2022: A follow-up email was sent.
Chumash Council of Bakersfield Julio Quair, Chairperson *Chumash*	September 29, 2021	June 14, 2022		July 18, 2022: A follow-up email was sent. The email was returned as undeliverable ("address unknown"). A follow-up phone call was made, and a voicemail was left.
Coastal Band of the Chumash Nation Mariza Sullivan, Chairperson *Chumash*	September 29, 2021	June 14, 2022		July 18, 2022: A follow-up email was sent.
Fernandeño Tataviam Band of Mission Indians Jairo Avila, Tribal Historic and Cultural Preservation Officer *Tataviam*	September 29, 2021	June 14, 2022	October 4, 2021 June 29, 2022	October 4, 2021: Mr. Avila responded via email, requesting to review record search results, Sacred Lands File search results, and the project cultural study. June 29, 2022: Mr. Avila responded via email, requesting to review the cultural study prepared for the Project to provide tribal comments and recommendations and then schedule a meeting to discuss the Project. October 12, 2023: Revised ASR was emailed for comments. October 13, 2023: Sarah Brunzell responded stating that Mr. Avila is no longer with the FTBMI. Ms. Brunzell requested the APE map and record search (RS) be provided. The APE map and ASR were then sent. October 16, 2023: Ms. Brunzell responded requesting that the Lead Agency reach out to consult since portions of the APE are sensitive for the FTBMI. A map was provided identifying this area.

Table 5.2: Summary of Native American Consultation

Agency and Agency Representative	Date AB 52 Project Notification Letter(s) Mailed	Date Section 106 Project Notification Letter Mailed	Date of Tribal Response(s) to Notification Letter(s)	Date and Results of Responses and/or Follow-Up Telephone Calls and/or Emails
				February 7, 2024: Revised ASR emailed for comments. ASR contains a new Sensitivity Analysis section discussing the likelihood for the APE to contain previously unknown/buried resources. February 21, 2024: Ms. Brunzell responded with report edits, information identifying Native resource locations, and a request to not describe all the native inhabitants of the local area as Gabrielino, but to also use the term Fernandeño where appropriate.
Fernandeño Tataviam Band of Mission Indians Rudy Ortega, Jr., Chairperson *Tataviam*	August 16, 2021 September 29, 2021			*See responses from Mr. Avila, above.*
Gabrieleno Band of Mission Indians – Kizh Nation Andrew Salas, Chairperson *Gabrieleño*	August 16, 2021	June 14, 2022	June 14, 2022	June 14, 2022: The Kizh Nation, during a standing consultation call for various projects, requested a thorough sensitivity analysis in the *Archaeological Survey Report*, including (but not limited to) the origin of fill materials, historic waterways, and Native American trade routes/pathways. October 12, 2023: Revised ASR was emailed for comments. February 7, 2024: Revised ASR emailed for comments. ASR contains a new Sensitivity Analysis section discussing the likelihood for the APE to contain previously unknown/buried resources. February 15, 2024: John Torres responded stating that the Kizh Nation had him review the ASR. His single comment was that the term "Tongva" was an incorrect appellation for the local natives and that it would be better to use the term "Gabrielino-speaking People."

Table 5.2: Summary of Native American Consultation

Agency and Agency Representative	Date AB 52 Project Notification Letter(s) Mailed	Date Section 106 Project Notification Letter Mailed	Date of Tribal Response(s) to Notification Letter(s)	Date and Results of Responses and/or Follow-Up Telephone Calls and/or Emails
Gabrieleno/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson *Gabrieleño*	August 16, 2021 September 29, 2021	June 14, 2022		July 18, 2022: A follow-up email was sent.
Gabrielino/Tongva Nation Sandonne Goad, Chairperson *Gabrieliño*	September 29, 2021	July 20, 2022 (email)		
Gabrielino Tongva Indians of California Tribal Council Robert Dorame, Chairperson *Gabrieliño*	September 29, 2021	June 14, 2022		*See response from Ms. Conley, below.*
Gabrielino Tongva Indians of California Tribal Council Christina Conley, Tribal Consultant and Administrator *Gabrieliño*	September 29, 2021	June 14, 2022	October 8, 2021	October 8, 2021: Ms. Conley requested site monitoring for any ground disturbance associated with the Project. She also attached a preferred treatment plan. October 12, 2023: Revised ASR was emailed for comments. February 7, 2024: Revised ASR emailed for comments. ASR contains a new Sensitivity Analysis section discussing the likelihood for the APE to contain previously unknown/buried resources. February 24, 2024: Ms. Conley responded with a list of 8 resource and village locations in and near the APE, some as distant as 1 to 2 miles.
Gabrielino-Tongva Tribe Charles Alvarez *Gabrieliño*	September 29, 2021	June 14, 2022		July 18, 2022: A follow-up email was sent. The email was returned as undeliverable (“mailbox is disabled”). A follow-up phone call was made. The mailbox was full and unable to accept messages.

Table 5.2: Summary of Native American Consultation

Agency and Agency Representative	Date AB 52 Project Notification Letter(s) Mailed	Date Section 106 Project Notification Letter Mailed	Date of Tribal Response(s) to Notification Letter(s)	Date and Results of Responses and/or Follow-Up Telephone Calls and/or Emails
Northern Chumash Tribal Council Fred Collins, Spokesperson *Chumash*	September 29, 2021	June 14, 2022		July 18, 2022: A follow-up email was sent. A response was received from the tribe stating that Chairperson Collins has passed away and providing contact information for the new tribal Chairwoman. The NAHC declined to consult and deferred to more local tribes.
San Luis Obispo County Chumash Council Mark Vigil, Chief *Chumash*	September 29, 2021	June 14, 2022		July 18, 2022: A follow-up phone call was made. The phone number has been disconnected.
San Manuel Band of Mission Indians Lynn Valbuena, Chairperson *Serrano*	August 16, 2021		September 1, 2021	September 1, 2021: Jamie Nord, Cultural Resources Technician, responded, declining to consult since the Project is outside of Serrano ancestral territory.
Santa Rosa of Cahuilla Indians Lovina Redner, Tribal Chair *Cahuilla*	September 29, 2021	June 14, 2022		July 18, 2022: A follow-up email was sent.
Santa Ynez Band of Chumash Indians Kenneth Kahn, Chairperson *Chumash*	September 29, 2021	June 14, 2022		July 18, 2022: A follow-up email was sent. July 19, 2022: Crystal Mendoza, Administrative Assistant, sent an email with an attached PDF of a letter requesting consultation on the Project and including contact information for Dr. Wendy Teeter. An email was sent to Ms. Mendoza thanking her for the response and letting her know that someone would contact Dr. Teeter. August 25, 2022: An email was sent to Dr. Teeter to request a consultation appointment. September 30, 2022: Virtual consultation meeting between Caltrans, Dr. Teeter, LSA (consultant), and Sam Cohen. Information on potential cultural sites in proximity to the project area was shared. Kimberly requested California Department of Parks and Recreation (DPR) forms/maps for sites discussed. Sepulveda Pass being resurveyed?

Table 5.2: Summary of Native American Consultation

Agency and Agency Representative	Date AB 52 Project Notification Letter(s) Mailed	Date Section 106 Project Notification Letter Mailed	Date of Tribal Response(s) to Notification Letter(s)	Date and Results of Responses and/or Follow-Up Telephone Calls and/or Emails
				Yes. Trouble will be with urban environment (high grade slopes and built outside). Prefer to identify specific areas of concern and then conduct an Extended Phase I but need to zero in on areas/sensitivity. Geomorphology of areas around sites. Refine proposed impacts in areas of concern. Try to avoid intact sites. Check Crespi Diary (Portola Exped.) for village location. Dec. 27, 2022: Link to village location provided.
Soboba Band of Luiseño Indians Isaiah Vivanco, Chairperson *Cahuilla, Luiseño*	August 16, 2021	June 14, 2022		July 18, 2022: A follow-up email was sent.
Soboba Band of Luiseño Indians Rosemary Morillo, Chairperson *Cahuilla, Luiseño*	August 16, 2021			

Source: *Historic Property Survey Report* (April 2024).
AB = Assembly Bill
Caltrans = California Department of Transportation
NAHC = Native American Heritage Commission

A Finding of No Adverse Effect was prepared for these two resources and submitted to the State Historic Preservation Officer (SHPO). On July 31, 2024, the SHPO provided concurrence on the Finding of No Adverse Effect (Attachment F to this chapter).

5.2.2.3 Transportation Conformity Working Group

The Project was submitted to stakeholders at a Transportation Conformity Working Group (TCWG) meeting on December 5, 2023, pursuant to the interagency consultation requirement of 40 Code of Federal Regulations (CFR) 93.105 (c)(1)(i). The United States Environmental Protection Agency (USEPA), California Air Resources Board (CARB), Southern California Air Quality Management District (SCAQMD), and other interagency consultation participants concurred that the Project is not a Project of Air Quality Concern (POAQC) under 40 CFR 93.123(b)(1). Copies of the TCWG determinations are included in Attachment G to this section.

5.2.2.4 United States Fish and Wildlife Service

Unofficial species lists were obtained from the United States Fish and Wildlife Service (USFWS) on May 29, 2026. The species lists provide information about the threatened, endangered, and proposed species; designated critical habitat; and candidate species that may occur in the Biological Study Area (BSA). The species lists provided by the USFWS are included in Attachment H.

5.2.2.5 United States Army Corps of Engineers

A *Preliminary Jurisdictional Delineation* (JD) (April 2023) report was prepared as an appendix to the *Natural Environment Study* (NES) (February 2024) supporting this EIR/EIS. Areas within the Jurisdictional Delineation Study Area (JDSA) have been identified as potentially subject to USACE jurisdiction pursuant to Section 404 of the Clean Water Act. The Preliminary JD will be submitted to the USACE for its review and concurrence as part of the permitting process for the Preferred Alternative, once selected.

5.2.2.6 Section 4(f) Consultation

As described in more detail in Appendix A to this EIR/EIS, the Project is expected to result in a *de minimis* Section 4(f) use determination on one Section 4(f) resource (Santa Monica Mountains Recreation Area). On August 14, 2024, Caltrans sent initial outreach letters to the agencies with jurisdiction over Section 4(f) properties and resources that have the potential to incur a Section 4(f) use with implementation of the Project. The purpose of the initial outreach letters was to notify the jurisdictional agencies of the Project, provide a preliminary Section 4(f) use determination of the Project on the Section 4(f) resources, and solicit questions and concerns on the Section 4(f) evaluation and consultation process.

Thirteen preliminary outreach letters from Caltrans District 7 were sent to the following agencies with jurisdiction over Section 4(f) properties:

- Baldwin Hills and Urban Watersheds Conservancy
- City of Culver City Public Works Department
- City of Culver City Parks, Recreation and Community Services Department
- Culver City Unified School District
- City of Los Angeles Department of Cultural Affairs

- City of Los Angeles Public Works Department
- Mountains Recreation & Conservation Authority
- National Park Service
- United States Department of Veterans Affairs
- Santa Monica Mountains Conservancy

These preliminary Section 4(f) outreach letters are included in Appendix A. The letter includes a description of the Project and a statement that the resource identified as being protected under Section 4(f) is located adjacent to the Project and could potentially be impacted by one of the build alternatives.

In addition, on February 3, 2026, Caltrans sent a letter to the National Parks Service (NPS) requesting confirmation on the official with jurisdiction over the portion of the Santa Monica Mountains National Recreation Area that could be impacted by the Project in order to initiate the Section 4(f) consultation process for the anticipated Santa Monica Mountains National Recreation Area *de minimis* use determination. On April 13, 2026, and May 6, 2026, Caltrans followed up with NPS regarding the letter send in February 2026. On May 13, 2026, the NPS responded and confirmed that the NPS is not the official with jurisdiction over the portion of the Santa Monica Mountains National Recreation Area that could be impacted by the Project and stated that Section 4(f) consultation would need to occur with the Mountains Recreation and Conservation Authority (MRCA).

On May 13, 2026, Caltrans sent a letter to MRCA requesting Section 4(f) consultation regarding potential Project impacts to the Santa Monica Mountains National Recreation Area and the anticipated *de minimis* use determination for the Santa Monica Mountains National Recreation Area. On May 26, 2026, Caltrans met with MRCA to discuss the Project, potential project effects, the preliminary Section 4(f) *de minimis* use determination, and next steps in the Section 4(f) consultation process.

On June 11, 2026, Caltrans sent a letter to MRCA to formally request concurrence on the *de minimis* use determination for the Santa Monica Mountains National Recreation Area. [Awaiting a response from MRCA.]

5.3 Community Outreach and Public Involvement

5.3.1 Project Development Team

Representatives from Caltrans District 7 and the FHWA participated in the regular PDT meetings conducted by Metro for the Project. These meetings were held beginning in March 2020.

The monthly PDT meetings cover a wide range of topics related to the Project, including development and evaluation of alternatives, engineering considerations, environmental issues, and the environmental document and documentation process. The meetings allow the engineering and environmental team to share developments with the Project stakeholders and solicit feedback or seek additional coordination opportunities.

5.3.2 Equity Focus Community Outreach

During the Scoping period in Summer 2021, the Outreach Team identified that fewer than 10 percent of the 650+ comments received came from individuals residing in

Equity-Focused Communities (EFCs)—areas with the most pressing transportation needs. To address this low participation and align with Metro's Equity Platform Framework[1] and Public Participation Plan,[2] the team developed a comprehensive EFC Outreach Strategy to ensure these vulnerable populations have greater opportunities for meaningful input. Authentic listening, equitable participation, and meaningful collaboration to address transportation equity gaps and improve access and mobility are prioritized.

Key highlights include the following outreach activities conducted to date, with engagement carried out in both English and Spanish and targeted toward EFC communities:

- Pop-ups/event information booths; over 4,000 people engaged
- Public counters/distribution of project information
- School and business corridor canvassing
- Transit intercepts at bus stops and stations with high ridership
- Social media postings for major engagement opportunities
- Announcements at community meetings
- Project newsletters

These activities were aimed to maximize project awareness, engagement and ensure meaningful community involvement.

A key component of this effort is the CBO Engagement Strategy, which leverages partnerships with CBOs to enhance public engagement and equitable outreach in the Project area. The Outreach Team in collaboration with the Project's four CBO partners—Streets are Safe for Everyone (SAFE), LA Walks, Streets for All, and Walk & Rollers—has established a strong presence in the Project Corridor. These strategies focus on engaging low-income households, Black, Indigenous, and other People of Color (BIPOC) residents, and those without vehicle access through targeted digital and in-person activities such as transit-intercept outreach, school engagement, and local business outreach.

Table 5.3 outlines the local community events where outreach to EFC communities were conducted:

[1] Metro. Available at: https://www.metro.net/about/equity-race/

[2] Metro. Available at: https://www.metro.net/projects/public-participation-plan-development/

Table 5.3: EFC Outreach at Local Community Events

No.	Event	Date	Location	EFC
1	UCLA First Thursday	10/6/2022	UCLA Broxton Ave Los Angeles, CA 90024	Westwood
2	Pick Pico	5/21/2023	Overland Ave/Selby Ave Los Angeles, CA 90064	West LA
3	The LA Zoo goes to the Library	7/10/2023	Panorama City Branch Library 14345 Roscoe Blvd Panorama City, CA 91402	Panorama City
4	Flavor of Origins Food Festival	7/15/2023	Boys and Girls Club Mar Vista Gardens 4901 Marionwood Dr Culver City, CA 90230	Del Rey
5	Back to School Backpack Giveaway	8/12/2023	Gledhill Street Elementary School 16030 Gledhill St North Hills, CA 91343	North Hills
6	Back to School Night	8/31/2023	Panorama High School 8015 Van Nuys Blvd Panorama City, CA 91402	Panorama City
7	Community Based Organization targeted outreach to Equity Focused Communities	January – December 2024	13 pop-up events, 14 schools, and three business corridors in Equity Focused Communities	Various

5.3.3 Community Update Meetings

In the fall of 2023, the three Community Update Meetings were held. Two in-person meetings were conducted jointly with the Sepulveda Transit Corridor project and the Traffic Reduction Study, as all three projects share geographic study limits. Additionally, two project-specific virtual meetings took place to share updates regarding the ExpressLanes project. These community meetings provided four information centers to share project updates for Sepulveda Transit Corridor as well as I-405 ExpressLanes and Traffic Reduction Study and served as a joint meeting where all three projects were able to provide information to stakeholders. The in person joint meetings were held on October 23, 2023, at the Westwood United Methodist Church in Brentwood from 5:30 p.m. to 8 p.m. and on October 28 at the Marvin Braude Center in Van Nuys from 10 a.m. to 12:30 p.m. The meeting on October 23 was attended by 125 people and the meeting on October 28 was attended by 45 people. Virtual meetings were held on October 30, 2023, from 12 p.m. to 1 p.m. and November 8, 2023, from 6 p.m. to 7 p.m. There were 33 participants at the October 30th meeting and 27 participants at the November 8th meeting.

Attendees at the Community Update Meetings were provided an opportunity for agencies, residents and stakeholders to obtain an update on the status of the project, preliminary engineering of the Build Alternative and environmental analysis conducted to date and to provide comments related to the project alternatives and environmental evaluation. Comments were received relative to the alternatives under consideration, the design of the Build Alternatives being considered, right-of-way impacts, safety, funding and environmental impacts.

5.3.4 I-405 Sepulveda Pass ExpressLanes Project Websites

Metro maintains the Project website. It provides a succinct overview of the Project and the area it covers, as well as its current status, and contact information, as well as a Dropbox library containing Project documents and materials, including the environmental document. The Project website is available at: I-405 Sepulveda Pass ExpressLanes Project - LA Metro[1].

The Project website provides the general public and other interested parties to view the NOP/NOI, Scoping Summary Report, presentations from community outreach meetings, a StoryMap for the project other project related documents and sign up for alerts to receive Project information.

5.4 Vehicle Miles Traveled (VMT) Mitigation Coordination

Beginning in August 2024, LA Metro initiated conversations with Caltrans District 7 and Headquarters on best practices and viable VMT mitigation options and strategies that are being incorporated on other projects. Coordination and meetings with external parties for VMT reduction options include Metrolink. Conversations with LA Metro primarily involved strategies proposed in the Metro Vehicle Miles Traveled Mitigation Program, which include increasing existing bus service frequency and time-of-day span, Metrolink service expansion, implementation of a new Express Bus Line on the I-405 Corridor, and continuing the expansion of the LA Metro One Car Challenge Program and Metro Vanpool Program through enhanced subsidies and outreach using net toll revenue generated by I-405 ExpressLanes.

LA Metro has coordinated with Caltrans to understand the opportunities for VMT mitigation through the Sepulveda Transit Corridor Project. As a result of this coordination, it has been determined that the Sepulveda Transit Corridor Project, together with project-funded mitigation measure MM-TR-1, could collectively mitigate the I-405 Sepulveda Pass ExpressLanes Project's induced travel demand and associated VMT impacts if implemented as anticipated. However, since the timing for funding and implementation of the Sepulveda Transit Corridor Project is not finalized, the impacts related to induced travel demand and VMT under Alternatives 3 and 5 would remain significant and unavoidable under CEQA.

5.5 List of Attachments

Attachment A: State Clearinghouse Posting

Attachment B: County Clerk Postings: Los Angeles

Attachment C: Newspaper Ad Postings

Attachment D: Public Meeting Summary/Attendee Lists

Attachment E: Native American Heritage Commission Correspondence

Attachment F: SHPO Concurrence

Attachment G: Transportation Conformity Working Group Determination

Attachment H: United States Fish and Wildlife Service Species List

[1] Metro. Available at: https://www.metro.net/projects/i-405-expresslanes-project/

ATTACHMENT A

STATE CLEARINGHOUSE POSTING

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I-405 Sepulveda Pass ExpressLanes Project

Summary

SCH Number
2021080037

Lead Agency
California Department of Transportation, District 7 (DOT)

Document Title
I-405 Sepulveda Pass ExpressLanes Project

Document Type
NOP - Notice of Preparation

Received
8/3/2021

Present Land Use
various

Document Description
The Project proposes to improve traffic conditions on the I-405 starting in the south at I-10 and terminating in the north at US-101. The proposed project intends to reduce congestion, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose lanes, increase person throughput and apply technology to help manage traffic. The range of improvements may include, but are not limited to, converting existing HOV lanes to ExpressLanes or adding an additional ExpressLane in each direction and converting existing HOV lanes to ExpressLanes.

Contact Information

Name
Karl Price

Agency Name
Senior Environmental Planner, Caltrans District 7

Contact Types
Lead/Public Agency

Address
100 S Main Street, MS 16A
Los Angeles, CA 90012

Phone
(213) 266-3822

Email
karl.price@dot.ca.gov

Location

Coordinates
34°7'24.68"N 118°28'40.57"W

Counties
Los Angeles

Cross Streets
various

Zip
various

Total Acres
N/A

State Highways
I-405; within 2 mi: SR101, SR 2

Railways
within 2 mi: Expo Line, Amtrak

Airports
within 2 mi: Santa Monica, Van N

Schools
within 2 mi: various

Waterways
within 2 mi: Los Angeles River, Ballona Creek

Notice of Completion

Review Period Start
8/3/2021

Review Period End
9/1/2021

Development Types
Transportation:Highway/Freeway

Local Actions
Transportation Improvement

Project Issues
Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Cumulative Effects, Drainage/Absorption, Economics/Jobs, Energy, Fiscal Impacts, Flood Plain/Flooding, Geology/Soils, Greenhouse Gas Emissions, Growth Inducement, Hazards & Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mandatory Findings of Significance, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Schools/Universities, Sewer Capacity, Solid Waste, Transportation, Tribal Cultural Resources, Utilities/Service Systems, Vegetation, Wetland/Riparian, Wildfire

Reviewing Agencies
California Air Resources Board (ARB), California Department of Conservation (DOC), California Department of Parks and Recreation, California Department of Transportation, Division of Aeronautics (DOT), California Department of Transportation, Division of Transportation Planning (DOT), California Department of Water Resources (DWR), California Natural Resources Agency, California Public Utilities Commission (CPUC), California Regional Water Quality Control Board, Los Angeles Region 4 (RWQCB), California Santa Monica Mountains Conservancy (SMMC), California State Lands Commission (SLC), California Transportation Commission (CATC), Department of Toxic Substances Control, Office of Historic Preservation, State Water Resources Control Board, Division of Drinking Water, State Water Resources Control Board, Division of Water Quality, California Native American Heritage Commission (NAHC), California Highway Patrol (CHP), California Department of Fish and Wildlife, South Coast Region 5 (CDFW)

Reviewing Agency Comments
California Native American Heritage Commission (NAHC), California Highway Patrol (CHP), California Department of Fish and Wildlife, South Coast Region 5 (CDFW)

Attachments

Draft Environmental Document [Draft IS, NOI_NOA_Public notices, OPR Summary Form, Appx,]

Agency Scoping Meeting PDF 114 K

I_405 ExpressLanes Final NOP PDF 1261 K

Notice of Completion [NOC] Transmittal form

I_405 ExpressLanes Final NOC PDF 235 K

State Comment Letters [Comments from state reviewing agencies]

2021080037 CDFW Comment [PDF, 823K]

2021080037 CHP Comment [PDF, 436K]

2021080037 NAHC Comment [PDF, 341K]

Disclaimer: The Governor's Office of Planning and Research (OPR) accepts no responsibility for the content or accessibility of these documents. To obtain an attachment in a different format, please contact the lead agency at the contact information listed above. You may also contact the OPR via email at state.clearinghouse@opr.ca.gov or via phone at (916) 445-0613. For more information, please visit OPR's Accessibility Site.

ATTACHMENT B

COUNTY CLERK POSTING: LOS ANGELES

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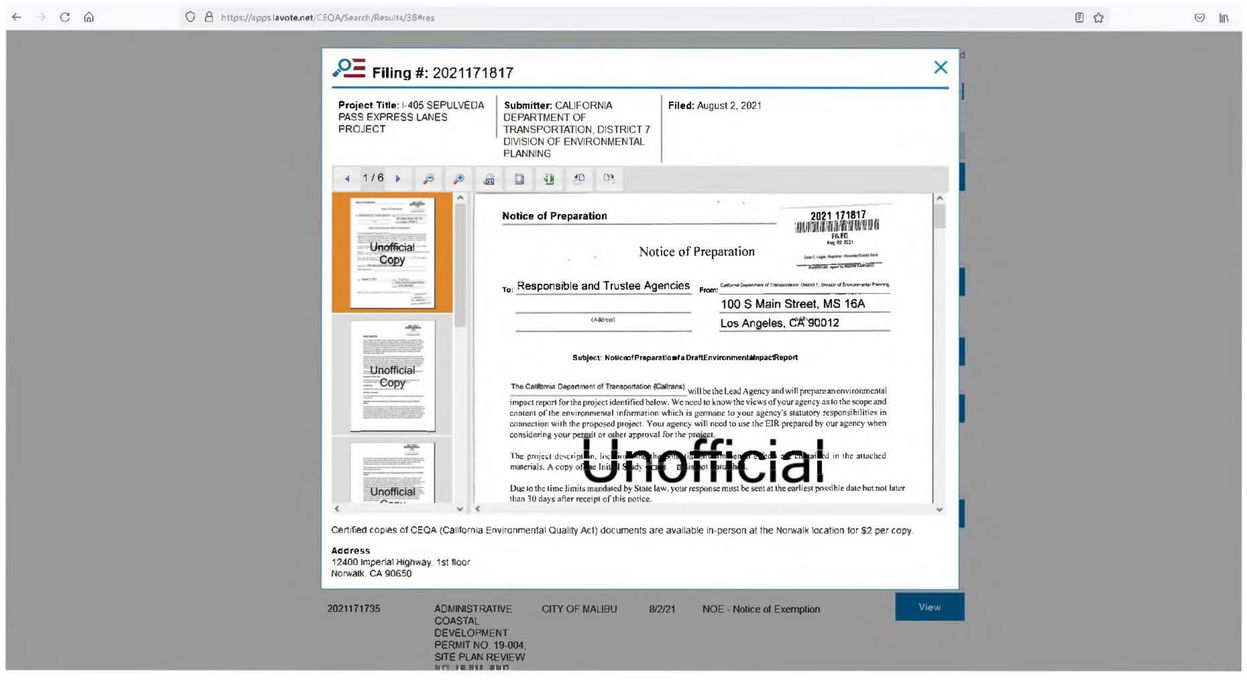
https://apps.ivote.net/CEQA/Search/Results/38#res
Filing #: 2021171817
Project Title: I-405 SEPULVEDA PASS EXPRESS LANES PROJECT
Submitter: CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 7 DIVISION OF ENVIRONMENTAL PLANNING
Filed: August 2, 2021
1 / 6
Notice of Preparation
2021 171817
FILED
Notice of Preparation
To: Responsible and Trustee Agencies
From:
100 S Main Street, MS 16A
Los Angeles, CA 90012
Subject: Notice of Preparation of a Draft Environmental Impact Report
The California Department of Transportation (Caltrans) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.
Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.
Unofficial Copy
Certified copies of CEQA (California Environmental Quality Act) documents are available in-person at the Norwalk location for $2 per copy.
Address
12400 Imperial Highway, 1st floor
Norwalk, CA 90650
2021171735
ADMINISTRATIVE COASTAL DEVELOPMENT PERMIT NO. 19-004, SITE PLAN REVIEW
CITY OF MALIBU
8/2/21
NOE - Notice of Exemption
View
Unofficial

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ATTACHMENT C

NEWSPAPER AD POSTINGS

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PUBLIC SCOPING NOTICE

I-405 Sepulveda Pass ExpressLanes

Availability of Notice of Preparation of an Environmental Impact Report (EIR) and Notice of Intent to Prepare an Environmental Impact Statement (EIS) and Notice of Public Meetings

WHAT IS BEING PLANNED?

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) as the California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) lead agency, is initiating the preparation of an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the I-405 Sepulveda Pass ExpressLanes in Los Angeles County, California. The purpose and objective of the proposed project is to improve the utilization of freeway capacity while addressing impacts to the environment and surrounding communities, including historically disadvantaged communities, within the project area. The project proposes to improve traffic conditions on I-405 starting in the south at I-10 and terminating in the north at US-101, and intends to reduce congestion, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general purpose lanes, increase person throughput, and apply technology to help manage traffic. The range of improvements may include, but not be limited to: converting existing high-occupancy vehicle (HOV) lane to ExpressLanes or adding an additional ExpressLane in each direction and converting existing HOV lanes to ExpressLanes. The study area includes the Cities of Los Angeles, Culver City, and Santa Monica, as well as unincorporated Los Angeles County.

Caltrans is the lead agency under CEQA and the NEPA. The EIR/EIS a study required by federal and state statutes, will be prepared and is an assessment of the likely influences that future improvements may have on the environment and communities within and adjacent to the study area. It includes analyses of ways to reduce or avoid possible adverse environmental impacts.



WHY THIS NOTICE?

The project team is initiating environmental and engineering studies for this project. Virtual public scoping meetings will be held to inform you about the project, and to give you an opportunity to provide comments or concerns. Your comments will become part of the public record and will be considered in developing the environmental document and defining the project scope. A purpose and need statement for the project, preliminary alternative concepts, an overview of the environmental process, schedule, and other information will be available for viewing.

WHAT IS AVAILABLE?

The Notice of Preparation of an Environmental Impact Report, Notice of Intent to Prepare an Environmental Impact Statement, and other project materials are available for public review and comment at www.metro.net/405expresslanes between **August 3, 2021** and **September 1, 2021**, in conformance with CEQA and NEPA, respectively.

WHERE YOU COME IN

Public scoping meetings will be held virtually on August 14, August 17, and August 18, 2021. Comments may be submitted during the public scoping period via mail, email, the project website comment form, or the project hotline. Submit comments by mail to the following address: Ron Kusiak, Deputy District Director, Caltrans District 7, 100 S. Main Street, MS 16A, Los Angeles, CA 90012. Submit comments by email to 405expresslanes@metro.net. Submit comments via comment form on the project website at www.metro.net/405expresslanes. Submit oral comments by calling (213) 922-4860 to leave a voice recording. All comments must be received no later than **September 1, 2021 at 5:00 p.m.** For more information, please visit the project website at www.metro.net/405expresslanes.

WHEN AND WHERE

You are invited to the public scoping meetings about the I-405 Sepulveda Pass ExpressLanes EIR/EIS. The purpose of the public scoping meetings is to obtain public feedback on the project's purpose and need as well as on the range of proposed alternatives, and the issues to be studied in the EIR/EIS. Virtual public scoping meetings will be held online on Saturday, August 14th from 10 a.m. – 12 p.m., Tuesday, August 17th from 6 p.m. – 8 p.m., and Wednesday, August 18th, from 11:30 a.m. – 1:30 p.m. The meeting link will be made available on the project website at www.metro.net/405expresslanes.

CONTACT/SPECIAL ACCOMMODATIONS

Individuals who require special accommodations (interpretation, documentation in alternate formats, etc.) are requested to contact Caltrans District 7: phone (213) 897-3656. TDD users may contact the California Relay Service at 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1 (800) 854-7784 (Spanish and English Speech-to-Speech), or 711.

ATTACHMENT D

PUBLIC MEETING SIGN IN PAGES

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I-405 Sepulveda Pass ExpressLanes Project

Scoping Meeting Summary Recap

Details	Scoping #1	Scoping #2	Scoping #3
Scheduled	Zoom Virtual Meeting Saturday, August 14, 2020 10:00 a.m. to 12:00 p.m.	Zoom Virtual Meeting Tuesday, August 17, 2021 6:00 to 8.00 p.m.	Zoom Virtual Meeting Wednesday, August 18, 2021 11:30 a.m. to 1:30 p.m.
Run Time Scheduled/ Actual	2 hours / 2 hours and 0 minutes • As needed, additional time would have been allowed to address comments; extension not required.	2 hours / 2 hour 0 minutes • As needed, additional time would have been allowed to address comments; extension not required.	2 hours / 2 hour 0 minutes • As needed, additional time would have been allowed to address comments; extension not required.
Zoom Panelists	15 Staff roles	16 Staff roles	18 Staff roles
Registrants	89	127	200
Attendees	52 Total Participants • 13 non-panelists (Caltrans/Metro) • 39 non-team participants	101 Total Participants • 13 non-panelists (Caltrans/Metro) • 88 non-team participants	162 Total Participants • 17 non- panelists (Caltrans/Metro) • 145 non-team participants
Written Q & A	36 Comments • Presented by 16 named stakeholders	53 Comments • Presented by 7 named stakeholders & 11 submissions from anonymous commentors	74 Comments • Presented by 32 named stakeholders & 7 submissions from anonymous commentors
Oral Commentors	5	7	10
Key Stakeholders	**HOA** • Maureen Levinson, Bel-Air Association • Stephen Drimmer, Mountaingate Homeowners Association **Other** • Irene Sandler, BABCNC Traffic Committee Chair	**Local Elected Office** • Jay Greenstein, Transportation Deputy, Office of Councilmember Paul Koretz • Doug Mensman, Director of Transportation, Office of LA City Mayor Eric Garcetti • Julia Campbell, Office of LA City Mayor Eric Garcetti	**State Elected Office** • Josh Kurpies, District Director, Office of California State Assemblymember Richard Bloom, District 50 • Logan Smith, Field Rep, Office of California State Assemblymember Adrin Nazarian, District 46 • Mercedes Ortiz, Office of California State Senator Bob Hertzberg, District 18

		HOA • Barbara Broide, Westwood South of Santa Monica Blvd. Homeowners Association President/Westside Neighborhood Council **Other** • Arnie Corlin, LA South Chamber of Commerce/Peelian Consulting, LLC.	**Local Elected Office** • Dan Rodman, Deputy Director of Transportation, Office of LA City Mayor Eric Garcetti • Anissa Raja, Planning Deputy, Office of Los Angeles City Councilmember Monica Rodriguez (District 7) **Neighborhood Council** • Glenn Bailey, Encino and Northridge East Neighborhood Councils • Neal Roden, Sherman Oaks Neighborhood Council • Jay Ross, West LA Sawtelle Neighborhood Council • Terri Tippit, Chair, Westside Neighborhood Council • Nancy Matson, Del Rey Neighborhood Council/Neighborhood Council, Sustainability Alliance/Westside Regional Alliance of Councils • Laurie Kelson, Encino Neighborhood Council • Rick Bolton, Glassell Park Improvement Association **HOA** • Bob Anderson, Board Director, Sherman Oaks Homeowners Association **Other** • John Ruhlen, President, Westchester Streetscape Improvement Association • Michelle Weiner, Chair, Culver City Bicycle and Pedestrian Committee • Alex Campbell, LAUSD Environmental Health and Safety • Jerard Wright, Greater Los Angeles Realtors Association • Joanne D'Antonio, Greenlight to Mobility

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ATTACHMENT E

NATIVE AMERICAN HERITAGE COMMISSION CORRESPONDENCE

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NATIVE AMERICAN HERITAGE COMMISSION

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Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
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PARLIAMENTARIAN
Russell Attebery
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COMMISSIONER
William Mungary
Paiute/White Mountain Apache

COMMISSIONER
Julie Tumamait-Stenslie
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COMMISSIONER
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September 8, 2021

Claudia Harbert
Caltrans District 7

Via Email to: Claudia.Harbert@dot.ca.gov

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, I-405 Express Lanes (EA 35433) Project, Los Angeles County

Dear Ms. Harbert,

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources. [Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")]

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission [NAHC] recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect [APE], such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measures.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was positive. Please contact the Fernandeño Tataviam Band of Mission Indians and the Gabrieleno/Tongva San Gabriel Band of Mission Indians on the attached list for more information.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
9/8/2021

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Chumash

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Fax: (818) 837-0796
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Andrew Salas, Chairperson
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Gabrieleno/Tongva San Gabriel Band of Mission Indians
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Gabrielino /Tongva Nation
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Gabrielino Tongva Indians of California Tribal Council
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Gabrielino-Tongva Tribe
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roadkingcharles@aol.com
Gabrielino

Northern Chumash Tribal Council
Fred Collins, Spokesperson
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Chumash

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed I-405 Express Lanes (EA 35433) Project, Los Angeles County.

San Luis Obispo County Chumash Council
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1030 Ritchie Road
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Fax: (805) 474-4729
Chumash

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Luiseno

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed I-405 Express Lanes (EA 35433) Project, Los Angeles County.

ATTACHMENT F

SHPO CONCURRENCE

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State of California • Natural Resources Agency
Gavin Newsom, Governor

DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION
Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

July 31, 2024

VIA EMAIL

In reply refer to: FHWA_2024_0417_001

Mr. Jeff Carr, Acting Section 106 Coordinator
Cultural Studies Office
Division of Environmental Analysis
1120 N Street, PO Box 942873, MS-27
Sacramento, CA 94273-0001

Subject: Finding of No Adverse Effect for the Proposed Interstate 405 Sepulveda Pass ExpressLanes Project. Los Angeles County, California

Dear Mr. Carr:

Caltrans is continuing consultation regarding the above project in accordance with the 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer* (SHPO), *and California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (106 PA).). As part of your documentation, Caltrans submitted a Finding of Effect (FOE) Report for the project.

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, proposes to reduce congestion, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose lanes, increase person throughput, and apply technology to help manage traffic within the I-405 corridor from I-10 to U.S. Highway 101 (US-101) in Los Angeles County, California. The project range of improvements includes implementing managed lanes improvements in each direction between I-10 and US-101 through the addition of one high-occupancy vehicle (HOV) lane or through the conversion of the existing HOV lane into ExpressLanes, with the possible addition of a second ExpressLane, in each direction. The improvements would modify the existing HOV lanes within the project limits to address operational deficiencies. The proposed modifications would improve the overall movement of people and goods along this section of I-405.

Caltrans' identification and consultation efforts resulted in the documentation of the following historic properties within the Area of Potential Effects (APE):

- The Brentwood Glen Historic District
- Hotel Angeleno

Caltrans applied the criteria of adverse effect and proposes that a finding of no adverse effect is appropriate for this undertaking. The Undertaking would not alter any characteristics of the historic properties that qualify them for listing in the NRHP. A proposed retaining wall/noise barrier along South Church Lane would replace an existing sound wall located adjacent to, but outside of the Brentwood Glen Historic District. While the new wall would somewhat alter the viewshed from five of the district properties, this visual change would be minimal, and the setting would remain largely unchanged. In addition, the reconfiguration of the freeway ramps south of Hotel Angeleno would not result in any physical changes to the property or its contributing features. The hotel postdates the construction of the freeway, and the character of the setting would remain the same.

Based on my review of the submitted documentation, I have no objections to Caltrans' finding of no adverse effect for this undertaking.

If you have any questions, please contact Natalie Lindquist at natalie.lindgulst@parks.ca.gov .

Sincerely,

Julianne Polanco
State Historic Preservation Officer

ATTACHMENT G

TRANSPORTATION CONFORMITY WORKING GROUP DETERMINATION

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U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

August 19, 2020

In Reply, Refer To:
HDA-CA

John Bulinski, Director
California Department of Transportation
District 8
464 W. 4th Street
San Bernardino, CA 92401

Attention, Sean Yeung

SUBJECT: Project Level Conformity Determination for the I-10 Banning to Cabazon Bypass Project (MPO ID RIV031202)

Dear Mr. Bulinski:

On July 24, 2020, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for a project level conformity determination for the I-10 Banning to Cabazon Bypass Project. The project is in an area that is designated Non-Attainment or Maintenance for Ozone, Carbon Monoxide (CO) and Particulate Matter (PM10, PM 2.5).

The project level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the Southern California Association of Governments' (SCAG) current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 CFR 93.116 and 93.123, the localized PM2.5 and PM10 analyses are included in the documentation. The analyses demonstrate that the project will not create any new violations of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the I-10 Banning to Cabazon Bypass Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

If you have any questions pertaining to this conformity finding, please contact Joseph Vaughn at (916) 498-5346 or by email at Joseph.Vaughn@dot.gov.

Sincerely,

Tashia J. Clemons
Director, Planning and Environment

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ATTACHMENT H

UNITED STATES FISH AND WILDLIFE SERVICE SPECIES LIST

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IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Los Angeles County, California



Local offices

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

Ventura Fish And Wildlife Office

(805) 644-1766
(805) 644-3958
FW8VenturaSection7@FWS.Gov

2493 Portola Road, Suite B
Ventura, CA 93003-7726

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
California Condor Gymnogyps californianus There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8193	Endangered
California Least Tern Sternula antillarum browni Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8104	Endangered
Coastal California Gnatcatcher Polioptila californica californica Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo Vireo bellii pusillus Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5945	Endangered
Light-footed Ridgway's Rail Rallus obsoletus levipes Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6035	Endangered

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Southwestern Willow Flycatcher Empidonax traillii extimus — Endangered
Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/6749

Western Snowy Plover Charadrius nivosus nivosus — Threatened
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/8035

Yellow-billed Cuckoo Coccyzus americanus — Threatened
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/3911

Reptiles

NAME	STATUS
Southwestern Pond Turtle Actinemys pallida	Proposed Threatened

Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/4768

Amphibians

NAME	STATUS
Western Spadefoot Spea hammondii	Proposed Threatened

No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/5425

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus	Proposed Threatened

Wherever found
There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/9743

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp Branchinecta lynchi	Threatened

Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/498

Flowering Plants

NAME	STATUS
Braunton's Milk-vetch Astragalus brauntonii	Endangered

Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/5674

California Orcutt Grass Orcuttia californica — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/4923

Coastal Dunes Milk-vetch Astragalus tener var. titi — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/7675

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Nevin's Barberry Berberis nevinii — Endangered
Wherever found
There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/8025

Salt Marsh Bird's-beak Cordylanthus maritimus ssp. maritimus — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/6447

Slender-horned Spineflower Dodecahema leptoceras — Endangered
Wherever found
No critical habitat has been designated for this species.
https://ecos.fws.gov/ecp/species/4007

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their nests, should follow appropriate regulations and implement required avoidance and minimization measures, as described in the various links on this page.

The data in this location indicates that no eagles have been observed in this area. This does not mean eagles are not present in your project area, especially if the area is difficult to survey. Please review the 'Steps to Take When No Results Are Returned' section of the Supplemental Information on Migratory Birds and Eagles document to determine if your project is in a poorly surveyed area. If it is, you may need to rely on other resources to determine if eagles may be present (e.g. your local FWS field office, state surveys, your own surveys).

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Bald and Golden Eagle information is not available at this time

Bald & Golden Eagles FAQs

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are an eagle (Bald and Golden Eagle Protection Act requirements may apply).

Proper interpretation and use of your eagle report

On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort line or no data line (red horizontal) means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds have the potential to be in your project area, when they might be there.

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and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide you in knowing when to implement avoidance and minimization measures to eliminate or reduce potential impacts from your project activities or get the appropriate permits should presence be confirmed.

How do I know if eagles are breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If an eagle on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

Interpreting the Probability of Presence Graphs

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Migratory birds

The Migratory Bird Treaty Act (MBTA) - prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (FWS).

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

Migratory bird information is not available at this time

Migratory Bird FAQs

Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Avoidance & Minimization Measures for Birds describes measures that can help avoid and minimize impacts to all birds at any location year-round. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is one of the most effective ways to minimize impacts. To see when birds are most likely to occur and breed in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

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What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location, such as those listed under the Endangered Species Act or the Bald and Golden Eagle Protection Act and those species marked as "Vulnerable". See the FAQ "What are the levels of concern for migratory birds?" for more information on the levels of concern covered in the IPaC migratory bird species list.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) with which your project intersects. These species have been identified as warranting special attention because they are BCC species in that area, an eagle (Bald and Golden Eagle Protection Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, and to verify survey effort when no results present, please visit the Rapid Avian Information Locator (RAIL) Tool.

Why are subspecies showing up on my list?

Subspecies profiles are included on the list of species present in your project area because observations in the AKN for **the species** are being detected. If the species are present, that means that the subspecies may also be present. If a subspecies shows up on your list, you may need to rely on other resources to determine if that subspecies may be present (e.g. your local FWS field office, state surveys, your own surveys).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating, or resident), you may query your location using the RAIL Tool and view the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your IPaC migratory bird species list has a breeding season associated with it (indicated by yellow vertical bars on the phenology graph in your "IPaC PROBABILITY OF PRESENCE SUMMARY" at the top of your results list), there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Bald and Golden Eagle Protection Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially BCC species. For more information on avoidance and minimization measures you can implement to help avoid and minimize migratory bird impacts, please see the FAQ "Tell me more about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Proper interpretation and use of your migratory bird report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please look carefully at the survey effort (indicated by the black vertical line) and for the existence of the "no data" indicator (a red horizontal line). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list does not represent all birds present in your project area. It is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list and associated information help you know what to look for to confirm presence and helps guide implementation of avoidance and minimization measures to eliminate or reduce potential impacts from your project activities, should presence be confirmed. To learn more about avoidance and minimization measures, visit the FAQ "Tell me about avoidance and minimization measures I can implement to avoid or minimize impacts to migratory birds".

Interpreting the Probability of Presence Graphs

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Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. A taller bar indicates a higher probability of species presence. The survey effort can be used to establish a level of confidence in the presence score.

How is the probability of presence score calculated? The calculation is done in three steps:
The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season ()
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data ()
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

Data Limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

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Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

Chapter 6 – List of Preparers

The following persons were principally responsible for preparation of this Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) and supporting technical studies.

6.1 Los Angeles County Metropolitan Transportation Authority

Tolar, Alice, Senior Manager. B.S. in Business Administration and Organizational Management, and Master's Degree in Business Administration & Transportation Management, San Jose State University. 31 years of experience in project management and directing public programs, goods movement, and heavy equipment manufacturing. Contribution: Project Manager.

Maulano, Annabelle, Senior Transportation Planner. B.A. in Political Science and M.A. in Urban Planning, University of Southern California. 8 years of experience in transportation planning. Contribution: Deputy Project Manager.

Marquez, Matthew, Community Relations Manager. B.A. in International Development Studies, University of California, Los Angeles. 11 years of experience in community outreach and engagement in public transportation sector. Contribution: Public outreach.

Molen, Stephanie, Community Relations Manager. B.A., University of California, Santa Barbara. 21 years of experience in community and government relations. Contribution: Public outreach.

Montez, Carlos, Deputy Environmental Lead, B.S. Chemistry/Natural Science, California State University, Los Angeles. 28 years of experience. Contribution: Project Development and CEQA/NEPA Documentation Preparation.

Muñoz, Samantha, Transportation Planner. B.A. in Urban Studies & Planning, University of California, San Diego. 2 years of experience in multimodal research. Contribution: Project support.

Palm, Cameron, Transportation Planning Manager, Master's in Urban and Regional Planning, California State Polytechnic University-Pomona, Bachelor's in Urban Studies, University of California, Irvine. 14 years of experience in transportation planning. Contribution: Project support.

Wong, Philbert, Senior Director. B.A. in Economics, University of California, Los Angeles, M.A. in Urban Planning, University of Southern California. 24 years of experience. Contribution: Project support and oversight.

6.2 California Department of Transportation, District 7

Dunlap, Kelly, Headquarters Environmental Coordinator, University of California, Los Angeles, 29 years of experience. Contribution: Oversight of preparation and management of the EIR/EIS.

Kim, Esther, Senior Transportation Engineer, M.S. in Structural Engineering, University of Michigan, 37 years of experience in Structural/Civil Engineering. Contribution: Project Manager.

Price, Karl, Senior Environmental Scientist. B.S in Biology, California State Polytechnic University, Pomona. 30 years of experience. Contribution: Oversight of preparation and management of the EIR/EIS.

Johnson, Anna, Senior Environmental Scientist. M.A. in Geography, California State University, Long Beach. 6 years of experience. Contribution: Preparation and management of the EIR/EIS and reviewer of the Community Impact Assessment and Water Quality Assessment Report.

Harrison, Kimberly, Associate Environmental Planner – Archaeology, M.A. in Anthropology, University of Mississippi. 16 years of experience. Contribution: Reviewer of the Archaeological Survey Report.

Jones, Henry, Senior Engineering Geologist, B.S. in Geology, University of California, Riverside. 21 years of experience. Contribution: Reviewer of Hazardous Materials Analysis.

Layne, Vanessa, Engineering Geologist, B.S. in Geology, University of California, Riverside. 25 years of experience. Contribution: Review of Hazardous Materials Analysis.

Klima, Michael, Associate Environmental Planner. B.S. in Natural Resources Planning, Cal Poly Humboldt. 24 years as an Associate District Biologist. Contribution: Reviewer of the Natural Environment Study.

Knudson, Joshua, B.A. in History, California State University, Chico; M.A. in History, concentration in Public History, Texas State University; 13 years of experience in Historic Preservation, Section 106, and PRC 5024 compliance. Contribution: Reviewer of the Historic Property Survey Report, Historical Resources Evaluation Report, and Finding of Effect.

Laurel, Christopher, Environmental Scientist/Paleontological Coordinator. B.A. in Environmental Studies, California State University, Monterey Bay. 8 years of experience in environmental planning. Contribution: Reviewer of Paleontology Investigation and Evaluation Report.

Lee, Jin, Senior Transportation Engineer, Civil P.E. 26 years Noise Branch Supervisor. Contribution: Supervising Senior Noise & Vibration Branch. Contribution: Reviewer of Noise Analysis.

Parmar, Arnold, Transportation Engineer, Civil. California State University Northridge Civil Engineering. 26 years of experience as a Noise Specialist. Contribution: Reviewer of the Noise Study Report and Noise Abatement Decision Report. Contribution: Reviewer of the Noise Study Report and Noise Abatement Decision Report.

Persoff, Dahlia, Landscape Associate. B.A. in Landscape Architecture, Cal Poly San Luis Obispo. 27 years of experience. Contribution: Reviewer of Visual Impact Analysis.

Wong, Alison, Environmental Scientist. Atmospheric, Oceanic, and Environmental Science, UCLA. 8 years of experience in environmental planning. Contribution: Reviewer of Air Quality and Energy Analysis.

Yoon, Andrew, Chief, Office of Environmental Engineering, B.S. in Civil and Environmental Engineering, University of California, Los Angeles. 29 years of experience. Contribution: Senior Reviewer of Air Quality and Energy Analysis.

6.3 WSP

Fromhertz, Jeffrey, Senior Engineering Manager Highway/Civil. B.S. in Civil Engineering, Rutgers University. 41 years of experience. Contribution: Project management of the Project Approval/Environmental Document (PAED).

Slawson, Brad, Senior Civil Engineer, Transportation & Infrastructure. B.S. in Civil Engineering, University of California, Irvine. 25 years of experience. Contribution: Project management of the PAED and engineering task lead.

Akkinepally, Vamshi, Transportation Engineer, Traffic Engineer. M.S. in Transportation Engineering, University of Alabama. 21 years of experience. Contribution: Preparer of traffic impact analysis.

Blackson, Kristin, Vice President, Environmental Planning. M.S. in Environmental Science, University of San Francisco, B.A. in Environmental Studies, UC Santa Barbara. 25 years of experience. Contribution: Quality control and quality assurance review of the EIR/EIS.

Dickerson, Theresa, Director, Vice President Environmental Planning. B.S. in Landscape Architecture, California State Polytechnic University, Pomona. 36 years of experience in environmental planning and analysis. Contribution: Quality control and quality assurance review of the EIR/EIS.

Frohning, Rebecca, Assistant Vice President, Environmental Science. B.S. in Earth and Atmospheric Science, Georgia Institute of Technology. 24 years of experience in air quality, greenhouse gas, and energy analysis. Contribution: Quality control and quality assurance review of the Energy Analysis Report.

Jaskot, Kimberly, Vice President, Transportation & Infrastructure. B.S. in Civil Engineering, University of South Florida. 18 years of experience in civil and environmental planning and design. Contribution: Preparer of the engineering design Project Report.

Keller, Kevin, Assistant Vice President, Environmental Planning. B.A. in Geography, California State University Fullerton. 36 years of experience in noise and vibration analysis. Contribution: Review and quality control of the Noise Abatement Decision Report.

Kyne, Michael, Lead Consultant, Historic Architecture. M.A. in Historic Preservation, Savannah College of Art & Design, and B.A. in Public History/Historic Preservation, Shepherd University. 21 years of experience in historic preservation. Contribution: Review and quality control of the Historic Resources Evaluation Report, Historic

Property Survey Report, Archaeological Survey Report, Paleontological Identification Report/ Paleontological Evaluation Report, and Community Impact Assessment.

Lieu, Michael, Assistant Vice President, Environmental Planning, Lead Consultant, Noise and ArcGIS. B.S. in Applied Ecology, University of California, Irvine. 24 years of experience in acoustic and vibration analysis. Contribution: Review and quality control of the Noise Study Report.

Perez, Benjamin, Vice President, National Policy Director. M.S. in Urban Planning, Columbia University, and B.A. in European Studies, Amherst College. 38 years of experience in transportation planning and policy. Contribution: Preparer of Concept of Operations Report.

Picado, Rosella, Senior Vice President, Advisory. Ph.D. in Civil Engineering, University of California, Berkeley, and M.Eng. in Civil Engineering, University of California, Berkeley. 27 years of experience. Contribution: Preparer of traffic impact analysis.

Schwing, Elizabeth, P.E., Lead Consultant, Environmental Engineering. B.S. in Chemical Engineering, University of Arizona, Tucson. 13 years of experience in air quality analysis, criteria pollutant and greenhouse gas emissions inventories, air dispersion modeling, and conformity analysis. Review and quality control of the Air Quality Report and the Energy Analysis Report.

Seyde, Veronica, CPESC, CPSWQ, QSD/P, QISP, ToR, Vice President, Environmental Scientist. M.S. in Environmental Studies, California State University, Fullerton. 31 years of experience in water quality and environmental analysis. Contribution: Review and quality control of the Water Quality Assessment Report and the Water Quality and Hydrology section of the EIR/EIS.

Villars, Doug, Manager, Software Development, Senior Design Visualization Specialist. Associate, Rocky Mountain College of Art and Design. 35 years of experience as a project manager and lead design visualization artist with a background in commercial design and graphics. Contribution: Preparer of the visual simulations for the Visual Impact Assessment Report.

Weston, Ryan, PLA, Assistant Vice President, Landscape Architect. M.L.A. in Landscape Architecture and Environmental Planning, Utah State University, and B.S. in Horticulture, Brigham Young University. 23 years of experience in landscape architecture and visual impact assessment. Contribution: Preparer of the Visual Impact Assessment Report.

6.1 AECOM

Hefter, Greg, Department Manager – Transportation, Southern California. M.S. in Civil Engineering, California State University, Long Beach, and MBA, Claremont Graduate University, and B.S. in Civil Engineering, San Diego State University. 37 years of experience. Contribution: Management and oversight of subconsultant roadway and drainage team.

Bhoi, Abhijeet, Senior Transportation Manager. M.S. in Civil Engineering, University of Toledo, and B.S. in Civil Engineering, Savitribal Phule Pune University. 18 years of

experience. Contribution: Transportation Management Plan, geometric design, and staging concept.

Wu, Charlotte, Transportation Engineer. B.S. in Civil Engineering, California State Polytechnic University, Pomona. 12 years of experience. Contribution: Geometric design, cost estimate preparation, and Design Standard Risk Assessment (DSRA).

Arain, Sulaiman, Senior Project Manager. B.S., Civil Engineering, University of California, Irvine. 18 years of experience. Contribution: Modified Access Report.

Sjelin, Gary, Civil Engineer. B.S. in Civil Engineering, California State University, Long Beach. 44 years of experience. Contribution: Preliminary drainage design and Preliminary Drainage Report.

6.2 CDM Smith

Kamal, Mustafa, Senior Traffic and Revenue Specialist. M.S. in Transportation Engineering, University of Wisconsin, Madison, and B.S. in Civil Engineering, NED University of Engineering and Technology, Karachi, Pakistan. 37 years of experience in the development of traffic and toll revenue forecasts of managed lanes and toll roads. Contribution: Managed lane access points and toll gantry review and optimization and supporting traffic study.

Zhao, Yong, Senior T&R Specialist. Ph.D. in Civil Engineering, University of Texas at Austin; M.S. and B.S. in Transportation Engineering, Tongji University, Shanghai, China. Contribution: Managed lane access points and toll gantry review and optimization and supporting traffic study.

6.3 Del Richardson & Associates

Beatty, Jr., Darryl, Director of Business Intelligence. A.S., Business Administration, Raritan Valley Community College. 11 years of project management, logistics, and data management. 4 years certified-SWE. 2 years of experience in Right-of-Way services. Contribution: Systems Management, project data analysis, and quality control review of Right-of-Way Relocation Impact Report and ROW data sheets.

Adams, Donyea, Senior Acquisition Agent. Master of Real Estate Development, University of Southern California; Bachelor of Science in Business Management, Pepperdine University, State of California Licensed Real Estate Broker 1992–Current Date. 17 years of employment history with two (2) public agencies (City of Lynwood 1994–2000 and City of Carson 2000–2011), Housing and Neighborhood Development Manager for both agencies. 9 years of experience (2015–current date) as acquisition agent for public agencies and private parties in various types of real estate transactions. Contribution: Right-of-Way Relocation Impact Report and ROW data sheets.

Gordon, Taurean, CEO. B.A. in Business Administration, Morehouse College. 20 years of experience in Real Estate and Economic Impact Analysis. 7 years of Right-of-Way Program Management experience. Contribution: Oversight on Right-of-Way Relocation Impact Report.

Mitchell, Tara, Head of Housing. M.S. in Geographic Information Science, Georgia State University and dual B.A. in Urban Sociology and Community Psychology, Georgia State University. 7 years of experience with spatial analysis, image analysis, data management and importing, and cartography. 3 years of experience in Right-of-Way analysis. Contribution: Project management and quality control review of Right-of-Way Relocation Impact Report and ROW data sheets.

Mannings, Joseph K., R/W RA., Senior Project Manager. B.A. in Business Economics, Florida A&M University. 20 years of experience as Right-of-Way Agent, 5 years of Right-of-Way Project Management. Contribution: Review of provided information and assistance with preparation of Relocation Impact Report.

6.4 Diaz Yourman & Associates

Kukutla, Chaitanya, Senior Engineer. Master of Science in Civil and Environmental Engineering, New Mexico State University, and Bachelor's Degree in Civil Engineering, National Institute of Technology, Bhopal, India. 10 years of experience in environmental assessments and civil and geotechnical engineering projects. Contribution: Preparation of hazardous materials Initial Site Assessment report.

Reinert, Edward, Project Engineer. Doctor of Philosophy in Civil and Environmental Engineering, University of California, Los Angeles, Master of Science in Civil and Environmental Engineering, University of California, Los Angeles, and Bachelor's Degree in Civil and Environmental Engineering, University of California, Los Angeles. 11 years of experience in environmental assessments, civil and geotechnical engineering projects. Contribution: Preparation of hazardous materials Initial Site Assessment report.

Isa, Clint Isaac, Principal Engineer. Master of Civil/Geotechnical Engineering, University of California, Los Angeles, and Bachelor of Science in Civil Engineering, University of California, Los Angeles. Over 21 years of experience performing environmental assessments, and civil and geotechnical engineering projects. Contribution: Project management and quality control and quality assurance of draft hazardous materials Initial Site Assessment report.

Yourman, Allen, Principal Engineer. Master of Business Administration, Pepperdine University, Master of Science in Engineering, University of California, Los Angeles, and Bachelor of Science in Engineering, University of California, Los Angeles. Over 41 years of experience in variety of civil, environmental, and geotechnical engineering projects. Contribution: Quality control and quality assurance review of final hazardous materials Initial Site Assessment report.

6.5 Iteris

Davidian, Viggen, Vice President. Master of Science in Civil (Transportation) Engineering, University of California, Berkeley, and Bachelor of Science in Civil Engineering, Iowa State University. 44 years of experience, Registered Professional Engineer, CA; Contribution: Project Manager for Iteris' tasks, Traffic Forecasting support and Traffic Operations analysis.

Huynh, Ted, Senior Manager. Master of Science in Civil Engineering (Transportation), University of California, Berkeley, and Bachelor of Science in Civil Engineering, University of Oklahoma, Norman, OK. 15 years of experience. Contribution: Technical Lead Traffic Operations and Microsimulation Modeling.

Martin, Jennifer, Associate Vice President. Bachelor of Science, Civil Engineering, University of Idaho, Moscow, ID. 22 years of experience. Contribution: Senior Manager, Lead Travel Demand Forecasting.

Devlin, Chris, Senior Manager. Master of Science, Transportation Planning and Engineering, University of Leeds, UK, and Bachelor of Arts, Economics, Durham University, UK. 34 years of experience. Contribution: Senior Engineer, Travel Demand Forecasting.

Jo, SungWoo, Engineer. Master of Science, Civil Engineering, University of California, Irvine, CA, and Bachelor of Science, Civil and Environmental Engineering, University of California, Los Angeles, CA. 10 years of experience. Contribution: Engineer, Microsimulation Modeling.

6.6 LSA Associates, Inc.

Pracilio, Deborah, Principal. B.A. in Social Ecology, University of California, Irvine. 41 years of experience with the environmental assessment processing procedures for CEQA and NEPA. Contribution: Project management and quality control and quality assurance review of the EIR/EIS and supporting technical studies.

Gross, Dakota, Senior Environmental Planner. M.S. in Transportation Management, San José State University, and B.A. in Urban Studies and Planning, San Francisco State University. 10 years of experience with environmental and transportation planning project analysis. Contribution: Project management assistance and quality control and quality assurance review of the EIR/EIS and supporting technical studies.

Abushanab, Moe, Noise Engineer. M.Eng. in Mechanical Engineering, and B.A.Sc. in Mechanical Engineering (minor in Engineering Management and Entrepreneurship), University of Ottawa. 4 years of experience in preparing and reviewing noise analyses. Contribution: Conducted noise measurements for Noise Study Report.

Alexander, Mitchell, GIS Specialist. M.S. in Geographic Information Science, California State University, Long Beach, and B.A. in Liberal Arts and Engineering Studies, California Polytechnic State University, San Luis Obispo. 4 years of experience with spatial analysis, image analysis, data management and importing, and cartography. Contribution: Managed internal and external GIS data, prepared maps and figures for the Community Impact Assessment, and for paleontology and natural environment studies.

Alms, Paul, Paleontologist. B.S. in Applied Ecology, University of California, Irvine, and M.Sc. in Geology, California State University, Fullerton. 31 years of experience in the paleontology and geology fields. Contribution: Conducted paleontological field surveys.

Bensley, Ryan, Principal/Community Impacts Assessment Lead. B.A. in Geography, Specialization in Urban Planning and GIS, California State University, Long Beach. 27 years of experience in environmental planning and analysis, including substantial experience preparing Community Impact Assessments. Contribution: Managed preparation of the Community Impact Assessment.

Biewer, Jacob, Paleontologist. B.S. in Geology, California State University, Stanislaus, and M.Sc. in Geology, California State University, Fullerton. 8 years of experience in the paleontology and geology fields. Contribution: Preparer of the Paleontological Investigation Report/Paleontological Evaluation Report and the Paleontological Resources EIR/EIS section.

Bressler, Samuel, Biologist. M.S. in Biology, and B.S. in Biology, University of California, Los Angeles. 6 years of experience in biological resources and natural resource assessments, monitoring, and surveys. Contribution: Conducted biological resources field surveys.

Bosseler, Jennette, Associate/Section 508 Specialist. B.A. in English (minor in Professional Writing), University of California, Santa Barbara. 23 years of experience editing, formatting, and ensuring Section 508 compliance for a wide variety of technical documentation. Contribution: Provided editing and Section 508 compliance for EIR/EIS.

Brugger, Ron, Senior Air Quality Specialist. B.S. in Mechanical Engineering, University of Wisconsin. 33 years of experience with air quality analysis, air dispersion modeling, CEQA and NEPA. Contribution: Preparer of the air quality report, energy analysis report, and air quality conformity report.

Canterbury, Meredith, Associate/Senior GIS Specialist. B.A. in Geography, Specialization in Environmental Analysis, California State University, Fullerton. 19 years of experience with data creation and management, analysis, and ad-hoc mapping development. Contribution: Managed GIS data and prepared maps and GIS exhibits for the EIR/EIS.

Carpenter, Jill, Senior Biologist/Bat Specialist. B.S. in Biology, Specialization in Ecology, Minor in Global Sustainability, University of California, Irvine. 24 years of experience performing focused surveys and developing mitigation strategies for bats. Contribution: Led bat roosting habitat assessment and prepared bat survey report in support of the Natural Environment Study.

Cervantes, Carla, Assistant Biologist. B.S. in Biology, California Polytechnic State University, Pomona. 8 years of experience in biological resources and natural resource assessments, monitoring, and surveys. Contribution: Conducted biological resources field surveys.

Chebul, Emily, Paleontologist. M.S. in Geology, California State University, Fullerton, and B.S. in Environmental Science (Minor in Geology), California Lutheran University. 7 years of experience in the paleontology and geology fields. Contribution: Conducted field surveys for the Paleontological Investigation Report/Paleontological Evaluation Report.

Chu, Kathy, Assistant Environmental Planner. B.A. in Environmental Studies, University of California, Santa Barbara. 1 year of experience in preparing environmental documents for projects requiring CEQA and NEPA coordination and implementation. Contribution: Preparation of the project Community Impact Assessment.

Collison, Kerrie, Associate/Senior Cultural Resources Manager. B.S. in Social Sciences, California Polytechnic State University, San Luis Obispo, and M.A. in Anthropology, California State University, Northridge. 15 years of experience in Native American consultation, conducting cultural resource surveys and subsurface testing for cultural resources, and preparing cultural resource documents including Historic Property Survey Reports and Archaeological Survey Reports for Caltrans projects. Contribution: Assisted Caltrans staff with Native American consultation.

Coria, Jessica, Air Quality and Climate Change Services Director. B.A. in International Relations: Global Environment, Health and Natural Resources, University of California, Davis, and M.S. in Environmental Science and Policy, John Hopkins University. 11 years of experience in preparing air quality, health risk assessments, and climate change analyses. Contribution: Assisted with preparation of Particulate Matter Conformity Hot Spot Analysis Form.

Fischer, Amy, President/Air Quality-Greenhouse Gases-Energy Principal. B.S. in Environmental Policy Analysis, Minor in Geography, University of Nevada, Reno. 27 years of experience in preparing air quality analysis. Contribution: Review and quality control for the Air Quality Assessment Report and the Climate Change and Air Quality sections of the EIR/EIS.

Gastaldo, Olivia, Environmental Planner. B.S. in Environmental Management and Protection, with a minor in Sustainable Environments, California Polytechnic State University, San Luis Obispo. 4 years of experience in environmental planning and analysis pursuant to CEQA and NEPA guidelines. Contribution: Preparation of the EIR/EIS.

Gould, Bo, Associate/Biologist. 12 years of experience in biological monitoring; regulatory compliance documentation; environmental permitting; natural resource management and ecological research; preparation of biological impact assessments and habitat conservation plans; jurisdictional delineations; wildlife monitoring; focused insect, bird, mammal and plant surveys, habitat conservation planning; botanical surveys; construction monitoring; environmental regulatory compliance; GPS, and GIS. Contribution: Review and quality control of the Natural Environment Study.

Guiler, Shanna, Associate. M.U.E.P in Urban and Environmental Planning, University of Virginia, and B.A. in Physics, University of California, Los Angeles. 28 years of experience with environmental analysis for project compliance under CEQA and NEPA. Contribution: Quality control review of the Visual Impact Assessment.

Harris, Jayna, Associate/Senior Environmental Planner. B.A. in Geography, California State University, Fullerton. Contribution: 25 years of experience in environmental planning and analysis. Contribution: Assisted with preparing the EIR/EIS.

Heming, Edward, Principal/Section 4(f) Lead. M.S. in Environmental Studies, California State University, Fullerton. 20 years of experience in environmental planning and

analysis. Contribution: Managed preparation of the Section 4(f) analysis and contributor for the Community Impact Assessment.

Honer, Ashley, Environmental Planner. B.S. in Environmental Management and Protection, California Polytechnic State University, San Luis Obispo. 8 years of experience in preparing environmental documents for projects requiring CEQA and NEPA coordination and implementation. Contribution: Assisted in preparation of the Water Quality Assessment Report.

Hughes, Kat, Senior Environmental Planner, Ph.D. in Film Studies, University of Glasgow, M.A. in Cinema Studies, San Francisco State University, and B.A. in Anthropology and Women's Studies, University of California, Santa Cruz. 11 years of experience in environmental planning and analysis, including substantial experience preparing Caltrans CEQA and NEPA documents. Contribution: Preparation of the Community Impact Assessment.

Johnson, Lauren, Technical Editor. 26 years of experience editing books, articles, reports, proposals, environmental documents, and technical analyses. Contribution: Provided editing and review of technical analyses for all project documents.

Knips, Corey, Noise Analyst. Coursework towards B.S. in Civil Engineering, University of Minnesota, Twin Cities. 21 years of experience in preparing and reviewing noise analyses. Contribution: Preparation of the Noise Study Report.

Ko, John, Principal/Natural Resources. B.S. in Natural Resources Planning and Interpretation, Humboldt State University. 33 years of experience in biological resources and natural resource management. Contribution: Quality control review of the Natural Environment Study and Jurisdictional Delineation.

Law, Jaelyn, Environmental Planner. B.A. in Urban Studies, University of California, Irvine. 3 years of experience in environmental planning and analysis pursuant to CEQA and NEPA guidelines. Contribution: Preparation of the EIR/EIS.

Lechner, Dennis, Field Crew. B.A. in Economics, California State University, San Bernardino. 6 years of experience assisting with built environment field surveys and field photography. Contribution: Built environment photographs.

Lieuw, Jessica, Biologist. B.A. in Environmental Science, Minor in Urban and Regional Planning, University of California, Irvine. 9 years of experience with conducting biological monitoring and qualitative assessments related to species surveys and habitat assessments. Contribution: Assisted with bat habitat assessment in support of the Natural Environment Study. Conducted the jurisdictional delineation fieldwork and prepared the Jurisdictional Delineation.

Lui, Jason, Associate/Senior Noise Specialist. M.S. in Environmental Studies, California State University, Fullerton, and B.A. in Environmental Analysis and Design, University of California, Irvine. 24 years of experience in preparing and reviewing noise analyses. Contribution: Review and Quality Control for the Noise Study Report and the Noise section of the EIR/EIS.

Martinez, Bianca, Air Quality Specialist. B.S. in Earth System Science with a minor in Global Sustainability, University of California, Irvine. 4 years of experience with air quality, climate change, and energy analysis. Contribution: Assistance in the preparation of the Air Quality Assessment and Transportation Conformity Working Group coordination.

Mattair, Olivia, Environmental Planner. B.A. in Environmental Studies and Sociology, University of California, Santa Barbara. 3 years of experience in environmental planning and analysis pursuant to CEQA and NEPA guidelines. Contribution: Preparation of the project Community Impact Assessment.

McCann, Aaron, Cultural Field Staff. B.A. in Anthropology, California State University, Fullerton. 20 years of experience in the paleontology and archaeology fields. Contribution: Conducted archaeological field surveys.

McDonald, Kelly, Biologist. B.S. in Environmental Science, University of Redlands. 10 years of experience in biological resources and natural resource management including preparation of Jurisdictional Delineations, Natural Environment Studies, and biological resources surveys. Contribution: Primary author of the Natural Environment Study.

Morrow, Allison, Associate/Senior Environmental Planner. M.B.A, California State University, Long Beach, and B.A. in Environmental Analysis and Design, University of California, Irvine. Contribution: 14 years of experience in environmental planning and analysis.

Mukherjee, Ambarish, Principal. M.S. in City and Regional Planning with concentration in Transportation and Land Use Planning, and GIS, University of Texas at Arlington, and Bachelor of Architecture, Indian Institute of Technology. 24 years of experience in traffic impact studies and modeling. Contribution: Preparer of Vehicle Miles Traveled mitigation report and plan, and quality control review of Noise Study Report.

Nguyendo, Kevin, Environmental Planner. B.A. in Environmental Science and Policy, California State University of Long Beach. 7 years of experience in preparing and reviewing air quality and noise analyses. Contribution: Conducted noise monitoring for the Noise Study Report.

Palakurthy, Ravikumar, Senior Transportation Engineer, M.S. in Civil Engineering (Transportation), University of Louisiana, Lafayette. 24 years of experience in transportation planning, demand modeling, and operations analysis. Contribution: Assisted in preparation of Vehicle Miles Traveled mitigation report and plan.

Peachey, Lauren, Environmental Planner. B.S. in Environmental Management and Protection, California Polytechnic State University, San Luis Obispo. 3 years of experience in preparing environmental documents for projects requiring CEQA and NEPA coordination and implementation. Contribution: Assisted in preparation of the EIR/EIS and Section 4(f) Evaluation.

Phillips, Matt, Associate/Graphic Designer. B.A. in Anthropology, California State University, Long Beach. 37 years of experience with the design and production of technical graphics for CEQA and NEPA environmental documents planning documents, land

use plants, and identity branding and logo design. Contribution: Managed GIS data and prepared maps and GIS exhibits for the EIR/EIS.

Powers, Stephanie, Word Processor/Section 508 Document Accessibility Specialist. 25 years of experience in word processing and formatting reports, correspondence, proposals, statements of qualifications, resumes, and other documents from the Environmental Planning, Biological Resources, Cultural Resources, Traffic, and administrative groups. Contribution: Provided formatting and Section 508 compliance for EIR/EIS.

Quigley, Jessica, GIS Specialist. M.S. in Geographic Information Science, and B.A. in Geography, Minor in Biology, California State University, Long Beach. 4 years of experience with GIS concepts, tools, and programs with an emphasis on spatial analysis, cartography, and online applications. Contribution: Preparer of GIS maps and exhibits.

Reading, Pam, Principal/Environmental. B.A., Magna Cum Laude, in Environmental Studies/Political Science, University of Vermont, Burlington, and M.S. in Hydrology & Watershed Management, School of Forestry & Environmental Studies, Yale University. 38 years of experience in environmental assessment processing procedures for CEQA and NEPA. Specializes in Coastal Zone consistency analyses, and water quality and farmland impact assessments. Contribution: Review and quality control for the Water Quality Analysis.

Rieboldt, Sarah, Principal Paleontologist. Ph.D. in Paleontology, University of California, Berkeley, and B.A. in Biology, Minor in Geology, University of Colorado, Boulder. 22 years of experience in paleontology, geology, and environmental consulting. Contribution: Quality control review of the Paleontological Identification Report/ Paleontological Evaluation Report.

Rosenthal, Jeremy, Biologist. B.S. in Natural Resources, University of Arizona. 8 years of experience in environmental consulting, with 4 years of experience conducting biological surveys and monitoring. Specializing in biological assessments, rare plant and animal surveys, vegetation mapping, and jurisdictional delineations. Contribution: Conducted the majority of the jurisdictional delineation fieldwork and was the sole author of the Jurisdictional Delineation. Additionally, he conducted the focused surveys for special-status plant species and the vegetation mapping.

Sample, Lloyd, Principal, Discipline Lead, Cultural and Paleontological Resources. 34 years of experience with Cultural Resource Management for CEQA and NEPA. Contribution: Quality control review of Cultural and Paleontological technical studies.

Selna, Blake, Principal/Biologist. B.S. in Environmental and Resource Sciences University of California, Davis. 26 years of experience in biological resources and natural resource management. Contribution: Quality control review of the Natural Environment Study and the Jurisdictional Delineation.

Shaw, Brianna, Senior Environmental Planner. B.S. in Environmental Management and Minor in Indigenous Studies in Natural Resources, California Polytechnic State University, San Luis Obispo. 9 years of experience in environmental and

transportation planning project assistance and analysis. Contribution: Assisted with preparing the EIR/EIS.

Shea, Briette, Senior Air Quality Specialist. B.S. in Environmental Science, University of California Santa Barbara. 7 years of experience with air quality and climate change. Contribution: Assistance in the preparation of the Air Quality Assessment.

Stephens, JT, Executive Vice President/Noise and Vibration Discipline Lead. B.S. in Acoustical Engineering, minor in Communications, Purdue University. 23 years of experience in noise and vibration analysis. Contribution: Quality control review of the Noise Study Report, the Noise Abatement Decision Report and the Noise EIR/EIS section.

Strudwick, Ivan, Associate/Archaeologist. B.A. in Anthropology and M.A. in Anthropology, specializing in Archaeology, California State University, Long Beach. 43 years of working experience in and directing field and laboratory analysis, and report write-ups of local, State, and federal projects with principal authorship of many project reports as well as professional archaeological reports in peer-reviewed scientific journals. Contribution: Preparer of the Archaeological Survey Report.

Tibbet, Casey, Associate/Architectural Historian. M.A. in History/Historic Preservation, University of California, Riverside. 26 years of experience in architectural history, preparing cultural resources documents including Area of Potential Effects (APE) maps, Historic Resources Evaluation Reports (HRER), Historic Property Survey Reports (HPSR), and Finding of Effects (FOEs) for Caltrans projects. Contribution: Preparer of the APE boundary, HPSR, HRER, and related Department of Parks and Recreation (DPR) forms.

Torpey, Holly, Senior GIS Specialist/Developer. M.S. in Geographic Information Science and Technology, University of Southern California, and B.A. in Geography (Environmental Analysis track), University of New Orleans. 16 years of experience with spatial analysis; spatial data creation, processing, and management; cartography; image processing and analysis; application development; workflow automation; and GIS system architecture. Contribution: Manager of GIS data and preparer of GIS maps and exhibits.

Van Oosten, Christina, Senior Biologist. B.S. in Zoology, California State Polytechnic University, Pomona. 13 years of experience in biological resources and natural resource assessments, surveys, and monitoring. Contribution: Assisted in the preparation of the Natural Environment Study.

Virgil, Chantik, Senior Word Processor/Section 508 Document Accessibility Specialist. 41 years of experience in word processing and formatting including reports, correspondence, proposals, statements of qualifications, resumes, and other documents from the Environmental Planning, Biological Resources, Cultural Resources, Transportation, and Administrative groups. Contribution: Provided formatting review and Section 508 compliance of the EIR/EIS.

Vreeland, Kelly, Senior Paleontologist. M.S. and B.S. in Geology from California State University, Fullerton. 20 years of experience in the paleontology and geology fields. Contribution: Oversaw preparation of the Paleontological Identification Report/

Paleontological Evaluation Report and the Paleontological Resources EIR/EIS section.

Warner, Thomas (TJ), Associate/Senior Environmental Planner. M.S. in Environmental Science from Indiana University, and B.S. in Natural Resources and Environmental Management from Ball State University. 18 years of experience with the environmental assessment processing procedures for CEQA and NEPA. Contribution: Project management and quality control and quality assurance review of the EIR/EIS and Section 4(f) Evaluation.

6.7 Ohana Vets

Vivar, Arturo, Project Engineer. B.S. in Civil Engineering, California State University, Fullerton. 23 years of Experience. Contribution: Preparer of Stormwater Data Report.

6.8 System Metros Group, Inc. (SMG)

Choe, Tom, Principal Engineer. M.B.A. in Business Administration, California State University, Sacramento, 1997, and B.S. in Civil Engineering, University of California, Davis, 1987. Professional Engineer - Civil / California (#C48189). 33 years of experience in transportation planning and engineering. Contribution: Provide project management for SMG and lead the technical traffic analyses and the development of the Traffic Operations Analysis Report (TOAR) and the Intersection Control Evaluation (ICE) analysis documentation.

Hatata, Tarek, Principal Manager. M.B.A. in Business Administration, University of Southern California (USC), 1991, and B.S. in Electrical Engineering, University of Houston, 1981. 35 years of experience in transportation planning. Contribution: Project management support for SMG and provide oversight and quality review of the development of the Traffic Operations Analysis Report (TOAR) and the Intersection Control Evaluation (ICE) analysis documentation.

McCullough, Bill, Senior Transportation Analyst. M.A. in Urban Planning, University of California, Los Angeles, 1997, and B.E. in Civil Engineering and Mathematics, Vanderbilt University, 1988. 31 years of experience in transportation planning. Contribution: Conduct data analysis and traffic analysis for the Traffic Operations Analysis Report (TOAR) and the Intersection Control Evaluation (ICE) analysis.

Stoica, Dale, Transportation Engineer. B.S. in Civil Engineering, California State Polytechnic University, Pomona, 2013. Professional Engineer - Civil / California (#C94754). 11 years of experience in transportation planning and engineering. Contribution: Conduct data analysis and traffic analysis for the Traffic Operations Analysis Report (TOAR) and the Intersection Control Evaluation (ICE) analysis.

Conti, Anthony, Transportation Analyst. B.A. in Geography, State University of New York, Buffalo, New York, 2000. 21 years of experience in transportation planning. Contribution: Conduct data analysis and prepare GIS mapping for the Traffic Operations Analysis Report (TOAR) and the Intersection Control Evaluation (ICE) analysis.

6.9 Valle & Associates

Busch, Noah, Sr. VP/Sr. Project Manager. B.S. in Civil Engineering, and M.S. in Engineering Management, California State University, Long Beach. 26 years of experience. Contribution: V&A Project Manager and point of contact for utility scope.

Yabiku, Caroline, Sr. Project Engineer. B.S. in Civil Engineering, California State Polytechnic University, San Luis Obispo. 12 years of experience. Contribution: Utility task lead.

Soto, Nereida, Sr. Project Engineering. B.S. in Civil Engineering, California State University, Los Angeles. 18 years of experience. Contribution: Utility research and base mapping.

Venegas, Ruben, CAD Manager/Designer. A.A. in CAD, ITT Technical Institute. 25 years of experience. Contribution: Utility base mapping, utility composite sheet preparation, and CAD support for roadway sheet layouts.

Racelis, Christian, CAD Designer/Modeler. Fullerton Community College. 16 years of experience. Contribution: Utility base mapping and utility composite sheet drafting lead.

Rodriguez, Ernest, CAD Designer. B.A. in Human Factors Engineering, California State University, Long Beach. 26 years of experience. Contribution: Utility base mapping and utility composite sheet labeling.

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Chapter 7 – Distribution List

The following entities have been notified that this Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) is available for public review.

7.1 Federal Elected Officials

Hon. Alex Padilla, Member
United States Senate
255 E Temple Street, Suite 1860
Los Angeles, CA 90064

Hon. Adam Schiff, Member
United States Senate
SD-B40B, Dirksen Senate Office Building
Washington, DC 20510

Luz Maria Rivas, Member
29th Congressional District
1319 Longworth House Office Building
Washington, DC 20515

Hon. Laura Friedman, Member
30th Congressional District
1517 Longworth House Office Building
Washington, DC 20515

Hon. Brad Sherman, Member
32nd Congressional District
5000 Van Nuys Boulevard, #420
Sherman Oaks, CA 91403

Hon. Jimmy Gomez, Member
34th Congressional District
515 South Figuroa Street, #1040
Los Angeles, CA 90071

Hon. Ted W. Lieu, Member
36th Congressional District
1645 Corinth Avenue, #101
Los Angeles, CA 90025

Sydney Kamlager-Dove, Member
37th Congressional District
4929 Wilshire Boulevard, Suite 650
Los Angeles, CA 90010

Hon. Maxine Waters, Member
43rd Congressional District
13605 Hawthorne Boulevard
Hawthorne, CA 90250

Nanette Diaz Barragán, Member
44th Congressional District
1320 Longworth House Office Building
Washington, D.C. 20515

7.2 Federal Agencies

Alessandro Amaglio, Regional Environmental Officer
U.S. Department of Homeland Security, Federal Emergency Management Agency – Region IX
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Oakland, CA 94607

Clifton Meek, NEPA Reviewer
U.S. Environmental Protection Agency – Region 9
75 Hawthorne Street
San Francisco, CA 94105

Darrin Thome, Acting Regional Director
U.S. Department of the Interior, U.S. Geological Survey – Region 8
CSUS - Placer Hall
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Sacramento, CA 95819

Jennifer Worley, Associate Director, Operations
U.S. Department of Veterans Affairs
West Los Angeles Medical Center, B218
11301 Wilshire Boulevard
Los Angeles, CA 90073

Kasey Miller, Program Analyst/FHWA Liaison
Advisory Council on Historic Preservation – Federal Permitting, Licensing, and Assistance Section
401 F Street NW, Suite 308
Washington, DC 20001-2637

Chris Dellith, Senior Biologist
U.S. Fish and Wildlife Service - Ventura Fish and Wildlife Office
2493 Portola Road, #B
Ventura, CA 93003

Raquel Girvin, Regional Administrator
Federal Aviation Administration – Western Pacific Region Airports Division
Office of the Director
777 S Aviation Boulevard, Suite 150
El Segundo, CA 90245

Megan Blum, Deputy Associate Administrator
Federal Transit Administration
Office of Planning and Environment
Federal Transit Administration East Building
1200 New Jersey Avenue, SE
Washington, DC 20590

Carolyn Lieberman, Program Manager
U.S. Fish and Wildlife Service – Region 8
2177 Salk Avenue, Suite 250
Carlsbad, CA 92008

John Garn
U.S. Fish & Wildlife Service
2177 Salk Avenue
Carlsbad, CA 9200

Stephanie Hall, Caltrans Liaison
U.S. Army Corps of Engineers – Los Angeles District
915 Wilshire Boulevard, Suite 930
Los Angeles, CA 90017

William Spencer, Regional Administrator - U.S. Department of Housing and Urban Development - Region IX, Office of the Regional Administrator
One Sansome Street, Suite 1200
San Francisco, CA 94104

7.3 State Elected Officials

Hon. Steve Padilla, Member
18th Senate District
780 Bay Boulevard, Suite 204
Chula Vista, CA 91910

Hon. Benjamin Allen, Member
24th Senate District
111 Penn Street, Suite 101
El Segundo, CA 90245

Hon. Sasha Renée Peréz, Member
25th Senate District
215 N. Marengo Avenue Suite 380
Pasadena, CA 91101

Hon. Maria Elena Durazo, Member
26th Senate District
1808 W Sunset Boulevard
Los Angeles, CA 90026

Hon. Henry Stern, Member
27th Senate District
5016 N. Parkway Calabasas, Suite 222
Calabasas, CA 91302

Hon. Bob Archuleta, Member
30th Senate District
Wallis Annenberg Building
12501 Imperial Hwy., Suite 110
Norwalk, CA 90650

Hon. Lena A. Gonzalez, Member
33rd Senate District
3355 East Gage Avenue
Huntington Park, CA 90255

Hon. Laura Richardson, Member
35th Senate District
1 W Manchester Boulevard, Suite 600
Inglewood, CA 90301

Hon. Lori Wilson, Member
11th Assembly District
One Harbor Center, Suite 270
Suisun City, CA 94585

Hon. Celeste Rodriguez, Member
43rd Assembly District
9300 Lauren Canyon Boulevard, Fl 1
Arleta, CA 91331

Hon. Jesse Gabriel, Member
46th Assembly District
16501 Ventura Boulevard, #620
Encino, CA 91436

Hon. Robert Garcia, Member
50th Assembly District
10390 Commerce Center Drive C-280 Rancho Cucamonga, CA 91730

Hon. Rick Chavez Zbur, Member
51st Assembly District
1445 North Stanley Avenue, 3rd Floor Los Angeles, CA 90046

Hon. Jessica Caloza, Member
52nd Assembly District
1910 W Sunset Boulevard, #810
Los Angeles, CA 90026

Hon. Michelle Rodriguez, Member
53rd Assembly District
13160 7th Street
Chino, CA 91710

Hon. Mark Gonzalez, Member
54th Assembly District
320 West 4th Street Room 1050
Los Angeles, CA 90013

Hon. Phillip Chen, Member
59th Assembly District
3 Pointe Drive Suite 313
Brea, CA 92821

Hon. José Luis Solache, Member
62nd Assembly District
4904 Lakewood Boulevard, Suite 400
Lakewood, CA 90712

Hon. Al Muratsuchi, Member
66th Assembly District
3424 West Carson Street Suite 450
Torrance, CA 90505

7.4 State Agencies

Annalisa Schilla, Interim Division Chief
California Air Resources Board - Sustainable Transportation and Communities Division
1001 I Street
Sacramento, CA 95814

Amber Dobson, District Supervisor
California Coastal Commission – South Coast District
301 E. Ocean Boulevard, Suite 300
Long Beach, CA 90802

Shanna Atherton, Director
California Department of Conservation Division of Land Resource Protection
MS 1904
715 P Street
Sacramento, CA 95814

Dr. Linda Darling-Hammond, State Board President
California Department of Education
1430 N Street
Sacramento, CA 95814

Erin Wilson-Olgin, Regional Manager
California Department of Fish and Wildlife – South Coast Region 5
3883 Ruffin Road
San Diego, CA 92123

Joe Tyler, Fire Chief/Director
California Department of Forestry and Fire Protection
P.O. Box 944246
Sacramento, CA 94244-2460

California Department of General Services – Real Estate Services Division
707 Third Street, 4th Floor
Los Angeles, CA 90013

Megan Kirkeby, Chief Deputy Director
California Department of Housing and Community Development
651 Bannon Street
Sacramento, CA 95811

Brad Michalk, Environmental Coordinator
California Department of Parks and Recreation, State Parks
715 P Street
Sacramento, CA 95814

Julianne Polanco, State Historic Preservation Officer
California Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Katherine M. Butler, Director
California Department of Toxic Substances Control
1001 I Street
Sacramento, CA 95814-2828

California Department of Transportation – Division of Environmental Analysis
NEPA Assignment Office – MS 27
P.O. Box 942874
Sacramento, CA 94274-0001

Yana Garcia, Secretary for Environmental Protection
California Environmental Protection Agency
1001 I Street
Sacramento, CA 95814

Sean Duryee, Commissioner
California Highway Patrol – Headquarters
601 North 7th Street
Sacramento, CA 95811

Terrie Prosper, Director, Strategic Communications, External Affairs Division
California Public Utilities Commission
300 Capitol Mall, Suite 500
Sacramento, CA 95814

Andrew “Dru” Alejandre, Executive Secretary
California Native American Heritage Commission
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691

Shawn Boyd, Public Information and Media Relations
California Office of Emergency Services
3650 Schriever Avenue
Mather, CA 95655

Brian Bugsch, Chief Land Management
California State Lands Commission - Southern California Land Management
100 Howe Avenue, Suite 100
Sacramento, CA 95825

Eric Oppenheimer, Executive Director
State Water Resources Control Board
1001 I Street
Sacramento, CA 95814

Russ Colby, Environmental Program Manager
California Regional Water Quality Control Board
320 West Fourth Street, Suite 200
Los Angeles, CA 90013

Scott McFarlin, Manager, Restoration and Development
California Wildlife Conservation Board
P.O. Box 944209
Sacramento, CA 94244

Destiny Preston, Assistant Deputy Director of Planning
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

State Clearinghouse Office of Planning & Research
1400 Tenth Street
Sacramento, CA 95814

Paul Edelman, Deputy Director of Natural Resources and Planning
Santa Monica Mountains Conservancy
570 West Avenue 26, Suite 100
Los Angeles, CA 90065

7.5 Regional Agencies

Martin Tompkins, Executive Director
Antelope Valley Transit Authority
42210 6th Street W.
Lancaster, CA 93534

Hector De La Torre, Executive Director
Gateway Cities Council of Governments
16401 Paramount Boulevard
Paramount, CA 90723

Terry Dipple, Executive Director
Las Virgenes-Malibu Council of Governments (LVMCOG)
6165 Spring Valley Road
Hidden Hills, CA 91302

David Nahai, Chair
Los Angeles Regional Water Quality Control Board
320 W. Fourth Street, Suite 200
Los Angeles, CA 90013

Cecilia Estolano, Executive Director
Westside Cities Council of Governments
448 S. Hill Street, Suite 1105
Los Angeles, CA 90013

John Bwarie, Executive Director
San Fernando Valley Council of Governments
14410 Municipal Building
Van Nuys, CA 91401

Kome Ajise, Executive Director
Southern California Association of Governments
900 Wilshire Boulevard, Suite 1700
Los Angeles, CA 90017

Jacki Bacharach, Executive Director
South Bay Cities Council of Governments
20285 S. Western Avenue
Torrance, CA 90501

Sam Wang, Program Supervisor, CEQA IGR Planning
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Sarah Rees, Deputy Executive Officer, Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Kevin Shin, Chair
Metro Citizens' Advisory Council (CAC)
MS 99-13-1
One Gateway Plaza
Los Angeles, CA 90012-2952

7.6 County Agencies

Rita Kampalath, Chief Sustainability Officer
County of Los Angeles
320 West Temple Street, 7th Floor
Los Angeles, CA 90012

Norma Edith Garcia-Gonzalez, Director
County of Los Angeles Department of Parks and Recreation
433 S Vermont, South Tower, 14th Floor
Los Angeles, CA 90020

Dean Logan, Registrar-Recorder
County of Los Angeles – County Clerk
12400 Imperial Highway
Norwalk, CA 90650

Emilio Salas, Executive Director
County of Los Angeles Community Development Authority
700 West Temple Street, 7th Floor
Alhambra, CA 91801

Barbara Ferrer, PhD, MPH, MEd, Director
County of Los Angeles Department of Public Health
5050 Commerce Drive
Baldwin Park, CA 91706

Angela R. George-Moody, Chief Deputy Director
County of Los Angeles Department of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803

David W. Hanson
Interim General Manager
County of Los Angeles Department of Water and Power
900 S Fremont Avenue
Alhambra, CA 91803

Mark Pestrella, Director
Los Angeles Flood Control District
900 S. Fremont Avenue
Alhambra, CA 91803

Stephen Cheung, President & CEO
Los Angeles County Economic Development Corporation
633 West 5th Street, Suite 3300
Los Angeles, CA 90071

Paul A. Novak, Executive Officer
Local Agency Formation Commission for the County of Los Angeles
80 South Lake Avenue, Suite 870
Pasadena, CA 91101

Raymond Tremblay, Department Head, Facilities Planning
Los Angeles County Sanitation Districts
1955 Workman Mill Road
Whittier, CA 90601

David DeGrazia, Deputy Director
County of Los Angeles Department of Regional Planning – Headquarters
320 W. Temple Street, 13th Floor
Los Angeles, CA 90012

Conan Cheung, Chief Operations Officer
Los Angeles County Metropolitan Transportation Authority, Transit Operations
One Gateway Plaza
Los Angeles, CA 90012-2952

Los Angeles County Department of Public Social Services – Zev Yaroslavsky Family
Van Nuys, CA 91405

Brandon Dean, Chief, Special Operations Division
Los Angeles County Sheriff's Department
211 W Temple Street
Los Angeles, CA 90012

Robert G. Luna, Sheriff
Los Angeles County Sheriff's Department
211 W Temple Street, Suite 1200
Los Angeles, CA 90012

7.7 Local Elected Officials

7.7.1 Beverly Hills

Hon. Craig A. Corman, Mayor
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, CA 90210

Hon. Mary N. Wells, Vice Mayor
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, CA 90210

7.7.2 Burbank

Hon. Tamala Takahashi, Mayor
City of Burbank
275 East Olive Avenue
Burbank, CA 91502

Hon. Zizette Mullins, Vice Mayor
City of Burbank
275 East Olive Avenue
Burbank, CA 91502

7.7.3 Culver City

Hon. Freddy Puza, Mayor
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232

Hon. Bryan Fish, Vice Mayor
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232

7.7.4 Duarte

Hon. Tera Martin Del Campo, Mayor
City of Duarte
1600 Huntington Drive
Duarte, CA 91010

Hon. Samuel Mayor, Mayor Pro Tempore
City of Duarte
1600 Huntington Drive
Duarte, CA 91010

7.7.5 El Segundo

Hon. Chris Pimentel, Mayor
City of El Segundo
350 Main Street
El Segundo, CA 92045

Hon. Ryan Baldino, Mayor Pro Tempore
City of El Segundo
350 Main Street
El Segundo, CA 92045

7.7.6 Glendale

Hon. Ardy Kkassakhian, Mayor
City of Glendale
613 E Broadway
Glendale, CA 91206

7.7.7 Hawthorne

Hon. Alex Vargas, Mayor
City of Hawthorne
4455 W 126th Street
Hawthorne, CA 90250

Hon. Faye Johnson, Mayor Pro Tempore
City of Hawthorne
4455 W 126th Street
Hawthorne, CA 90250

7.7.8 Lawndale

Hon. Robert Pullen-Miles, Mayor
City of Lawndale
14717 Burin Avenue
Lawndale, CA 90260

Hon. Sirley Cuevas, Mayor Pro Tempore
City of Lawndale
14717 Burin Avenue
Lawndale, CA 90260

7.7.9 Inglewood

Hon. James Butts, Mayor
City of Inglewood
One Manchester Boulevard
Inglewood, CA 90301

7.7.10 Los Angeles (City)

Hon. Karen Bass, Mayor
City of Los Angeles
Los Angeles City Hall
3601 S La Brea Avenue
Los Angeles, CA 90016

Hon. Katy Yaroslavsky, Council Member District 5
City of Los Angeles
Los Angeles City Hall
200 N. Spring Street, Ste. 440
Los Angeles, CA 90012

Hon. Adrin Nazarian, Council Member District 2
City of Los Angeles
Los Angeles City Hall
200 N. Spring Street, Ste. 435
Los Angeles, CA 90012

Hon. Bob Blumenfield, Council Member District 3
City of Los Angeles
Los Angeles City Hall
200 N. Spring Street, Ste. 465
Los Angeles, CA 90012

Hon. Nithya Raman, Council Member District 4
City of Los Angeles
Los Angeles City Hall
200 N. Spring Street, Ste. 415
Los Angeles, CA 90012

Hon. Traci Park, Council Member District 11
City of Los Angeles
Los Angeles City Hall
200 N. Spring Street, Ste. 410
Los Angeles, CA 90012

7.7.11 Los Angeles County Board of Supervisors

Hon. Hilda Solis, Supervisor
District 1
Los Angeles County Board of Supervisors
856 Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

Hon. Holly Mitchell, Supervisor
District 2
Los Angeles County Board of Supervisors
866 Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

Hon. Lindsey Horvath, Supervisor
District 3
Los Angeles County Board of Supervisors
500 W Temple Street, Room 821
Los Angeles, CA 90012

Janice Hahn, Supervisor District 4
Los Angeles County Board of Supervisors
500 W. Temple Street
Los Angeles, CA 90012

Kathryn Barger, Supervisor District 5
Los Angeles County Board of Supervisors
869 Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

[Include Maria Elena Durazo who will succeed Hilda Solis in District 1.]

7.7.12 San Fernando

Hon. Victoria Garcia, Mayor
City of San Fernando
117 Macneil Street
San Fernando, CA 91340

Hon. Patty Lopez, Vice Mayor
City of San Fernando
117 Macneil Street
San Fernando, CA 91340

7.7.13 Santa Monica

Hon. Caroline Torosis, Mayor
City of Santa Monica
Santa Monica City Hall
1685 Main Street, Room 209
Santa Monica, CA 90401

Hon. Jesse Zwick, Mayor Pro Tempore
City of Santa Monica
Santa Monica City Hall
1685 Main Street, Room 209
Santa Monica, CA 90401

7.7.14 Torrance

Hon. Sharon Kalani, Mayor
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

7.7.15 West Hollywood

Hon. John Heilman, Mayor
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

Hon. Danny Hang, Vice Mayor
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

7.8 Local Agencies

7.8.1 Beverly Hills

Nancy Hunt-Coffey, City Manager
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, CA 90210

Michael Forbes, Director of Community Development
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, CA 90210

Shana Epstein, Director of Public Works
City of Beverly Hills
455 North Rexford Drive
Beverly Hills, CA 90210

Stephanie Harris, Director of Community Services
City of Beverly Hills
444 N Rexford Drive
Beverly Hills, CA 90210

7.8.2 Burbank

Justin Hess, City Manager
City of Burbank
275 East Olive Avenue
Burbank, CA 91502

Patrick Prescott, Community Development Director
City of Burbank
150 North Third Street
Burbank, CA 91502

Damian Skinner, Public Works Director
City of Burbank
150 North Third Street
Burbank, CA 91502

Marisa Garcia, Parks and Recreation Director
City of Burbank
150 North Third Street
Burbank, CA 91502

7.8.3 Calabasas

Kindon Meik, City Manager
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Michael Klein, Community Development Director
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Curtis Castle, Public Works Director
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

Erica Green, Director of Community Services
City of Calabasas
100 Civic Center Way
Calabasas, CA 91302

7.8.4 Culver City

Odis Jones, City Manager
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232

Mark Muenzer, Planning and Development Director
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232

Yanni Demitri, Public Works Director
City of Culver City
City Hall, 2nd Floor
9770 Culver Boulevard
Culver City, CA 90232

Ted Stevens, Director of Parks, Recreation and Community Services
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232

7.8.5 El Segundo

Darrell George, City Manager
City of El Segundo
350 Main Street
El Segundo, CA 90245

Eduardo Schonborn, Planning Manager
City of El Segundo
350 Main Street
El Segundo, CA 90245

Elias Sassoon, Director of Public Works
City of El Segundo
350 Main Street
El Segundo, CA 90245

Aly Mancini, Recreation, Parks, and Library Director
City of El Segundo
401 Sheldon Street
El Segundo, CA 90245

7.8.6 Hawthorne

Vontray (Von) Norris, City Manager
City of Hawthorne
4455 West 126th Street
Hawthorne, CA 90250

Gregg McClain, Planning Director
City of Hawthorne
4455 West 126th Street
Hawthorne, CA 90250

Akbar Farokhi, Director of Public Works/City Engineer
City of Hawthorne
4455 West 126th Street
Hawthorne, CA 90250

Kywanna Bowie, Deputy Director of Community Services
City of Hawthorne
3901 W. El Segundo Blvd.,
Hawthorne, CA 90250

7.8.7 Hidden Hills

Gloria Molleda, Interim City Manager
City of Hidden Hills
6165 Spring Valley Road
Hidden Hills, CA 91302

Michael Ackerman, City Engineer, Building and Safety/Planning Department
City of Hidden Hills
6165 Spring Valley Road
Hidden Hills, CA 91302

7.8.8 Inglewood

Louis A. Atwell, City Manager
City of Inglewood
1 Manchester Boulevard
Inglewood, CA 90301

Bernard McCrumby, Jr., Development Services Department Director
City of Inglewood
1 Manchester Boulevard
Inglewood, CA 90301

Tony Olmos, Public Works Director
City of Inglewood
1 Manchester Boulevard
Inglewood, CA 90301

Sabrina Barnes, Director of Parks, Recreation, and Community Services
City of Inglewood
1 Manchester Boulevard
Inglewood, CA 90301

7.8.9 Long Beach

Tom Modica, City Manager
City of Long Beach
411 West Ocean Boulevard
Long Beach, CA 90802

Christopher Koontz, Community Development Director
City of Long Beach
411 West Ocean Boulevard, 3rd Floor
Long Beach, CA 90802

Joshua Hickman, Director of Public Works
City of Long Beach
411 West Ocean Boulevard
Long Beach, CA 90802

Stephen Scott, Director of Parks, Recreation, and Marine
City of Long Beach
2760 N. Studebaker Rd.
Long Beach, CA 90815

7.8.10 Los Angeles

Vincent P. Bertoni, ACIP, Director of Planning
Los Angeles City Hall
200 N. Spring Street, Suite 525
Los Angeles, CA 90012

Alfred Mata, Interim City Engineer/Public Works Director
City of Los Angeles Bureau of Engineering
1149 S. Broadway Street, Suite 700
Los Angeles, CA 90015

Jimmy Kim, General Manager
City of Los Angeles Department of Recreation and Parks
221 N Figueroa Street Suite 350
Los Angeles, CA 90012

Daniel Tarica, General Manager
City of Los Angeles Department of Cultural Affairs
201 North Figueroa Street, Suite 1400
Los Angeles, CA 90012

7.9 Neighborhood Councils

Travis Longcore, President
Bel Air Beverly Crest Neighborhood Council
P.O. Box 252007
Los Angeles, CA 90025

Ravi Sankaran, President
Del Rey Neighborhood Council
4325 Glencoe Avenue, #9365
Marina Del Rey, CA 90292

Claudia Oliveira
Downtown Los Angeles Neighborhood Council
Los Angelese City Hall, 20th Floor
200 North Spring Street, Suite 2005
Los Angeles, CA 90012

Roy Nwaisser, President
Encino Neighborhood Council
4924 Paso Robles Avenue
Encino, CA 91316

Linda Gravani, President
Lake Balboa Neighborhood Council
P.O. Box 7720
Lake Balboa, CA 91409

Charlene Samiley, Chair/At-Large Director
Mar Vista Neighborhood Council
P.O. Box 66084
3826 Grand View Boulevard
Los Angeles, CA 90066

Glenn Bailey, President
Northridge East Neighborhood Council
18401 Lassen Street
Northridge, CA 91325

Tiffany Caldwell, President
Northridge South Neighborhood Council
9250 Reseda Boulevard, #249
Northridge, CA 91324

Janis Kraft, President
Northridge West Neighborhood Council
P.O Box 280477
Northridge, CA 91328

Kay Hartman, President
Palms Neighborhood Council
10008 National Blvd., #210
Los Angeles, CA 90034

Jamie York, President
Reseda Neighborhood Council
7449 Reseda Boulevard, #118
Reseda, CA 91335

Howard Katchen, President
Sherman Oaks Neighborhood Council
P.O. Box 5721
Sherman Oaks, CA 91413

Kathy Schreiner, President
Van Nuys Neighborhood Council
P.O. Box 3118
Van Nuys, CA 91407

Walton Chiu, Chair
West Los Angeles Sawtelle
Neighborhood Council
1645 Corinth Avenue
Los Angeles, CA 90025

Terri Tippit, Chair
Westside Neighborhood Council
P.O. Box 64370
Los Angeles, CA 90064

Lisa Chapman, President
Westwood Neighborhood Council
1022 Selby Avenue
Los Angeles, CA 90024

7.9.1 San Fernando

Kanika Kith, City Manager
City of San Fernando
117 Macneil Street
San Fernando, CA 91340

Ron Garcia, Community
Development Director
City of San Fernando
117 Macneil Street
San Fernando, CA 91340

Bonnie Tam, Director of Public
Works
City of San Fernando
117 Macneil Street
San Fernando, CA 91340

Julio C. Salcedo, Director of
Recreation & Community Services
City of San Fernando
117 Macneil Street
San Fernando, CA 91340

7.9.2 Santa Clarita

Kenneth W. Striplin, Ed.D., City
Manager
City of Santa Clarita
23920 Valencia Boulevard
Valencia, CA 91355

Jason Crawford, Director of
Community Development
City of Santa Clarita
23920 Valencia Boulevard
Valencia, CA 91355

Mike Hennawy, Director of Public
Works
City of Santa Clarita
25663 Avenue Stanford
Valencia, CA 91355

7.9.3 Santa Monica

Oliver Chi, Interim City Manager
City of Santa Monica
1685 Main Street, Room 209
Santa Monica, CA 90401

Jing Yeo, Community Development
Director
City of Santa Monica
1685 Main Street, #212
Santa Monica, CA 90401

Christopher Dishlip, Director of
Public Works
City of Santa Monica
1685 Main Street, #113
Santa Monica, CA 90401

Jenny Rogers, Director of
Recreation and Arts
City of Santa Monica
1685 Main Street
Santa Monica, CA 90401

7.9.4 Signal Hill

Carlo Tomaino, City Manager
City of Signal Hill
2175 Cherry Avenue
Signal Hill, CA 90755

Greg Kapovich, Community
Development Director
City of Signal Hill
2175 Cherry Avenue
Signal Hill, CA 90755

Gabino Luna, Director of Public
Works/Engineering
City of Signal Hill
2175 Cherry Avenue
Signal Hill, CA 90755

Yvette Aguilar, Deputy City Manager/Director of Parks, Recreation & Library Services
City of Signal Hill
2175 Cherry Avenue
Signal Hill, CA 90755

7.9.5 Torrance

Aram Chaparyan, City Manager
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Michelle G Ramirez, Community Development Director
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Alvin Papa, P.E., Public Works Director
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

Ted Stevens, Director of Community Services
City of Torrance
3031 Torrance Boulevard
Torrance, CA 90503

7.9.6 West Hollywood

Jackie Rocco, City Manager
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

Nick Maricich, Director of Community Development
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

Helen Collins, Director Public Works
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

Stephanie Martinez, Recreation Services Manager
City of West Hollywood
8300 Santa Monica Boulevard
West Hollywood, CA 90069

7.9.7 Libraries

Jennifer Noble, Senior Librarian
Los Angeles Public Library – Westwood Branch Library
1246 Glendon Avenue
Los Angeles, CA 90024

Jacqueline Henriquez, Senior Librarian
Los Angeles Public Library – West Los Angeles Branch Library
11360 Santa Monica Boulevard
Los Angeles, CA 90025

Michael Mackavoy, Library Manager
Los Angeles County Library – Lloyd Taber-Marina Del Rey Library
4533 Admiralty Way
Marina del Rey, CA 90292

Kelly Conn, Library Manager
Los Angeles County Library – Culver City Julian Dixon Library
4975 Overland Avenue
Culver City, CA 90230

Camille Ray, Library Manager
Los Angeles County Public Library – Park Bebe Moore Campbell Library
3854 W 54th Street
Los Angeles, CA 90043

Arpine Eloyan, Library Manager
Los Angeles County Public Library – West Hollywood Library
625 N San Vicente Boulevard
West Hollywood, CA 90069

Mark Herbert, Library Manager
City of El Segundo – El Segundo Library
111 W Mariposa Avenue
El Segundo, CA 90245

Daniel Granados, Senior Library Manager
Los Angeles County Library – Hawthorne Library
12700 Grevillea Avenue
Hawthorne, CA 90250

Kevin Hasley, Senior Librarian
Los Angeles Public Library – West Valley Regional Branch Library
19036 Vanowen Street
Reseda, CA 91335

Cheryl Gilera, Library Manager
City of Norwalk – Alondra Library
11949 Alondra Boulevard
Norwalk, CA 90650

7.9.8 Public Schools/School Districts

Alberto M Carvalho, Superintendent
Los Angeles Unified School District
333 South Beaudry Avenue
Los Angeles, CA 90017

Tasha Bell, Principal
Daniel Webster Middle School
11330 West Graham Place
Los Angeles, CA 90064

Movses Tarakhchyan, Principal
Hesby Oaks Leadership Charter
15530 Hesby Street
Encino, CA 91436

Cecilia Izaguirre, Principal
Brockton Avenue Elementary School
1309 Armacost Avenue
Los Angeles, CA 90025

Sara Lasnover, Ed.D, Principal
Nora Sterry Elementary School
1730 Corinth Avenue
Los Angeles, CA 90025

Shawn Huntsinger, Executive Director
Ivy Bound Academy
15355 Morrison Street
Sherman Oaks, CA 91403

Dr. Alfonso Jiménez, Superintendent
Culver City Unified School District
4034 Irving Place
Culver City, CA 90232

7.9.9 Private Schools

Lindy Kadouri, Director of Admission & Enrollment
Milken Community School – East Campus
15600 Mulholland Drive
Bel Air, CA 90077

Ivy Nunez, Environmental Compliance Specialist
University of California, Los Angeles
1060 Veteran Avenue
Los Angeles, CA 90095-1365

Dr. Timothy Cottrell, Head of School
Brentwood School, East Campus
100 South Barrington Place
Los Angeles, CA 90049

Dr. Sarah Colmaire, Head of School
Berkeley Hall School
16000 Mulholland Drive
Los Angeles, CA 90049

Meera Ratnesar, Head of School
Curtis School
15871 Mulholland Drive
Los Angeles, CA 90049

Landis Green, Head of School
Wildwood School
11811 W Olympic Boulevard
Los Angeles, CA 90064

Melinda Tsapatsaris, Head of School
Westland School
16200 Mulholland Drive
Los Angeles, CA 90049

Landis Green, Head of School
Wildwood School
11811 W Olympic Boulevard
Los Angeles, CA 90064

Dr. Sarah Shulkind, Head of School
Milken Community School
15800 Zeldins Way
Los Angeles, CA 90049

7.10 Public Parks/Recreation/Community Facilities

Director
Los Angeles Department of Recreation and Parks
109th Street Recreation Center
1464 E 109th Street
Los Angeles, CA 90059

Director
Los Angeles County – Athens Park
12603 S Broadway
Los Angeles, CA 90061

Dawn Melton, Supervisor
Culver City Teen Center
4153 Overland Avenue
Culver City, CA 90230

Director
Los Angeles County – Helen Keller Park
1045 W 126th Street
Los Angeles, CA 90044

Director
Los Angeles County – Magic Johnson Park
905 E El Segundo Boulevard
Los Angeles, CA 90059

Karin Haseltine, Director
Los Angeles Department of Recreation and Parks
Canoga Park Senior Center
7326 Jordan Avenue
Canoga Park, CA 91303

Director
Los Angeles County – Imperial Courts Recreation Center
2250 E 114th Street
Los Angeles, CA 90059

Senior Director
Los Angeles Department of Recreation and Parks
Lou Costello Recreation Center
3141 E Olympic Boulevard
Los Angeles, CA 90023

Vanessa Meza, Facility Director
Los Angeles Department of Recreation and Parks
Winnetka Recreation Center
8401 Winnetka Avenue
Winnetka, CA 91306

Director
Los Angeles Department of Recreation and Parks
Warner Center Park
580 Topanga Canyon Boulevard
Woodland Hills, CA 91357

Director
Los Angeles County – Balboa Sports Center
17015 Burbank Boulevard
Encino, CA 91316

City of Los Angeles Department of Parks and Recreation – Sherman Oaks East Valley Adult Center
5056 Van Nuys Boulevard
Sherman Oaks, CA 91403

Director
Los Angeles Department of Recreation and Parks
Sepulveda Basin Recreation Area
17017 Burbank Boulevard
Encino, CA 91316

City of Los Angeles Department of Parks and Recreation – Cheviot Hills Recreation Center
2551 Motor Avenue
Los Angeles, CA 90064

City of Los Angeles Department of Parks and Recreation – Palms Recreation Center
2950 Overland Avenue
Los Angeles, CA 90064

Department of Parks & Recreation
City of Brentwood
35 Oak Street
Brentwood, CA 94513

General Manager
City of Los Angeles Department of Parks and Recreation – Westchester Senior Citizen Center
8740 Lincoln Boulevard
Los Angeles, CA 90045

Senior and Social Services Manager
Culver City Senior Center
4095 Overland Avenue
Culver City, CA 90232

Paul Edelman
Mountains Recreation and Conservation Authority
King Gillette Ranch
26800 Mulholland Hwy, Calabasas, 91302

7.11 Interested Parties

7.11.1 Groups and Organizations

Jon Woolner, Executive Director
Bel Air Church
16221 Mulholland Drive
Los Angeles, CA 90049

Bel Air Hills Association
2337 Roscomare Road #2-228
Los Angeles, CA 90077

Bel Air Knolls Property Association
16565 Park Lane
Los Angeles, CA 90049

Bel Air Skycrest Property Owners Association
16434 Sloan Drive
Los Angeles, CA 90049

Jaime Meyer, Board Member
Bel-Air Association
100 Bel Air Road
Los Angeles, CA 90077

Lynda Trope, Secretary
Brentwood Circle Home Owners Association
280 North Layton Drive
Los Angeles, CA 90049

Carolyn Lobuglio Chair
Brentwood Community Council
149 South Barrington Avenue, #194
Los Angeles, CA 90049

Rebecca Burkhardt, President
Brentwood Glen Home Owners Association
P.O. Box 49427
Los Angeles, CA 90049

Eric Edmunds, President
Brentwood Hills Homeowners Association
P.O. Box 49495
Los Angeles, CA 90049

Thelma Waxman, President
Brentwood Home Owners Association
P.O. Box 49427
Los Angeles, CA 90049

Brentwood Park Property Owners Association
2118 Wilshire Boulevard
Santa Monica, CA 90403

Reverend Dave Carpenter, Pastor & Head of Staff
Brentwood Presbyterian Church
12000 San Vicente Boulevard
Los Angeles, CA 90049

Sam Yadegar,
Brentwood Terrace Homeowners Association

Priya Pharate, Board Co-President
California Native Plant Society
2707 K Street, Suite 1
Sacramento, CA 95816

Janet Cobb, Executive Officer
California Wildlife Foundation
201 University Avenue H-43
Berkeley, CA 94710

Zach Drake, Pastor
Chinese Bible Church
10521 W Pico Boulevard
Los Angeles, CA 90064

Jim Leonard, Pastor
Cornerstone West Los Angeles
1609 S Barrington Avenue
Los Angeles, CA 90025

Crestwood Hills Association
986 Hanley Avenue
Los Angeles, CA 90049

Katherine E. Fleming, President and CEO
J. Paul Getty Center
1200 Getty Center Drive
Los Angeles, CA 90049

Dr. Stephen Kim, Lead Pastor
Kardia United Methodist Church
1637 Butler Avenue
Los Angeles, CA 90025

Travis Longcore, President, Conservation Chair
Los Angeles Audubon Society
P.O. Box 411301
Los Angeles, CA 90041

Eli Akria Kaufman, Executive Director
Los Angeles County Bicycle Coalition
P.O. Box 17733
Long Beach, CA 90807

Maria S Salinas, President and CEO
Los Angels Area Chamber of Commerce
350 S. Bixel Street
Los Angeles, CA 90017

Peg Schultz-Akerson, Pastor
Lutheran Church of the Master
10931 Santa Monica Boulevard
Los Angeles, CA 90025

Teri Redman Kahn, President
Mandeville Canyon Association
P.O. Box 49802
Los Angeles, CA 90049

Stephen Drimmer, President
Mountaingate Community Association
5775 E Los Angeles Ave., Suite 212
Simi Valley, CA 93063

Steven Moon, Campus Pastor
Saddleback South Bay
24730 Narbonne Ave
Lomita, CA 90717

Diane Good, Director
Salvation Army Westwood Transitional Village
1401 S. Sepulveda Boulevard
Los Angeles, CA 90025

Lupe Placencia
Salvation Army Westwood Transitional Village - Bessie Pregerson Childcare Center
1341 S. Sepulveda Boulevard
Los Angeles, CA 90025

Paula Larmore, Chair
Santa Monica Chamber of Commerce
2525 Main Street, #103
Santa Monica, CA 90405

Sherman Oaks Galleria
15301 Ventura Blvd., Building B, Suite 360
Sherman Oaks, CA 91403

Richard H. Close, President
Sherman Oaks Home Owners Association
P.O. Box 5223
Sherman Oaks, CA 91403

Poul Erik Norgaard, Pastor
Sherman Oaks Lutheran Church
14847 Dickens Street
Sherman Oaks, CA 91403

Reverend Zachary Kinter, Senior Pastor
Sherman Oaks Presbyterian Church
4445 Noble Avenue
Sherman Oaks, CA 91403

Coby King, Chair
Sierra Club – Angeles Chapter
3250 Wilshire Boulevard, #1106
Los Angeles, CA 90010

Jessie Kornberg, President and CEO
Skirball Cultural Center
2701 N. Sepulveda Boulevard
Los Angeles, CA 90049

Lauren Cole, President
South Brentwood Residents' Association
149 S. Barrington Avenue
Los Angeles, CA 90049

Roberto Barragan, Executive Director
South Valley, Van Nuys Business Source Center
5805 Sepulveda Blvd, Suite 801
Van Nuys, CA 91411

Father Danny Guinto, Pastor
St. Cyril of Jerusalem Catholic Church and St. Cyril's Christian Services
4601 Firmament Avenue
Encino, CA 91436

Nancy Ashley, Office Administrator
St. John's Presbyterian Church
11000 National Boulevard
Los Angeles, CA 90064

Sullivan Canyon Property Owners Association
1771 Old Ranch Road
Los Angeles, CA 90049

Francesca Book, Staff Administrator
The Commons LA Church
10962 Le Conte Avenue
Los Angeles, CA 90024

Charley Mims, President
The Federation of Hillside & Canyon Association
P.O. Box 27404
Los Angeles, CA 90027

Chuck Bonham, State Director
The Nature Conservancy
445 South Figueroa Street, Suite 1950
Los Angeles, CA 90017

Sonya Kay Blake, President & CEO
The Valley Economic Alliance
5121 Van Nuys Boulevard, #200
Sherman Oaks, CA 91403

Jessica Postigo
United Nations: Commission on the Status of Women (CSW)
1200 W 7th Street, 9th Floor
Los Angeles, CA 90017

Dr. Bryan Moselle, Senior Pastor
University Bible Church
10801 Wilshire Boulevard
Los Angeles, CA 90024

Reverend Dr. Soon Chung, Lead Pastor
University Presbyterian Church
1333 Westwood Boulevard,
Los Angeles, CA 90024

Bill Hartman, President
Upper Mandeville Canyon Association
P.O. Box 49845
Los Angeles, CA 90049

Village Church – Westwood
343 S Church Lane
Los Angeles, CA 90049

Lead Pastor
Vintage Church WLA at UNI High School
1015 California Avenue
Santa Monica, CA 90403

Westwood Hills Christian Church
10808 Le Conte Avenue
Los Angeles, CA 90024

Reverend Kirsten Linford, Pastor
Westwood Hills Congregational Church
1989 Westwood Boulevard
Los Angeles, CA 90025

Debbie Nussbaum, President
Westwood Hills Property Owners Association
P.O. Box 24515
Los Angeles, CA 90024

Sarah Davis, Director of Operations
Westwood Presbyterian Church
10822 Wilshire Boulevard
Los Angeles, CA 90024

Violet Rogers-Stultz, Office Manager
Coalition for Clean Air
660 South Figueroa, Suite 1140
Los Angeles, CA 90017

Alicia Lara, President and CEO, Community Partners
1000 N. Alameda Street, Suite 240
Los Angeles, CA 90012

Supervisor Holly J. Mitchell, Chairperson
Baldwin Hills and Urban Watersheds Conservancy
4859 West Slauson Ave., #364
Los Angeles, CA 90056

Ann Burroughs, President and CEO
Japanese American National Museum
100 North Central Avenue
Los Angeles, California 90012

Adrian Scott Fine, President and CEO
Los Angeles Conservancy
500 South Grand Avenue, Suite 1640
Los Angeles, CA 90071

7.11.2 Individuals

A.L. Hern
833 Moraga Drive, Apt. 14
Los Angeles, CA 90049

Adam Abramowitz
405 Beloit Avenue
Los Angeles, CA 90049

Adam Michalak
10911 Peach Grove Street, #1
North Hollywood, CA 91601

Adam Richeimer
1626 S Crest Drive
Los Angeles, CA 90035

Albert Alfasso
23612 Draco Way
West Hills, CA 91307

Alejandro Talens
7055 Sepulveda Boulevard, Apt 2
Van Nuys, CA 91405

Alex Hedbany
760 S Harbor Boulevard, Apt 2203
Fullerton, CA 92832

Alicea Lieberman
546 Beloit Avenue
Los Angeles, CA 90049

Allen Golad
11351 Gladwin Street
Los Angeles, CA 90049

Alyse Sobel-Tal
11414 Bolas Street
Los Angeles, CA 90049

Alyson Moore
5741 Vesper Avenue
Van Nuys, CA 91411

Amin Badrudin
22618 Lenope Place
Chatsworth, CA 91311

Andrea Leon-Grossmann
10757 Ashby Avenue
Los Angeles, CA 90064

Andrea Mansfield
319 S. Church Lane
Grass Valley, CA 95945

Andrew Dershimer
13015 Shoup Avenue
Hawthorne, CA 90250

Andrew Strasmore
11359 Bolas Street
Los Angeles, CA 90049

Andrew Wang
21734 Anza Avenue
Torrance, CA 90503

Andrew Zellinger
U.S. EPA Region IX
75 Hawthorne Street
San Francisco, CA 94105

Anne Klar
11307 Isleta Street
Los Angeles, CA 90049

Anthony Schwarz
11367 Homedale Street
Los Angeles, CA 90049

Arturo Aguirre
1503 E L Street
Wilmington, CA 90744

Barbara Bomes
12548 Promontory Road
Los Angeles, CA 90049

Barbara Friedenberg
11426 Albata Street
Los Angeles, CA 90049

Barry Levin
11483 Thurston Circle
Los Angeles, CA 90049

Barry Seybert
18653 Ventura Boulevard #295
Tarzana, CA 91356

Bernard Bronstein
11200 Woolford Street
Culver City, CA 90230

Bill Brandt
14824 Jadestone Drive
Sherman Oaks, CA 91403

Bill McKnight
11363 Albata Street
Los Angeles, CA 90049

Caitlin Prennace
5003 Stoney Creek Road. Unit 445
Culver City, CA 90230

Campbell Sadeghy
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Carlton Cuse
3922 Kingswood Road
Sherman Oaks, CA 91403

Carol Gilbert
11338 Berwick Street
Los Angeles, CA 90049

Carol Sparacio
10394 Cheviot Drive
Los Angeles, CA 90064

Carole Magnuson
11147 Ophir Drive
Los Angeles, CA 90024

Carter Rubin
Natural Resource Defense Council
1314 Second Street
Santa Monica, CA 90401

Cathy Millstein
11431 Bolas Street
Los Angeles, CA 90049

Caton Berkovitz
11929 Windward Avenue
Los Angeles, CA 90066

Charles Alan Lagreco
11451 Berwick Street
Los Angeles, CA 90049

Charlotte Spielmann
4357 Jasmine Avenue
Culver City, CA 90232

Chase Cohen
688 South Berendo Street
Los Angeles, CA 90010

Cheryl Shapiro
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Sherman Oaks, CA 91403

Chester Jusay
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Encino, CA 91436

Chris Landers
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San Pedro, CA 90732

Christiane Cuse
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Sherman Oaks, CA 91403

Christina Woodward
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Los Angeles, CA 90049

Christine Aghassi
2720 North Granvia Place
Thousand Oaks, CA 91360

Christine Holschneider
931 Chantilly Road
Los Angeles, CA 90077

Claire Merill
15021 Marlin Place
Van Nuys, CA 91405

Clyde Thomas Williams PhD
4117 Barrett Road
Los Angeles, CA 90032

Coralie Goldsmith
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Encino, CA 91436

Craig Miller
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Los Angeles, CA 90035

Christina Pucelli
14312 Martha Street
San Diego, CA 92117

Daniel Holscheider
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Darold Shirwo
16255 Ventura Boulevard
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David Winslow
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Deborah Garet
12234 Chandler Boulevard, Unit 11
Valley Village, CA 91607

Denise Franco
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Los Angeles, CA 90005

Dov Waxman
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Los Angeles, CA 90049

Ekaterina Glass
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Santee, CA 92071

Elizabeth McKenzie
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Sherman Oaks, CA 91403

Eric Dasmalchi
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Eric Tung
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Dana Pachulski
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Daniel Slucki
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David Burt
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San Diego, CA 92111

David Oliver
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Los Angeles, CA 90045

Dean Richman
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Reseda, CA 91335

Deborah Larson
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Los Angeles, CA 90049

Dennis Steinert
13043 Hubbard Street, Unit 4
Sylmar, CA 91342

Donna Rodriguez
15446 Sherman Way
Los Angeles, CA 91406

Dylan Gottlieb
9069 Carson Street
San Diego, CA 92117

Elissa Siegel
11409 Berwick Street
Los Angeles, CA 90049

Emanuel Cruz
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Cudahy, CA 90201

Eric Lane
5725 Vesper Avenue
Van Nuys, CA 91411

Erick Estrada
684 East 51st Street
Los Angeles, CA 90011

Fran Potaski
15921 Malden Street
San Diego, CA 92109

Daniel Giesberg
218 Bronwood Avenue
Los Angeles, CA 90049

Danny Hom
16815 Maurice Court
Cerritos, CA 90703

David Cappoli
11253 Patom Drive
Culver City, CA 90230

David S. Larson
1334 Elderwood Street
Los Angeles, CA 90049

Debbie Nussbaum
516 Cashmere Terrace
Sunnyvale, CA 94087

Deborah Reissman
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North Hollywood, CA 91607

Dina Saleh
5301 Balboa Boulevard
Encino, CA 91316

Dorien Davies
5007 Stoney Creek Road, Unit 432
Culver City, CA 90230

Edwina Hunter
2632 E 219th Place
Carson, CA 90810

Elizabeth May
11313 Homedale Street
Los Angeles, CA 90049

Eric Berkley
11313 Homedale Street
Los Angeles, CA 90049

Eric Schluessel
342 Hauser Boulevard
Los Angeles, CA 90036

Ernest Goodman
13900 Hartsook Street
Sherman Oaks, CA 91423

Gart Ahuwalia
20617 Desert Ash Lane
Canoga Park, CA 91306

Fiona Cole
Bel Air Crest Master, Bel Air Crest Custom Homes, and Bel Air Crest Canyon HOA
11701 Bel Air Crest Road
Los Angeles, CA 90077

Gil Hopenstand
1506 S Bentley Avenue
Los Angeles, CA 90025

Gina Johnson
5021 Tilden Avenue
Sherman Oaks, CA 91423

George Ressler
3701 Glendon Avenue, Unit 1
Los Angeles, CA 90034

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Appendix A – Section 4(f) Evaluation

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I-405 SEPULVEDA PASS EXPRESSLANES PROJECT

County of Los Angeles, California
Cities of Los Angeles and Culver City
Communities of Mar Vista, Palms, Sawtelle, Rancho Park, West Los Angeles, Brentwood, Westwood, Bel Air, Encino, Sherman Oaks, Lake Balboa, and Van Nuys

07-LA-405 R28.4/R41.4

EA 07-35433

SECTION 4(f) EVALUATION

Prepared for

Metro

Prepared by

WSP

September 2026

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.

Appendix A: Section 4(f) Evaluation

I-405 Sepulveda Pass ExpressLanes Project

County of Los Angeles, California
Cities of Los Angeles and Culver City
Communities of Mar Vista, Palms, Sawtelle, Rancho Park, West Los Angeles, Brentwood, Westwood, Bel Air, Encino, Sherman Oaks, Lake Balboa, and Van Nuys

07-LA-405 R28.4/R41.4

EA 07-35433

September 2026

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1. INTRODUCTION

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that "it is the policy of the U.S. Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project . . . "requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."

Section 4(f) further requires coordination with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer is also needed.

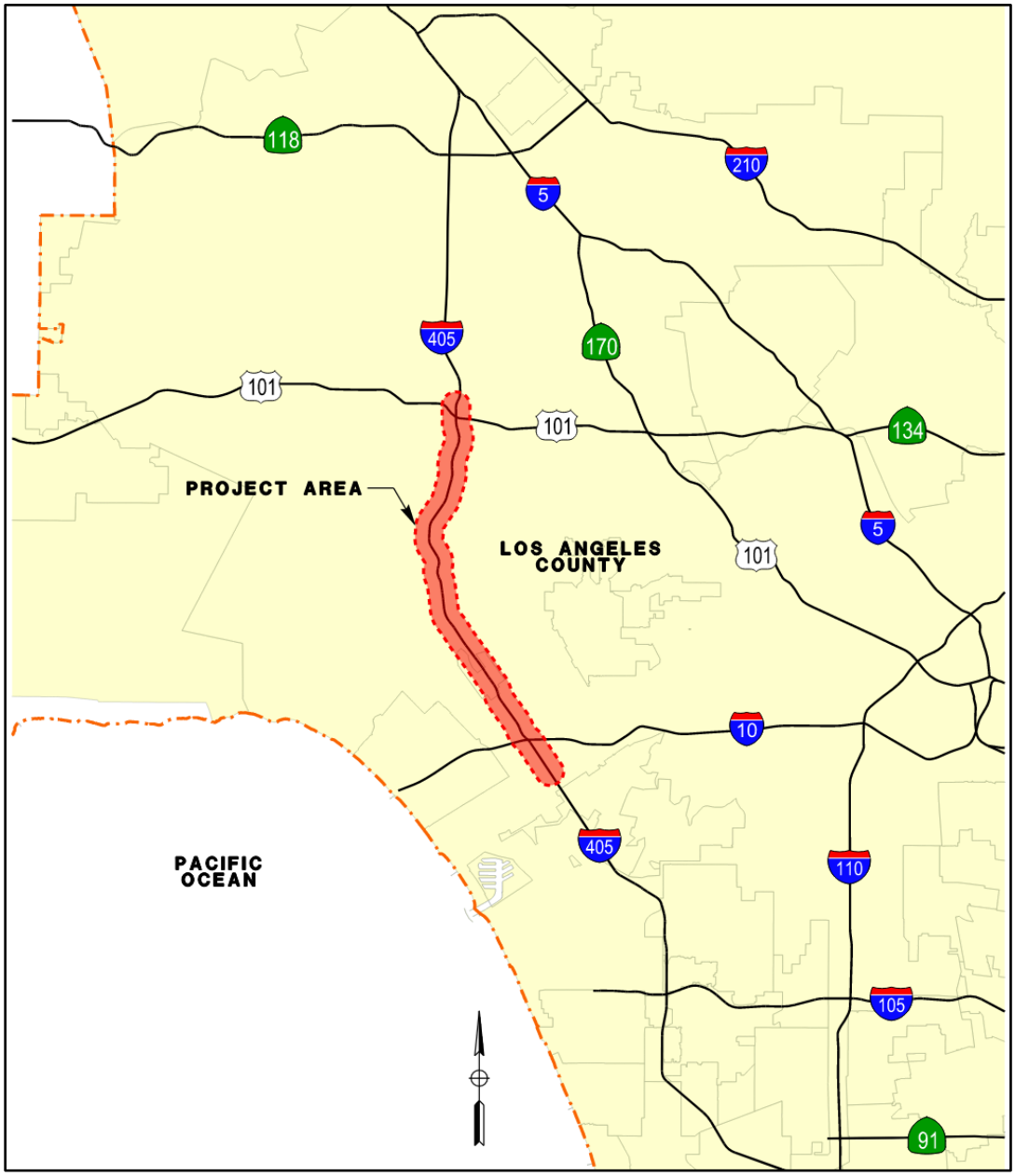
Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including determinations and approval of Section 4(f) evaluations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with California Department of Transportation (Caltrans) District 7, proposes to reduce congestion, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose (GP) lanes, increase person throughput and apply technology to help manage traffic, within the Interstate 405 (I-405) corridor.

The Project improvement limits include I-405 from Interstate 10 (I-10) (Sepulveda Pass) to United States Route 101 (US-101) in Los Angeles County, California (see Figure 1). The Project improvements are within the cities of Los Angeles and Culver City and the communities of Mar Vista, Palms, Sawtelle, Rancho Park, West Los Angeles, Brentwood, Westwood, Bel Air, Encino, Sherman Oaks, Lake Balboa, and Van Nuys.

The I-405 Project range of improvements includes implementing managed lanes improvements in each direction between I-10 to US-101 through the addition of one High Occupancy Vehicle (HOV) lane, or through the conversion of the existing HOV lane into ExpressLanes (EL) with the possible addition of a second EL, in each direction. The improvements would modify the existing HOV lanes within the Project limits to address operational deficiencies. The proposed modifications would improve the overall movement of people and goods along this section of I-405.

Figure 1: Project Limits



The Project intends to incorporate Context Sensitive Solutions, where applicable, that integrate and consider community, aesthetic, multimodal, and environmental values with transportation safety, maintenance, and performance goals, within the geographically-constrained Project corridor, as well as provide resources to implement related projects and facilitate future improvements within the Project corridor. As such, Metro intends to fund increased transit service, active transportation, and transit projects utilizing net toll revenue generated by the ELs, subject to funding availability. The Project is expected to yield mobility benefits to commuters and freight traffic alike, through reduced travel times, increased vehicle and passenger throughput and reliability, and reduce delay through active traffic management to optimize freeway speeds throughout the corridor.

2. DESCRIPTION OF THE PROPOSED PROJECT

2.1 Project Alternatives

Based on the conceptual analysis and preliminary engineering studies, three Build Alternatives[1] and a "No Build" Alternative are being evaluated in the Draft Project Approval and Environmental Document (PA&ED) phase.

- Alternative 1 – No Build Alternative: Existing Conditions

  Under the No Build Alternative, no additional roadway improvements would occur. This alternative includes other projects on the financially-constrained project list in the adopted Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in the Project limits on I-405 within the Project limits. Additional land areas would not be impacted, and existing and projected traffic congestion would not be alleviated beyond that associated with other projects in approved regional transportation plans.

- Alternative 2 – Build Alternative: Convert Existing HOV Lane to One ExpressLane (Standard Lane and Shoulder Widths)

  Alternative 2 would convert the existing HOV lane to one EL in each direction between I-10 to US-101 with standard lane and shoulder widths (12-foot-wide EL, 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, 10-foot-wide inside and outside shoulders (where possible), and 4-foot buffer, respectively). Under this alternative, additional roadway improvements would occur to accommodate an additional weave lane at EL ingress/egress locations and to maintain stopping sight distance at curves.

- Alternative 3 – Build Alternative: Convert Existing HOV Lane to Two ExpressLanes (Non-Standard Lane and Shoulder Width)

  Alternative 3 would convert the existing HOV lane to one EL and add a second EL in each direction between I-10 to US-101 (total of two tolled ELs in each direction with discounts for HOV). Non-standard lane and shoulder widths (11- to 12-foot-wide ELs, 11- to 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, 2- to 8-foot-wide inside shoulder, 10-foot-wide outside shoulder, and 2-foot buffer, respectively) would be provided to accommodate for the addition of the EL. One 12-foot GP lane will remain in the outermost lane to accommodate heavy truck traffic. Under this alternative, additional roadway improvements would occur to accommodate the addition of the EL and to maintain stopping sight distance at curves.

- Alternative 5 – Build Alternative: Construct Additional HOV Lane (Non-Standard Lane and Shoulder Width)

  Alternative 5 would construct an additional HOV lane in each direction between I-10 to US-101. Non-standard lane and shoulder widths (11- to 12-foot-wide ELs, 11- to 12-foot-wide GP lanes, 12-foot-wide auxiliary lanes, 2- to 8-foot-wide inside shoulder, 10-foot-wide outside shoulder, and 2-foot buffer, respectively) would be provided to accommodate for the addition of the HOV lane. One 12-foot GP lane will remain in the outermost lane to accommodate heavy truck traffic. Under this alternative, additional roadway improvements would occur to accommodate the addition of the HOV lane and to maintain stopping sight distance at curves.

[1] Note that Alternative 4 – Build Alternative: Convert Existing HOV Lanes to Two ExpressLanes (Standard Lane and Shoulder Width) was initially considered; however, it was eliminated from further consideration during the scoping period.

Additionally, dynamic pricing would be deployed in the ELs to ensure trip reliability and traffic flow. Installation of toll and communication infrastructure and modification/installation of overhead signs would also be required as part of the Build Alternatives.

For detailed Project Alternatives descriptions and impacts, see Chapter 2.0 of the Environmental Impact Report/Environmental Impact Statement developed and completed in support of the Project.

3. SECTION 4(f) EVALUATION

3.1 Regulatory Setting

3.1.1 Federal

3.1.1.1 U.S. Department of Transportation Act 49 USC 303(c) (Section 4[f])

Projects undertaken by an operating administration of the United States Department of Transportation or that may receive federal funding and/or discretionary approvals from such operating administration of the United States Department of Transportation must demonstrate compliance with Section 4(f). Section 4(f) protects publicly owned land of parks, recreational areas, and wildlife refuges. Section 4(f) also protects historic sites of national, state, or local significance on public or private land that are potentially eligible for listing or are listed on the National Register of Historic Places (NRHP) and are protected under Section 106 of the National Historic Preservation Act of 1966 (NHPA).

3.1.1.2 Land and Water Conservation Fund Act (LWCF) of 1965 Act (Section 6[f])

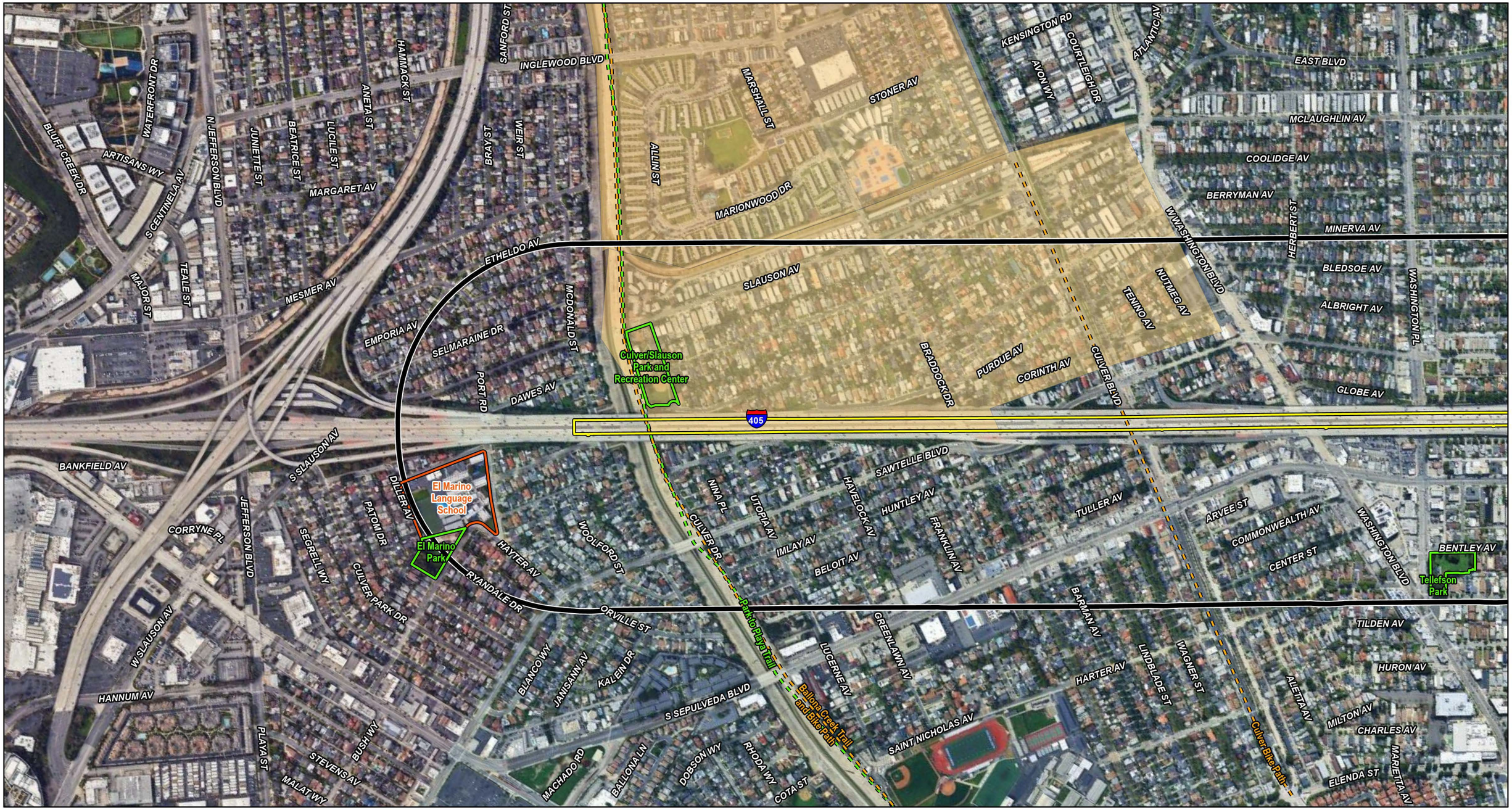
State and local governments can obtain grants through the Land and Water Conservation Fund (LWCF) Act to acquire land for or make improvements to public parks and recreation areas. Section 6(f) of the LWCF Act prohibits the conversion of property acquired or developed with these grants to a non-recreation or non-parkland purpose without the approval of the DOI National Park Service (NPS). Section 6(f) directs the DOI to ensure that replacement lands of equal value, location, and usefulness are provided as conditions to the conversion of lands acquired or developed with LWCF Act funds to non-parkland uses. Consequently, where conversions of Section 6(f) lands are proposed for highway projects, replacement of the affected land is required.

3.2 Affected Environment

3.2.1 Study Area

In order to identify all potential Section 4(f) resources that could incur a use pursuant to Section 4(f) or be impacted by project actions, a study area extending 0.25 mile from the Alternative 3 limits of disturbance (footprint)[2] was identified. Figure 2, Section 4(f) Resources, illustrates the Section 4(f) properties and their relationship to I-405, the study area, and the proposed limits of disturbance.

[2] A study area extending 0.25 mile from the Alternative 3 footprint was chosen for identification of the Section 4(f) resources as Alternative 3 represents the greatest area of disturbance when compared to the footprints for Alternatives 2 and 5.



Project Location

Study Area

Equity Focus Communities

- High Need
- Very High Need

Potential Section 4(f) Resources

- Trail
- Class 1 Bike Path
- Recreational Area
- School
- Sensitive Resource
- Wildlife Refuge

0 350 700
FEET

SOURCE: Google Maps (2022); WSP (2023)

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LA Metro designated EFCs that identify where transportation needs are greatest by considering concentrations of residents and household demographics associated with mobility barriers."

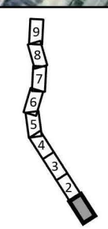

FIGURE 2

Sheet 1 of 9

I-405 Sepulveda Pass ExpressLanes Project

Potential Section 4(f) Resources

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 070000070

Project Location

Study Area

Equity Focus Communities

High Need

Very High Need

Potential Section 4(f) Resources

Trail

Class 1 Bike Path

Recreational Area

School

Sensitive Resource

Wildlife Refuge

0 350 700

FEET

SOURCE: Google Maps (2022); WSP (2023)

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9 8 7 6 5 4 3 2 1

FIGURE 2

Sheet 2 of 9

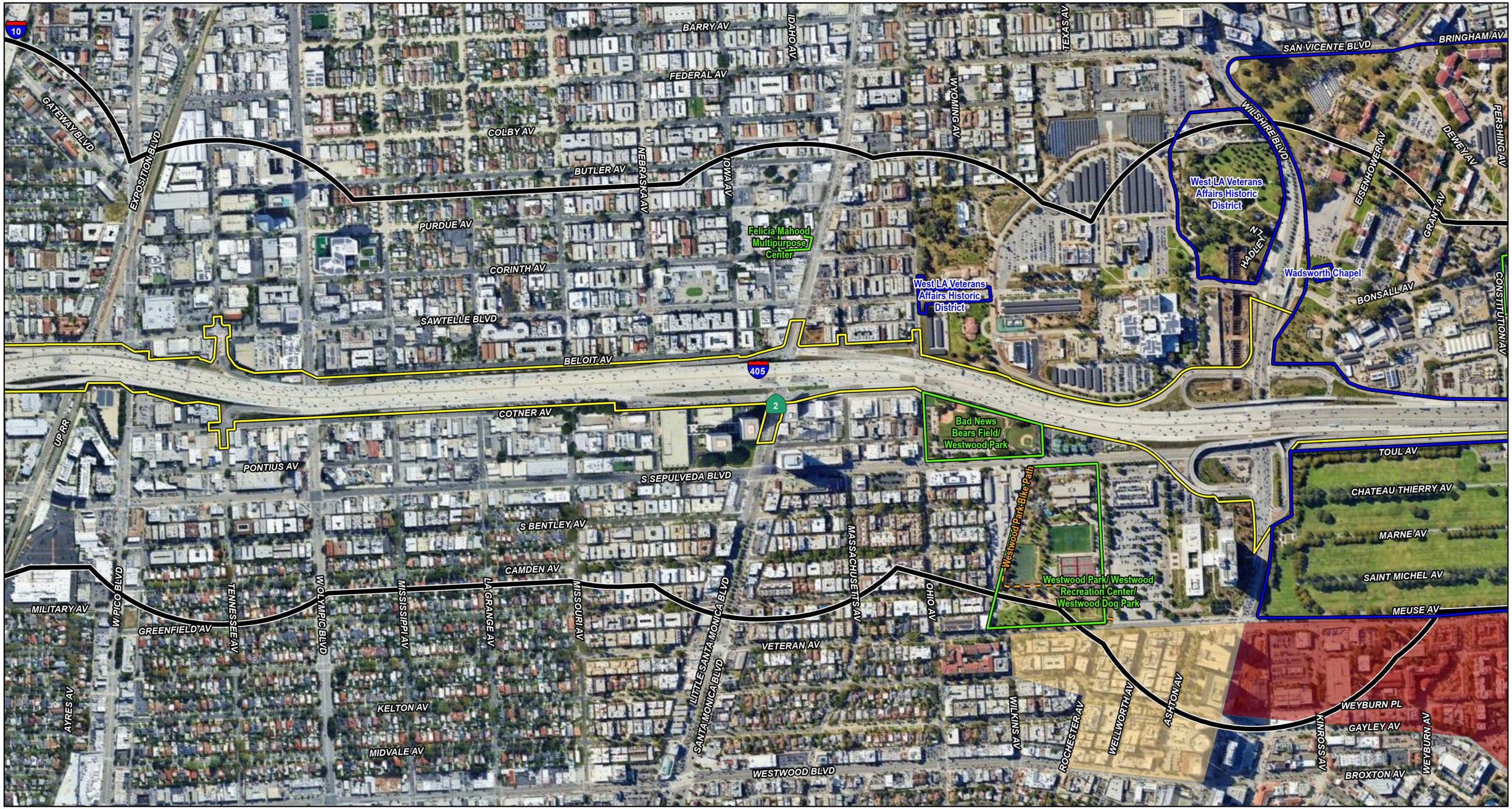
I-405 Sepulveda Pass ExpressLanes Project

Potential Section 4(f) Resources

07-LA-405-PM 28.4/41.4

EA No. 07-354330

EFIS No. 070000070



Project Location

Study Area

Equity Focus Communities

- High Need
- Very High Need

Potential Section 4(f) Resources

- Trail
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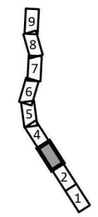

FIGURE 2

Sheet 3 of 9

I-405 Sepulveda Pass ExpressLanes Project

Potential Section 4(f) Resources

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 070000070



Project Location

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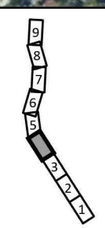

FIGURE 2
Sheet 4 of 9

I-405 Sepulveda Pass ExpressLanes Project

Potential Section 4(f) Resources

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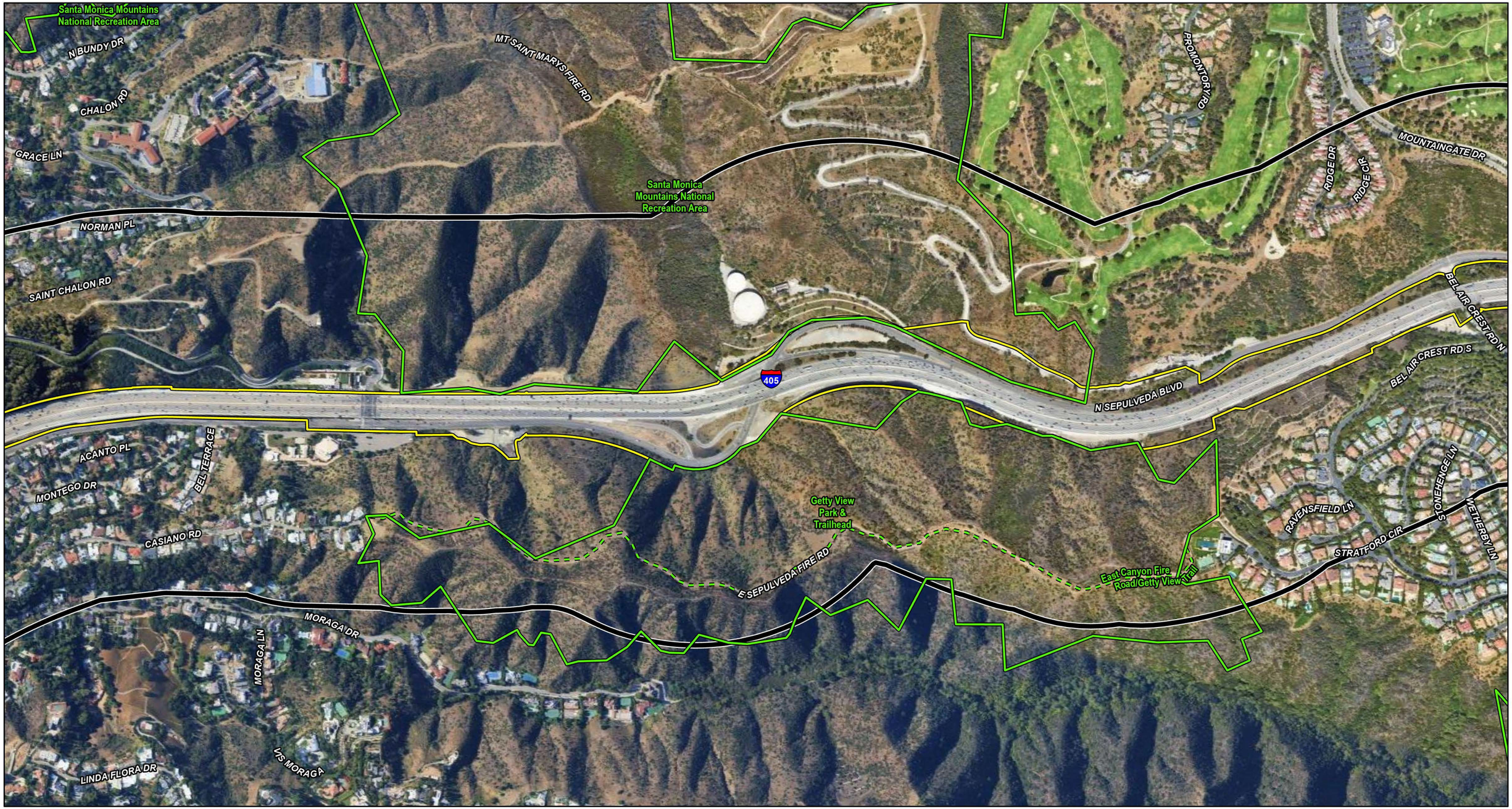

Project Location
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Potential Section 4(f) Resources
Trail
Class 1 Bike Path
Recreational Area
School
Sensitive Resource
Wildlife Refuge

0 350 700
FEET

SOURCE: Google Maps (2022); WSP (2023)

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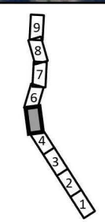
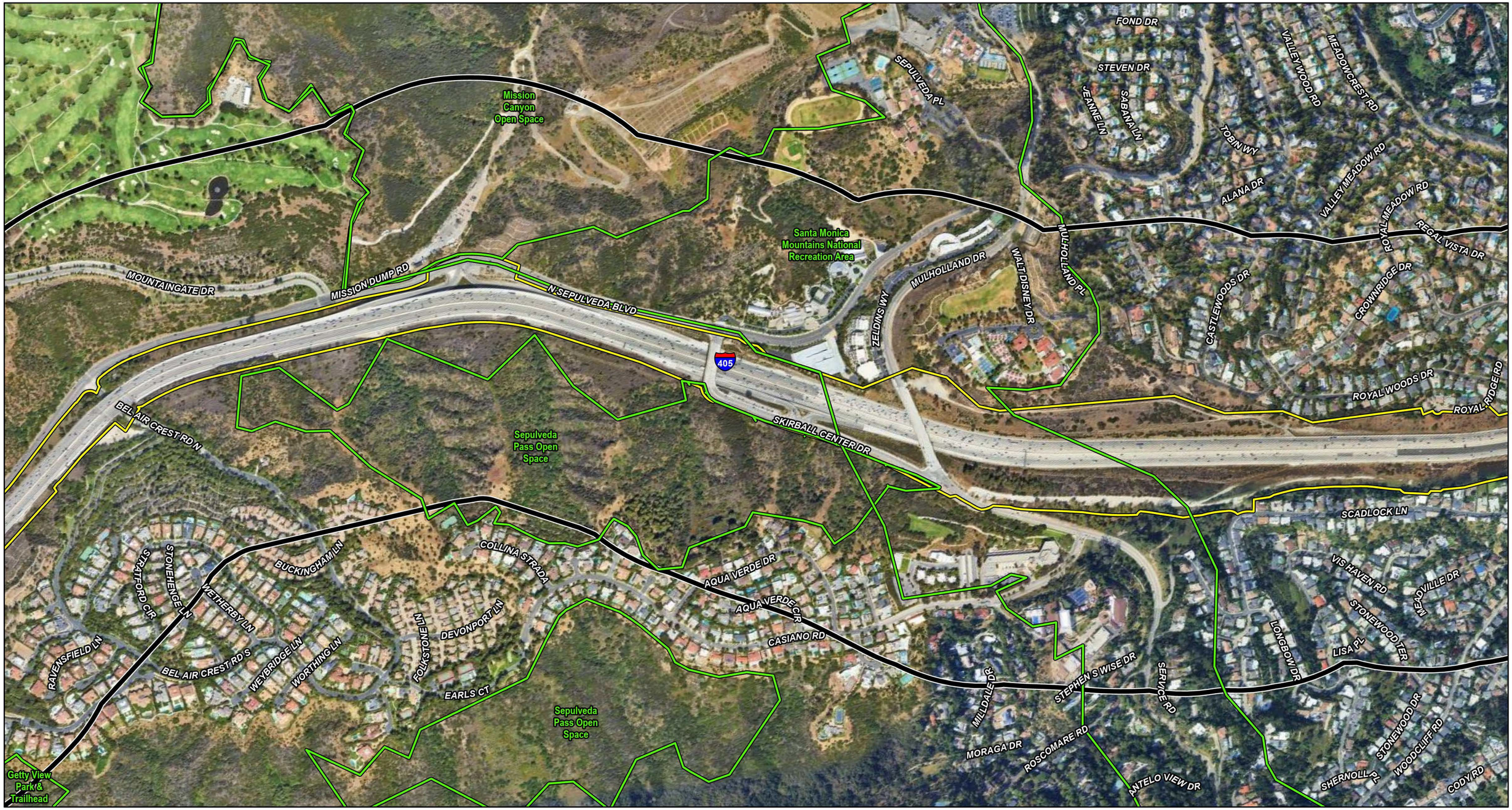


FIGURE 2
Sheet 5 of 9

I-405 Sepulveda Pass ExpressLanes Project
Potential Section 4(f) Resources
07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 070000070



Project Location

Study Area

Equity Focus Communities

- High Need
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Potential Section 4(f) Resources

- Trail
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- Recreational Area
- School
- Sensitive Resource
- Wildlife Refuge

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FEET

SOURCE: Google Maps (2022); WSP (2023)

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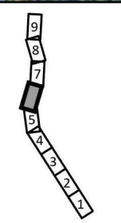

FIGURE 2
Sheet 6 of 9

I-405 Sepulveda Pass ExpressLanes Project

Potential Section 4(f) Resources

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 070000070

VALLEY MEADOW RD
ROYAL MEADOW RD
ARCHDALE RD
REGAL VISTA DR
CROWNRIDGE DR
ROYAL OAK RD
HIGH KNOLL RD
REGAL OAK DR
ROYAL RIDGE RD
VANDORF PL
MEADOWGATE RD
WOODFIELD DR
ROYAL WOODS DR
DEMPSEY AV
DENSMORE AV
ADDISON ST
HASKELL AV
AQUEDUCT AV
VENTURA BLVD
HUSTON ST
MILBANK ST
FIRMAMENT AV
SHERMAN OAKS AV
VARDEN ST
SHERMAN OAKS CIR
ORION AV
101
405
MOONRIDGE DR
BRIARWOOD DR
DEERHORN RD
SCADLOCK LN
GALLERIA LN
Sherman Oaks Castle Park
Teichman Family Magnolia Park
Teichman Family Magnolia Park
MEADVILLE DR
WOODCLIFF RD
KINGSWOOD RD
N SEPULVEDA BLVD
N VALLEY HEART DR
SAUGUS AV
SHERIDGE DR
CODY RD
SUTTON ST
GREENLEAF ST
DICKENS ST
HALBRENT AV
CAMARILLO ST
LA MAIDA ST
MORRISON ST
HARTSOOK ST
MAGNOLIA BLVD
COLUMBUS AV
BURNET AV
NOBLE AV
NORWICH AV
LEMONA AV
HESBY ST
OTSEGO ST
MOORPARK ST
Los Angeles River Bike Path/Greenway/Sherman Oaks
HOPEVALE DR
SHERVIEW DR
WHITESPEAK DR
SHERVIEW PL
RAYNETA DR
PACHECO DR
ENCANTO DR
DEL GADO DR
MARBLE DR
STONE CANYON AV
VALLEY VISTA BLVD
LOADSTONE DR
STONEYBROOK DR

Project Location
Study Area

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High Need
Very High Need

Potential Section 4(f) Resources
Trail
Class 1 Bike Path
Recreational Area
School
Sensitive Resource
Wildlife Refuge

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FEET

SOURCE: Google Maps (2022); WSP (2023)

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FIGURE 2
Sheet 7 of 9

I-405 Sepulveda Pass ExpressLanes Project
Potential Section 4(f) Resources
07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 070000070



Project Location

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- School
- Sensitive Resource
- Wildlife Refuge

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FIGURE 2
Sheet 8 of 9

I-405 Sepulveda Pass ExpressLanes Project

Potential Section 4(f) Resources

07-LA-405-PM 28.4/41.4
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EFIS No. 070000070

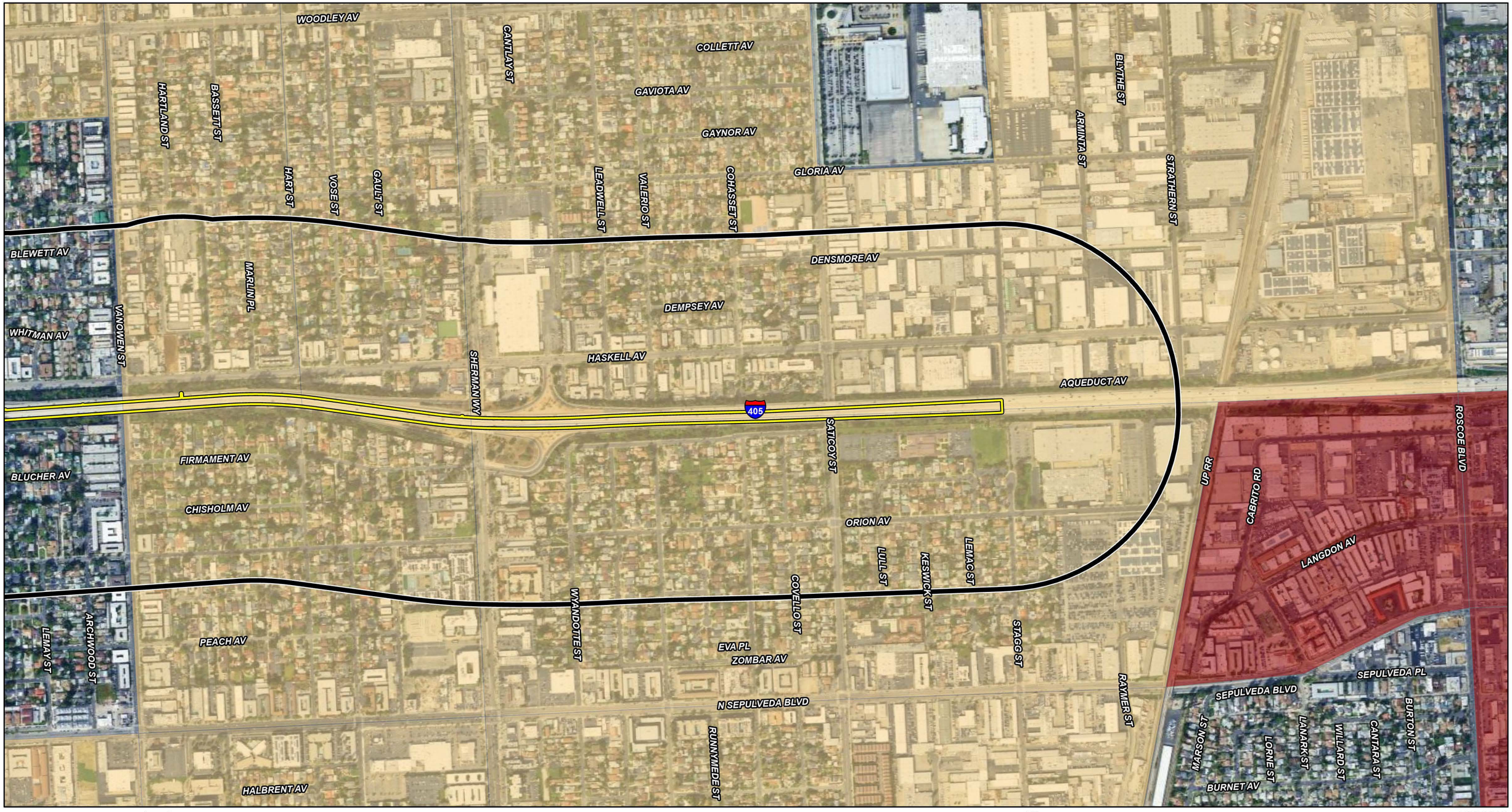

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FIGURE 2
Sheet 9 of 9

I-405 Sepulveda Pass ExpressLanes Project

Potential Section 4(f) Resources

07-LA-405-PM 28.4/41.4
EA No. 07-354330
EFIS No. 070000070

3.3 Section 4(f) Applicability

A park or recreation area qualifies for protection under Section 4(f) if it (1) is publicly owned at the time at which the "use" occurs; (2) is open to the general public for use as a park or recreational facility; and (3) is considered a significant property by the authority with jurisdiction over the area.

A wildlife or waterfowl refuge qualifies for protection under Section 4(f) if it (1) is publicly owned at the time at which the "use" occurs; (2) is being used as a refuge; and (3) is considered a significant property by the authority with jurisdiction.

A historic property qualifies for protection under Section 4(f) if it is eligible for, or listed in, the NRHP. Although the statutory requirements of Section 106 and Section 4(f) are similar, if a proposed action results in an "adverse effect" under Section 106, there will not automatically be a Section 4(f) "use." A Section 4(f) "use" is dependent upon which NRHP criteria are affected as well as how they are affected, which is further described below.

For a property to be eligible for the NRHP, it must meet at least one of the four NRHP criteria (i.e., Criteria A through D) described below. The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and meet one or more of the following criteria:

- **Criterion A:** Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- **Criterion B:** Properties that are associated with the lives of persons significant in our past;
- **Criterion C:** Properties that embody distinctive characteristics of a type, period, or method of construction; or that represent the work of a master; or that possess high-artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- **Criterion D:** Properties that have yielded, or may be likely to yield, information important in prehistory or history.

An archaeological property that is eligible only under NRHP Criterion D, as defined above, is considered valuable only in terms of the data that can be recovered from it. For such resources (e.g., pottery scatters and refuse deposits), it is generally assumed that there is minimal value attributed to preserving such resources in place. Conversely, resources eligible under Criteria A, B, and/or C, as defined above, are considered to have value intrinsic to the resource's location. In other words, Section 4(f) does not apply to a site if it is important chiefly because of what can be learned by data recovery and therefore has minimal value for preservation in place.

3.4 Section 4(f) Use Definition

3.4.1 Permanent Use

A permanent use of a Section 4(f) property occurs when property is permanently incorporated into a proposed transportation facility. This might occur as a result of partial or full acquisition, permanent easements, or temporary easements that exceed limits for temporary occupancy as noted below.

3.4.2 Temporary Occupancy

A temporary occupancy of a Section 4(f) property occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. A temporary occupancy of property does not constitute a use of a Section 4(f) property when the following conditions are satisfied:

- The occupancy must be of temporary duration (e.g., shorter than the period of construction) and must not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected property.
- There must be no permanent adverse physical impacts on the protected property or temporary or permanent interference with activities or purpose of the property.
- The property being used must be fully restored to a condition that is at least as good as existed before project construction.
- There must be documented agreement of the appropriate officials having jurisdiction over the property regarding the foregoing requirements.

3.4.3 Constructive Use

A constructive use of a Section 4(f) property occurs when a transportation project does not permanently incorporate the property of a protected property, but the proximity of the project results in impacts (e.g., noise, vibration, visual, access, ecological) that are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the property are substantially diminished. This determination is made after taking the following steps:

- Identifying the current activities, features, or attributes of the property that may be sensitive to proximity impacts.
- Analyzing the potential proximity impacts on the property.
- Consulting with the appropriate officials having jurisdiction over the property.

It is important to note that erecting a structure over a Section 4(f) property, and thus requiring an air lease, does not, by itself, constitute a use, unless the effect constitutes a constructive use. Furthermore, an indirect adverse effect under Section 106 of the NHPA to a historic property does not in and of itself result in a constructive use.

3.4.4 *De Minimis* Impact

According to 49 USC 303(d), the following criteria must be met to reach a *de minimis* impact determination:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact determination may be made if the Federal Highway Administration (FHWA) concludes the transportation project will not adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f) after mitigation. In addition, to make a *de minimis* impact determination there must be:
  - Public notice and opportunity for public review and comment.

- Concurrence on the effect finding is received from the official(s) with jurisdiction over the property.

- For a historic site, a *de minimis* impact determination may be made if, in accordance with the Section 106 process of the NHPA, it is determined that the transportation program or project will have no effect or no adverse effect on historic properties, written concurrence from the official(s) with jurisdiction over the property has been received (e.g., the State Historic Preservation Officer [SHPO]) and has taken into account the views of consulting parties to the Section 106 process as required by Code of Federal Regulations (CFR) Title 36, Part 800.

4. SECTION 4(F) PROPERTIES

4.1 Parks, Recreation, and Open Space Properties Section 4(f) Applicability Analysis

Table 1, and the following text, describe Section 4(f) parks, recreation, and open space, and properties that have the potential to incur a Section 4(f) use. Figure 2 depicts the locations of these properties along the Project corridor.

Table 1: Park, Recreation, and Open Space Properties Evaluated for Section 4(f) Use

Property Name	Description	Official with Jurisdiction	Distance from Project Alignment
El Marino Language School	Elementary School	Culver City Unified School District (CCUSD)	550 feet
El Marino Park	Recreation Area - Park	Culver City Parks, Recreation, and Community Services Department	1,130 feet
Ballona Creek Trail and Bike Path	Recreation Area – Trail and Class I Bike Path	Baldwin Hills and Urban Watersheds Conservancy (BHC)	0 feet (crosses under I-405)
Park to Playa Trail	Recreation Area – Trail	Baldwin Hills Conservancy	0 feet (crosses under I-405)
Culver/Slauson Park and Recreation Center	Recreation Area – Park and Recreational Center	City of Los Angeles – Department of Recreation and Parks	60 feet
Culver Bike Path	Recreation Area – Class I Bike Path	Culver City Public Works Department – Mobility & Traffic Engineering	0 feet (crosses under I-405)
Tellefson Park	Recreation Area – Park	Culver City - Parks, Recreation & Community Services Department	920 feet
Mar Vista Recreation Center	Recreation Area – Recreation Center	City of Los Angeles – Department of Recreation and Parks	440 feet
Felicia Mahood Multipurpose Center	Recreation Area – Recreation Center	City of Los Angeles – Department of Recreation and Parks	610 feet
Bad News Bears Field/Westwood Park	Recreation Area – Park	City of Los Angeles – Department of Recreation and Parks	0 feet
Westwood Park/Westwood Recreation Center/ Westwood Dog Park	Recreation Area – Park Recreation Center, Dog Park	City of Los Angeles – Department of Recreation and Parks	250 feet

Table 1: Park, Recreation, and Open Space Properties Evaluated for Section 4(f) Use

Property Name	Description	Official with Jurisdiction	Distance from Project Alignment
Westwood Park Bike Path	Recreation Area – Class I Bike Path	City of Los Angeles – Department of Recreation and Parks	250 feet
Jackie Robinson Stadium	Recreation Area – Baseball Stadium	United States Department of Veterans Affairs	700 feet
Japanese Garden	Recreation Area – Garden	United States Department of Veterans Affairs	1,330 feet
Heroes Golf Course	Recreation Area – Golf Course	United States Department of Veterans Affairs	770 feet
Getty View Park and Trailhead	Recreation Area – Park and Trail	Santa Monica Mountains Conservancy (SMMC) and Mountains Recreation and Conservation Authority (MRCA)	0 feet
East Canyon Fire Road/Getty View Trail	Recreation Area – Trail	SMMC and MRCA	890 feet
Santa Monica Mountains National Recreation Area	Recreation Area	National Parks Service	0 feet
Mission Canyon Open Space	Open Space	MRCA and Los Angeles County Department of Parks and Recreation	0 feet
Sepulveda Pass Open Space	Open Space	SMMC and MRCA	0 feet
Sherman Oaks Castle Park	Recreation Area – Park	City of Los Angeles – Department of Recreation and Parks	0 feet
Los Angeles River Bike Path/Greenway	Recreation Area – Park and Bike Path	City of Los Angeles – Public Works Department	970 feet
Teichman Family Magnolia Park	Recreation Area – Park	City of Los Angeles – Department of Recreation and Parks	0 feet
Sepulveda Basin Wildlife Reserve	Open Space – Wildlife Refuge	United States Army Corps of Engineers and City of Los Angeles – Department of Recreation and Parks	0 feet
Burbank Bike Path	Recreation Area – Class I Bike Path	Los Angeles County – Department of Public Works	0 feet
Woodley Avenue Park	Recreation Area – Park	City of Los Angeles – Department of Recreation and Parks	0 feet
Orange Line Bike Path	Recreation Area – Class I Bike Path	Los Angeles County – Department of Public Works	0 feet (crosses under I-405)

Source: LSA (2023).

Below are brief descriptions of the properties in the 0.25-mile study area that are protected under Section 4(f).

4.1.1 El Marino Language School

El Marino Language School is located at 11450 Port Road in Culver City approximately 550 feet northeast of the Project corridor. Approximately 95 percent of the public school is within the 0.25-mile study area. The public school is approximately 7 acres and is a part of the Culver City Unified School District serving kindergarten through fifth grade. Site access is provided by two driveways, one off Diller Avenue and the other off Hayter Avenue. Parking is provided via two parking lots, one located at the corner of Coolidge Avenue and Diller Avenue and the other located at the junction of Hayter Avenue and Berryman Avenue. During the 2022–2023 school year, El Marino Language School had a total enrollment of 779 students.[3] El Marino Language School offers a Dual Language Immersion Program in which English-speaking and Spanish-speaking or Japanese-speaking students are placed together in a classroom where both languages are valued and used for instruction.[4]

Recreation facilities present on the school site include a turf soccer field along Diller Avenue, two basketball courts, a playground in the center of the school site, a recreational blacktop area, and covered picnic tables. Public use of the on-site recreational facilities is allowed with a permit from the Culver City Unified School District.

4.1.2 El Marino Park

El Marino Park is located in the Sunkist Park neighborhood at 5301 Berryman Avenue in Culver City approximately 1,130 feet northeast of the Project corridor. Approximately 40 percent of the public park is within the 0.25-mile study area. The public park is approximately 3.15 acres and is owned and maintained by the Culver City Parks, Recreation, and Community Service Department.[5] The park is adjacent to the east side of El Marino Language School. Site access is provided by a driveway and parking lot off Berryman Avenue.

Recreation facilities present at the park site include a basketball court, BBQs, handball wall, outdoor kitchen, recreation lawn, picnic area including picnic tables, a playground, recreation building, and public restrooms. The park also features a ceramics hut with a kiln in the northeastern corner of the park. Culver City parks remain generally open as outdoor-only facilities from dawn to dusk, and public restrooms are available from 7:00 a.m. to 6:00 p.m.[6]

4.1.3 Ballona Creek Trail and Bike Path

The approximately 8-mile Ballona Creek Trail and Bike Path is located along the north bank of Ballona Creek, which crosses under the Project corridor and extends through the Cities of Los

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[3] California Department of Education. *DataQuest, 2022-23 Enrollment by Grade, El Marino Elementary Report (19-64444-6012678).* Website: https://dq.cde.ca.gov/dataquest/dqcensus/EnrGrdLevels.aspx?cds=196444460 12678&agglevel=School&year=2022-23&ro=y (accessed June 14, 2023).

[4] El Marino Language School. *About Us, FAQs.* Website: https://elmarino.ccusd.org/apps/pages/ index.jsp?uREC_ID=1329016&type=d&pREC_ID=1527025 (accessed June 14, 2023).

[5] Culver City. *El Marino Park.* Website: https://www.culvercity.org/Parks/El-Marino-Park (accessed June 14, 2023).

[6] Ibid.

Angeles and Culver City, passing by the Baldwin Hills and the Ballona Wetlands, to terminate in Marina Del Rey at the Coastal Trail and Pacific Ocean. The amenity features a walking trail and Class I bike path.[7] Ballona Creek was once a meandering perennial stream that connected to the Pacific Ocean through a broad expanse of tidal lagoons, salt marshes, and wetlands. Currently, the channel is mostly concrete-lined and drains a largely urbanized watershed of approximately 130 square miles bounded by the Santa Monica Mountains to the north, Interstate 110i to the east, the Baldwin Hills to the south, and the Pacific Ocean to the west.[8]

The Baldwin Hills and Urban Watersheds Conservancy (BHC) owns the Ballona Creek Trail and Bike Path; however, many government agencies share jurisdictional responsibility for Ballona Creek and several other entities, including the Mountains Recreation and Conservation Authority (MRCA) and various federal, State, County, and non-profit partners work together to maintain and improve the bike path and natural area along the creek.[9] The BHC works to acquire open space and manage public lands within the Baldwin Hills, Ballona Creek, and Upper Dominguez Channel watersheds to provide recreation, restoration, and protection of wildlife habitat within the territory for public enjoyment and education.[10]

The Ballona Creek Trail and Bike Path is the only non-vehicle inland walking and biking trail that exists to serve approximately three million people who live within 3 miles of the trail. The trail serves residents from the many surrounding communities including Baldwin Hills, Windsor Hills, Ladera Heights, Crenshaw District, Leimert Park, Blair Hills, Westchester, Palms, Mar Vista, Playa Del Rey, and Marina Del Rey. In addition, it is increasingly being used as a bike commuter route for residents employed in entertainment and multimedia industries that exist in the Marina and Culver City. The trail also offers a direct route to the ocean free from cars and traffic. The trail and bike path is accessible from multiple locations along its length; however, a lack of signage makes the entrances poorly advertised.[11]

Within its urban context, the Ballona Creek Trail and Bike Path provides a gateway to numerous local activities such as the weekly Culver City Farmer's Market, recreation areas including the Stocker Corridor, the Kenneth Hahn State Recreation Area, BHC-owned property, Baldwin Hills Scenic Overlook, Culver City Park, and historical attractions such as the 1915 Colonnade building.[12] The connection between the Ballona Creek Trail and Bike Path and other recreation

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7 Mountains Recreation and Conservation Authority (MRCA). *Ballona Creek Trail and Bike Path, Park Details.* Website: https://mrca.ca.gov/parks/park-listing/ballona-creek-trail-and-bike-path/ (accessed June 14, 2023).

8 MRCA. *Ballona Creek Brochure.* Website: https://mrca.ca.gov/wp-content/uploads/2018/02/Ballona-Creek.brochure_small.pdf (accessed June 14, 2023).

9 Mountains Recreation and Conservation Authority (MRCA). Ballona Creek Trail and Bike Path, Park Details. Website: https://mrca.ca.gov/parks/park-listing/ballona-creek-trail-and-bike-path/ (accessed June 14, 2023).

10 State of California Baldwin Hills and Urban Watersheds Conservancy (BHC). *Welcome.* Website: https://bhc.ca.gov/ (accessed June 14, 2023).

11 BHC. *Ballona Creek Trail and Bikeway Environmental and Recreational Enhancement Study.* Website: https://bhc.ca.gov/webmaster/arc/documents/Ballona_Creek_Study_by_LMU.pdf (accessed June 14, 2023).

12 Ibid.

areas in the area was a part of the Park to Playa Regional Trail project which created a continuous 13-mile regional trail network that connects urban residents with the natural coast.[13]

4.1.4 Park to Playa Trail

The approximately 13-mile Park to Playa Regional Trail crosses under I-405 concurrent with the Ballona Creek Trail and Bike Path, and connects a network of trails parks, and open spaces from the Baldwin Hills Parklands to the Pacific Ocean. The trail has six segments: Stocker Corridor, Kenneth Hahn State Recreation Area, Blair Hills – Segment C, Baldwin Hills Scenic Overlook, Culver City Park, and Ballona Creek Bike Path. There are numerous access points to the Park to Playa Trail, including various locations along the Ballona Creek Bike Path, in Culver City Park, at Baldwin Hills Scenic Overlook, Stoneview Nature Center, several staging areas in Kenneth Hahn State Recreation Area, and Norman O. Houston Park.[14] Approximately 80 percent of the trail is Americans with Disabilities Act (ADA) compliant and the entire trail is dog friendly.

The Baldwin Hills and Urban Watersheds Conservancy (BHC) owns the Park to Playa Trail; however, many government agencies share jurisdictional responsibility for Ballona Creek, which runs adjacent to the trail where it forms a concurrency with the Ballona Creek Trail and Bike Path. The Park to Playa Trail project was a collaboration and partnership between the MRCA, the Office of Los Angeles County Supervisor Mark Ridley-Thomas, the Los Angeles County Department of Parks and Recreation, the California Department of Parks and Recreation, the BHC, the City of Culver City, the Los Angeles County Flood Control District, the Los Angeles County Department of Public Works - Watershed Management Division, the City of Los Angeles Department of Recreation and Parks, and the Los Angeles City Department of Transportation. All these partners were committed to create this non-motorized trail to connect people from urban Los Angeles to the Pacific Ocean.[15]

4.1.5 Culver Bike Path

The approximately 1.9-mile Culver Bike Path is a rail-trail located on a landscaped median park on Culver Boulevard that crosses under I-405. The facility is designated as a Class I bike path and extends from just south of Elenda Street in Culver City to McConnell Avenue in Los Angeles.[16] The bike path was developed as part of the Culver Boulevard Realignment Project, completed in May 2022, which continued the widening of Culver Boulevard to resolve traffic issues and improve

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[13] Los Angeles County Department of Parks and Recreation. *Park to Playa Regional Trail.* Website: https://trails.lacounty.gov/SpecialProjects/33/park-to-playa-regional-trail#:~:text=The%20goal%20of%20the%20 Park%20to%20Playa%20Regional,Baldwin%20Hills%20Parklands%20down%20to%20the%20Pacific%20Ocean (accessed June 14, 2023).

[14] Los Angeles County Department of Parks and Recreation. *Park to Playa Trail.* Website: https://trails.lacounty.gov/Trail/237/park-to-playa-trail (accessed June 14, 2023).

[15] Los Angeles County Department of Parks and Recreation. Park to Playa Regional Trail. Website: https://trails.lacounty.gov/SpecialProjects/33/park-to-playa-regional-trail#:~:text=The%20goal%20of%20the%20 Park%20to%20Playa%20Regional,Baldwin%20Hills%20Parklands%20down%20to%20the%20Pacific%20Ocean (accessed June 14, 2023).

[16] TrailLink, Rails-to-Trail Conservancy. *Culver Boulevard Bike Path.* Website: https://www.traillink.com/trail/culver-boulevard-bike-path/ (accessed June 14, 2023).

pedestrian safety along the stretch of Culver Boulevard between Elenda Street and Sepulveda Boulevard.[17]

The Culver Bike Path is owned and maintained by the Culver City Public Works Department - Mobility and Traffic Engineering.

4.1.6 Tellefson Park

Tellefson Park is located in the Clarkdale neighborhood at Washington Place and Tilden Avenue in Culver City approximately 920 feet northeast of I-405. The public park is approximately 1.5 acres and is owned and maintained by the Culver City Parks, Recreation, and Community Service Department.[18] Site access is primarily provided along Bentley Avenue and street parking is provided along Bentley Avenue and Washington Place. The park is adjacent to the Snowball Church and church-affiliated parking lot.

Recreation facilities present at the park site include BBQs, recreation lawn, a covered picnic area with picnic tables, a playground, and public restrooms. Culver City parks remain generally open as outdoor-only facilities from dawn to dusk, and public restrooms are available from 7:00 a.m. to 6:00 p.m.[19]

4.1.7 Culver/Slauson Park and Recreation Center

Culver/Slauson Park and Recreation Center is located in the West Los Angeles neighborhood at 5072 South Slauson Avenue in Culver City approximately 60 feet southwest of I-405. The public park and recreation center is approximately 3 acres and is owned and maintained by the City of Los Angeles Department of Recreation and Parks.[20] Vehicle site access is provided by a driveway and parking lot off Slauson Avenue, and pedestrian site access is provided at the terminus of Coolridge Avenue, the terminus of Berryman Avenue, and the adjacent Ballona Creek Trail and Bike Path.

Recreation facilities present at the park site include BBQs, one and a half basketball courts, a playground, a picnic area with picnic tables, outdoor fitness equipment, and tetherball court. The recreation center features many sports and fitness programs including martial arts, skating and skateboarding, soccer futsal, softball, fitness exercise, basketball, flag football, and tennis programs, and cultural programs such as afterschool camps, clubs, special events, performing arts, LA Kids, hobbies and games, and education tutoring programs. City of Los Angeles parks remain generally open as outdoor-only facilities from dawn to dusk.[21]

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[17] Culver City. *Culver Boulevard Realignment and Urban Runoff and Stormwater Project.* Website: https://www.culvercity.org/City-Projects/Culver-Boulevard-Realignment-and-Urban-Runoff-and-Stormwater-Project (accessed June 14, 2023).

[18] Culver City. *Tellefson Park.* Website: https://www.culvercity.org/Parks/Tellefson-Park (accessed June 14, 2023).

[19] Ibid.

[20] City of Los Angeles Department of Recreation and Parks. *Culver Slauson Park.* Website: https://www.laparks.org/park/culver-slauson (accessed June 14, 2023).

[21] City of Los Angeles Department of Recreation and Parks. *Culver Slauson Recreation Center.* Website: https://www.laparks.org/reccenter/culver-slauson (accessed June 14, 2023).

4.1.8 Mar Vista Recreation Center

The Mar Vista Recreation Center is located in the West Los Angeles neighborhood at 11430 Woodbine Avenue in the City of Los Angeles approximately 440 feet southwest of I-405. The recreation center and associated recreational amenities are approximately 19.7 acres and are owned and maintained by the City of Los Angeles Department of Recreation and Parks.[22] Vehicle site access is provided by four driveways, two off Palms Boulevard, one off Woodbine Street, and one off Sawtelle Boulevard. Parking is provided via four parking lots located at each vehicle access location. Pedestrian site access is provided along the entire boundary of the site.

Recreation facilities present at the Mar Vista Recreation Center include BBQs, outdoor kitchen, multipurpose sports field, a baseball diamond, basketball courts, tennis courts, volleyball courts, hockey rink, jogging path, children's play area, picnic tables, outdoor fitness equipment, stage, public restrooms, and synthetic field. The recreation center also features many sports and fitness programs including soccer futsal, softball, fitness exercise, basketball, flag football, roller hockey, baseball, softball, badminton, and tennis programs, and cultural programs such as preschool, camps, clubs, music, special events, performing arts, and arts and crafts programs. City of Los Angeles parks remain generally open as outdoor-only facilities from dawn to dusk. The Mar Vista Recreation Center is open Monday through Friday from 9:00 a.m. to 10:00 p.m., Saturday from 9:00 a.m. to 6:00 p.m., and Sunday from 9:00 a.m. to 3:00 p.m.[23]

4.1.9 Felicia Mahood Multipurpose Center

The Felicia Mahood Multipurpose Center is located in the West Los Angeles neighborhood at 11338 Santa Monica Boulevard in the City of Los Angeles approximately 610 feet southwest of I-405. The recreation center and associated amenities are approximately 0.7 acre and are owned and maintained by the City of Los Angeles Department of Recreation and Parks.[24] Vehicle site access is provided by two driveways, one off Corinth Avenue and the other off Santa Monica Boulevard. Parking is provided via two parking lots located at each vehicle access location.

Facilities present at the Mar Vista Recreation Center include a kitchen, community room, stage, and outdoor seating patio. The recreation center also features a few sports and fitness programs including dance and fitness exercise, and cultural programs such as educational tutoring, hobbies and games, arts and crafts, science and nature, and special events programs. In addition, the Felicia Mahood Multipurpose Center is home to one of the City's 29 senior citizen centers that offers activities, programs such as the nutrition program, and special events such as shuffleboard, croquet, arts and crafts, Zumba line dancing, language lessons, oil painting, entertainment, and social dancing to the City's senior citizen population. City of Los Angeles parks remain generally open as outdoor-only facilities from dawn to dusk. The Felicia Mahood Multipurpose Center is open Monday through Friday from 8:30 a.m. to 4:00 p.m. and is closed on Saturday and Sundays.[25]

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[22] City of Los Angeles Department of Recreation and Parks. *Mar Vista Recreation Center.* Website: https://www.laparks.org/reccenter/mar-vista (accessed June 14, 2023).

[23] City of Los Angeles Department of Recreation and Parks. *Mar Vista Recreation Center.* Website: https://www.laparks.org/reccenter/mar-vista (accessed June 14, 2023).

[24] Ibid.

[25] Ibid.

4.1.10 Bad News Bears Field/Westwood Park

Bad News Bears Field/Westwood Park is located in the West Los Angeles neighborhood at 1411 South Sepulveda Boulevard in the City of Los Angeles directly adjacent to the northeast side of I-405. The public park is approximately 7.5 acres and is owned and maintained by the City of Los Angeles Recreation and Parks Department. Site access is provided by two driveways, one off South Sepulveda Boulevard and the other off Ohio Avenue. Parking is provided by a parking lot at the corner of Ohio Avenue and South Sepulveda Boulevard.

Recreation facilities present at the park site include three baseball diamonds, a small field in the southwest corner, and four batting cages. The field is predominately used by the West Los Angeles Little League. Bad News Bears Field/Westwood Park is open Sunday through Friday from 6:30 a.m. to 9:30 p.m. and Saturday from 7:00 a.m. to 10:00 p.m.[26] The Westwood Bike Path, a Class I bike path described in further detail below, runs along the east side of the field.

4.1.11 Westwood Park/Westwood Recreation Center/Westwood Dog Park

Westwood Park/Westwood Recreation Center/Westwood Dog Park is located in the West Los Angeles neighborhood at 1350 Sepulveda Boulevard in the City of Los Angeles approximately 250 feet northeast of I-405. The public park is approximately 19.2 acres and is owned and maintained by the City of Los Angeles Recreation and Parks Department. Vehicle site access is provided by three driveways, two off South Sepulveda Boulevard and one off Veteran Avenue. Pedestrian site access is provided at various locations around the perimeter of the park site. Parking is provided by three parking lots, one off Veteran Avenue, one along South Sepulveda Boulevard, and one along the north side of the park site.

Recreation facilities present at the park site include a playground (Aidan's Place), two turf soccer fields, outdoor basketball courts, tennis courts and pro shop, recreation lawns and walking trails, BBQs, picnic tables, and a dog park. The dog park is for dogs only, no other animal or pet is permitted.[27] The recreation center contains two gymnasiums with indoor basketball courts and a stage, community room, and restrooms. The recreation center also features a few sports and fitness programs including basketball, volleyball, racquetball, martial arts, flag football, soccer futsal, and fitness exercise programs, and cultural programs such as arts and crafts, camps, hobbies and games, special events, cooking, "Parent and Me," ballet and piano classes, and ceramic classes. The recreation center also offers seasonal camps programs for children 3–5 years old and for children entering kindergarten through ninth-grade based on LAUSD school holiday breaks.[28] The Westwood Bike Path, a Class I bike path described in further detail below, traverses the Westwood Park/Westwood Recreation Center/Westwood Dog Park site.

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[26] West Los Angeles Little League. *About Us, West LA Fields.* Website: https://www.wlall.org/Default.aspx?tabid=144764 (accessed June 14, 2023).

[27] City of Los Angeles Department of Recreation and Parks. *Westwood Dog Park.* Website: https://www.laparks.org/dogpark/westwood (accessed June 15, 2023).

[28] City of Los Angeles Department of Recreation and Parks. *Westwood Recreation Center.* Website: https://www.laparks.org/reccenter/westwood (accessed June 15, 2023).

4.1.12 Westwood Bike Path

The approximately 0.6-mile Westwood Bike Path is a Class I bike path that traverses the Westwood Park/Westwood Recreation Center/Westwood Dog Park site. The bike path begins at the corner of Ohio Avenue and South Sepulveda Boulevard and travels north along the east side of Bad News Bears Field until the Westwood Park/Westwood Recreation Center/Westwood Dog Park site. The bike path then turns east and travels along the south side of the Westwood Park/Westwood Recreation Center/Westwood Dog Park site until Greenfield Avenue. The bike path then turns north and cuts through the park site until the northern park boundary where it turns east again to terminate at the corner of Veteran Avenue and Rochester Avenue.[29]

The Westwood Bike Path is owned and maintained by the City of Los Angeles Recreation and Parks Department.

4.1.13 Jackie Robinson Stadium

The Jackie Robinson Stadium is located in the West Los Angeles Veterans Affairs Historic District at 100 Constitution Avenue in the City of Los Angeles approximately 700 feet southwest of I-405. The stadium is approximately 7.8 acres and is owned by the United States Department of Veterans Affairs. However, the stadium is leased to the University of California at Los Angeles (UCLA) for use as their home baseball field. Vehicle site access is provided by driveways on Constitution Avenue and parking is provided by a parking lot on the corner of Constitution Avenue and Davis Avenue.

Located on the site of old Sawtelle Field, Jackie Robinson Stadium can host up to 1,838 fans in stadium-style seats. Jackie Robinson, for whom the stadium is named, was the first African-American baseball player to compete in the major leagues when he joined the Brooklyn Dodgers in 1947. As a student-athlete at UCLA, Robinson became the Bruins' first four-sport letterman, playing football, basketball, track, and baseball. A bronze statue of Robinson is located near the concession stand on the concourse level.[30] According to the Draft Master Plan for the West Los Angeles Campus, potential projects in the district include the use of the Jackie Robinson Stadium site for recreation, Permanent Supportive Housing, educational uses, or job training.[31]

4.1.14 Japanese Garden

The Japanese Garden is located in the West Los Angeles Veterans Affairs Historic District between the Heroes Gold Course and MacArthur Field approximately 1,330 feet southwest of I-405.[32] The garden is approximately 1.9 acres and is owned by the United States Department of Veterans Affairs. Site access is provided by Patton Avenue.

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[29] Los Angeles Metro. *Metro Bike Map.* Website: https://media.metro.net/dcr/bikemap/metro_bikemap.html (accessed June 15, 2023).

[30] University of California at Los Angeles (UCLA). *Jackie Robinson Stadium.* Website: https://uclabruins.com/facilities/jackie-robinson-stadium/7 (accessed June 15, 2023).

[31] U.S. Department of Veterans Affairs. *U.S. Department of Veterans Affairs, Greater Los Angeles Healthcare System, West Los Angeles Campus Master Plan 2022.* March 18, 2022.

[32] Ibid.

The Japanese Garden is a distinctive and tranquil open space area within the West Los Angeles Veterans Affairs Historic District that contributes to the unique natural setting of the district. The garden features a full tree canopy, network of walking paths and foot bridges, and ponds. The garden also hosts various live shows by the Los Angeles Shakespeare Center and other performing groups. According to the Draft Master Plan for the West Los Angeles Campus, the proposed Campus Laneways project would provide Class I bike paths along the Japanese Garden, which would connect to Class II bike paths across the campus.[33]

4.1.15 Heroes Golf Course

Heroes Golf Course is located in the West Los Angeles Veterans Affairs Historic District between the Japanese Gardens and the Brentwood School-East Campus athletic facilities approximately 770 feet southwest of I-405. The course is approximately 14 acres and is owned by the United States Department of Veterans Affairs and leased to the Bandini Foundation.[34] Site access is provided by Patton Avenue.

Established in 1946, Heroes Golf Course is a 9-hole, 3-par course dedicated to helping veterans increase independence and improve health. The site also features a driving range and clubhouse within a vintage Quonset hut. The course is open to the public seven days a week from 7:00 a.m. to 7:00 p.m. in spring and summer, and 7:00 a.m. to sunset in winter. While the course is open to the public for a fee, Veterans are permitted to play free of charge.[35] The course also features the Mission: Vets "Wellness to Work" Program which helps homeless veterans gain the skills and confidence to success. The program is primarily funded by donation and through the Saint John's Health Center foundation.[36]

4.1.16 Getty View Park and Trailhead

Getty View Park and Trailhead is located directly adjacent to I-405 to the west. The 180.2-acre park is jointly owned and maintained by the Santa Monica Mountains Conservancy (SMMC) and the Mountains Recreation and Conservation Authority (MRCA) and is within a protected section of the Santa Monica Mountains. Access to Getty View Park and Trailhead is provided by Stratford Court, Casiano Road, and Moraga Drive.

4.1.17 East Canyon Fire Road/Getty View Trail

East Sepulveda Fire Road/Getty View Trail is located approximately 890 feet west of I-405. The approximately 1.5-mile-long Getty View Trail, also called East Canyon Fire Road and Casiano Fire Road, bisects the ridge in the Getty View Park running north to south and experiences approximately 350 feet of elevation gain. The trail is jointly owned and maintained by the SMMC and MRCA.

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[33] U.S. Department of Veterans Affairs. *U.S. Department of Veterans Affairs, Greater Los Angeles Healthcare System, West Los Angeles Campus Master Plan 2022.* March 18, 2022.

[34] Ibid.

[35] Ibid.

[36] Bandini Foundation Heroes Golf Course. *Mission: Vets Program*. Website: https://heroesgolfcourse.com/mission%3Avets-program (accessed June 18, 2023).

The trail offers views of the Getty Museum and the Santa Monica Bay. Vehicle access to the trail is provided by Casiano Road in the south via Sepulveda Boulevard from the Moraga Drive or Sunset Boulevard I-405 exit and the terminus of Stratford Court.[37] The trail and park are open year-round and is a popular area for hiking, running, and walking.[38]

4.1.18 Mission Canyon Open Space

Mission Canyon Open Space, also called Mission Canyon Park, is located at 2301 North Sepulveda Boulevard in the City of Los Angeles directly adjacent to the west side of I-405. The approximately 479.9-acre open space area is jointly owned and maintained by the County of Los Angeles Department of Parks and Recreation and MRCA. Public vehicle site access is provided by Sepulveda Boulevard, and Mulholland Drive provides vehicle site access for authorized maintenance vehicles only. Parking is provided at the southern end of the site off Sepulveda Boulevard by a parking lot with approximately 105 parking spaces.[39]

Mission Canyon Open Space includes a 2.5-mile multi-modal loop trail throughout the site and provides a trail connection at the northwestern portion of the site to the Canyonback Road Trail. Other recreation facilities present at the site include picnic areas, fitness trails, bike racks, and public restrooms. The site also features an electric vehicle charging station. Mission Canyon Open Space is open to the public from sunrise to sunset.[40]

4.1.19 Sepulveda Pass Open Space

Sepulveda Pass Open Space is located directly adjacent to the west side of I-405. The open space area is approximately 155.2 acres and is jointly owned and maintained by the SMMC and MRCA. The open space area is bisected by an existing neighborhood. Site access is provided by residential streets within the existing neighborhood, including Aqua Verde Drive and Casiano Road, via Bel Air Crest Road and Mulholland Drive.

Recreation facilities include hiking and biking trails. Sepulveda Pass Open Space is open to the public from sunrise to sunset.

4.1.20 Santa Monica Mountains National Recreation Area

The Santa Monica Mountains National Recreation Area was established in 1978 and comprises approximately 153,075-acres of open space area.[41] The recreation area is located on either side

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[37] Hikespeak. *Los Angeles, East Sepulveda Fire Road in Getty View Park in the Santa Monica Mountains.* Website: https://www.hikespeak.com/trails/getty-view-park/ (accessed June 18, 2023).

[38] All Trails. *Getty View Trail*. Website: https://www.alltrails.com/trail/us/california/getty-view-trail (accessed June 18, 2023).

[39] IEC Group (IECG). *Initial Study/Mitigated Negative Declaration Mission Canyon Park Project, SCH#: 2018081044.* June 2022.

[40] Mountains Recreation and Conservation Authority (MRCA). *Mission Canyon Park Frequently Asked Questions (FAQ).* Website: https://www.missioncanyonpark.com/_files/ugd/a3b0c3_6f4d3b90ddc74f9ca62918ed0d7a0b7e.pdf (accessed June 19, 2023).

[41] National Parks Service. *Santa Monica Mountains National Recreation Area, California, Frequently Asked Questions.* Website: https://www.nps.gov/samo/faqs.htm (accessed April 9, 2024).

of the Project corridor, crossing I-405 at Mulholland Drive (see Attachment A[42]). Less than 1 percent of the recreation area is located with the 0.25-mile study area, and the majority of the recreation area extends west to Calleguas Creek and Point Mugu. The Santa Monica Mountains National Recreation Area is owned and managed by the National Parks Service.

The Santa Monica Mountains National Recreation Area provides hiking, biking, and equestrian trails throughout the Santa Monica Mountains and along the coast, including numerous peaks, canyons, and beaches. The recreation area is free to the public and is open between 8:00 a.m. and sunset. The Santa Monica Mountains National Recreation Area has two visitor centers, the Santa Monical Mountains Anthony C. Beilenson Interagency Visitor Center located at 26876 Mulholland Highway and the Satwiwa Native American Indian Culture Center located at the southern end of the Newport Park community. Parking is provided at both visitor centers.[43]

Within the Project area, the Santa Monica Mountains National Recreation Area is privately owned with an easement to MRCA for open space. This open space has further easements related to access, drainage, and storm drains near the Project. Within the Project area, there is an easement for future roadway expansion within the Project's proposed right-of-way.

4.1.21 Sherman Oaks Castle Park

Sherman Oaks Castle Park is located at 4989 Sepulveda Boulevard in Sherman Oaks directly adjacent to the east side of I-405, between I-405 and the Los Angeles Riverfront Greenway. The public park is approximately 5 acres and is owned and maintained by the City of Los Angeles Department of Recreation and Parks.[44] Site access is provided by Sepulveda Boulevard, and parking is provided by a large parking lot at the site entrance.

Recreation facilities present at the park site include a miniature golf course, arcade, and batting cages. Sherman Oaks Castle Park is open Sunday through Thursday from 10:00 a.m. to 11:00 p.m. and Fridays and Saturdays from 10:00 a.m. to 12:00 a.m.[45]

4.1.22 Los Angeles River Bike Path/Greenway

Los Angeles River Bike Path/Greenway is located along the Los Angeles River east of North Sepulveda Boulevard, east of Sherman Oaks Castle Park, approximately 970 feet northeast of I-405. The public park is approximately 2.4 acres and is owned and maintained by the City of Los Angeles Department of Public Works. Site access is provided along the length of the river from Valley Heart Drive to the north and Morrison Street to the south. Recreation facilities present at the park site include a multi-purpose path along the south bank of the river.[46]

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[42] National Parks Service. *Santa Monica Mountains National Recreation Area Brochure*. Website: https://www.nps.gov/npgallery/GetAsset/85589b60-c012-4cae-be1a-0ae6421c12d5 (accessed August 1, 2025)

[43] National Parks Service. *Santa Monica Mountains National Recreation Area, California, Basic Information.* Website: https://www.nps.gov/samo/planyourvisit/basicinfo.htm (accessed April 9, 2024).

[44] City of Los Angeles Department of Recreation and Parks. *Sherman Oaks Castle Park.* Website: https://www.laparks.org/castlepark/ (accessed June 19, 2023).

[45] Ibid.

[46] City of Los Angeles Department of Public Works. *Los Angeles Riverfront Park Phase II.* Website: https://engpermits.lacity.org/uprs/report/2605.pdf (accessed June 19, 2023).

4.1.23 Teichman Family Magnolia Park

Teichman Family Magnolia Park is located at 15365 Magnolia Boulevard in Sherman Oaks directly adjacent to the east side of I-405. The public park is approximately 3.9 acres and is owned by the City of Los Angeles Department of Recreation and Parks.[47] Site access is provided by Magnolia Boulevard and parking is provided by a large parking lot at the terminus of Magnolia Boulevard.

The park, formally called Magnolia Park, was constructed as a condition of Emek Hebrew Academy's original lease of the school site. Emek Hebrew Academy is a non-profit, private school attended by students from nursery school age through junior high school. The school constructed various recreation improvements including basketball, volleyball, and tetherball courts, which the school has operated and maintained since the execution of the original lease. The improvements constructed by Emek Hebrew Academy have been and are for the use of both the children of the school (exclusive during school hours) and the general public. In March 2009, the City approved Lease No. 116660 authorizing the continued shared use of the school and park site for 30 years (until 2039). In 2013, the name of the park was officially changed to Teichman Family Magnolia Park in order to dedicate the park to the Teichman Family, which was instrumental in the development of Emek Hebrew Academy and the Techiman Family Torah Center.[48]

4.1.24 Sepulveda Basin Wildlife Reserve

Sepulveda Basin Wildlife Reserve is located in the City of Van Nuys directly adjacent to the west side of I-405, south of Woodley Park. The approximately 225-acre[49] wildlife reserve is a part of the greater 2,000-acre Sepulveda Basin Recreation Area, which is managed by the City of Los Angeles Department of Recreation and Parks as a flood control basin.[50] The wildlife reserve is owned by the United States Army Corps of Engineers and is leased out to the City of Los Angeles Department of Recreation and Parks for operation and maintenance. Site access is provided by Woodley Avenue and Burbank Boulevard.

The Sepulveda Basin Wildlife Reserve consists of two sections (north and south of Burbank Boulevard), located at the southeast end of the Sepulveda Flood Control Basin. The South Reserve (south of Burbank Boulevard, bounded by the Sepulveda Dam and the Los Angeles River) was developed as a revegetation experiment in 1979 by the U.S. Army Corps of Engineers and features a small man-made pond and the reach of Haskell Creek that flows into the Los Angeles River. The development of the North Reserve began in 1988 with the development of an 11-acre lake with an island and wildlife viewing stations east of Haskell Creek. In 1999, the wildlife reserve was renovated, and restrooms and an amphitheater were built in the more formal "park" area surrounded by lawns near the entrance and parking area. This eastern portion is the most developed and most highly managed. The northernmost portion ends at the unnamed paved road

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[47] County of Los Angeles Services Locator. *Teichman Family Magnolia Park.* Website: *https://locator.lacounty.gov/lac/Location/3186082/teichman-family-magnolia-park* (accessed June 19, 2023).

[48] City of Los Angeles Board of Recreation and Parks. *Sepulveda Basin Recreation Area – Naming Proposal for Magnolia Park, Emek Hebrew Day School Joint Recreational Use Area.* November 15, 2010.

[49] San Fernando Valley Audubon Society. *Sepulveda Basin Wildlife Reserve.* Website: https://www.sfvaudubon.org/sepulveda-basin-wildlife-refuge/ (accessed June 19, 2023).

[50] Sepulveda Basin Wildlife.org. *Wildlife Areas, The Sepulveda Basin*. Website: https://sepulvedabasinwildlife.org/wildlifeareas.html (accessed June 19, 2023).

leading into the wildlife reserve from Woodley Avenue and goes north up to the archery range. In 1999 the middle portion was added to the Reserve with the purpose of putting Haskell Creek in the center of the wildlife reserve. Two bridges were built connecting the eastern portion to the middle portion, and a perimeter trail was built with the idea to leave the largest unfragmented portion possible in the middle. Valley and coast live oaks were planted along the trail. The area west of Woodley Avenue was also added to the Reserve in 1999. This area is not for hiking, as it is directly under the "fly zone" of the model airplane fields along the west edge of the east portion. The area is managed by eradicating non-native invasive weeds and trees.[51]

4.1.25 Burbank Bike Path

The approximately 2.4-mile Burbank Bike Path is a Class I bike path located in Sepulveda Basin Wildlife Reserve adjacent to the west side of I-405. The bike path extends from Balboa Boulevard to approximately 730 feet west of I-405 in the City of Van Nuys.[52]

The Burbank Bike Path is owned and maintained by the Los Angeles County Public Works Department.

4.1.26 Woodley Avenue Park

Woodley Avenue Park is located in the South Valley neighborhood at 6350 Woodley Avenue in the City of Van Nuys directly adjacent to the west side of I-405. The public park is approximately 119.9 acres and is owned and maintained by the City of Los Angeles Department of Recreation and Parks.[53] The park is adjacent to the northern boundary of the Sepulveda Basin Wildlife Reserve. Site access is provided by Woodley Avenue.

Recreation facilities present at the park site include BBQs, baseball diamond, playground picnic tables, archery range, cricket fields, and public restrooms. Woodley Avenue Park is open Monday through Friday from sunrise to sunset.[54]

4.1.27 Orange Line Bike Path

The approximately 14-mile Orange Line Bike Path is a point-to-point trail that runs parallel to Metro's Orange Line rapid busway. The facility is designated as a Class I bike path and extends from North Hollywood to Woodland Hills.[55] The bike path crosses under I-405 just north of Woodley Avenue Park. A majority of the bike path is interrupted by cross streets and traffic lights every few blocks with the most scenic portion of the path between the City of Balboa and the

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[51] Sepulveda Basin Wildlife.org. *Wildlife Areas, Sepulveda Basin Wildlife Reserve.* Website: https://sepulvedabasinwildlife.org/sbwr.html (accessed June 19, 2023).

[52] Los Angeles Metro. *Metro Bike Map.* Website: https://media.metro.net/riding_metro/bikes/images/bike_map_la.pdf (accessed June 19, 2023).

[53] City of Los Angeles Department of Recreation and Parks. *Woodley Park.* Website: https://www.laparks.org/park/woodley (accessed June 19, 2023).

[54] Ibid.

[55] All Trails. *Orange Line Busway Bike Path Trail.* Website: https://www.traillink.com/trail/culver-boulevard-bike-path/ (accessed June 14, 2023).

Sepulveda Basin Wildlife Reserve.[56] The Orange Line Bike Path is owned and maintained by the Los Angeles County Public Works Department

4.2 Cultural Resources Section 4(f) Applicability Analysis

Table 2, and the following text, describe Section 4(f) cultural resources and properties that have the potential to incur a Section 4(f) use within the 0.25 study area. Figure 2 depicts the locations of these properties along the Project corridor.

Table 2: Properties Listed in, or Determined or Recommended Eligible for, the National Register of Historic Places

Resource Name	Address	City/County	Year Built	Historical Resource Status
West Los Angeles Veterans Affairs Historic District	The Historic District is generally located east of I-405 between Dowlen Drive and the Brentwood School East Campus located at 100 South Barrington Place, Los Angeles.	City of Los Angeles, Los Angeles County	Founded in 1888	Listed in the NRHP under Criterion A and Criterion C.
Los Angeles National Cemetery	The Los Angeles National Cemetery is located west of I-405 between Wilshire Boulevard and the residential neighborhood located approximately 0.75 mile north of Wilshire Boulevard.	City of Los Angeles, Los Angeles County	Dedicated in 1889	Listed in the NRHP under Criterion A and Criterion C.
Wadsworth Chapel	20 Eisenhower Avenue	City of Los Angeles, Los Angeles County	1900	Listed in the NRHP under Criterion A and Criterion C, Criteria 1 and 3. Additionally, the chapel is a contributor to the NRHP-eligible Veterans Administration Medical Center District under Criteria A and C.
Hotel Angeleno	170 Church Lane	City of Los Angeles, Los Angeles County	1969	Eligible for listing in the NRHP under Criteria C/3.
Brentwood Glen Historic District	Brentwood-Pacific Palisades Community Plan Area	City of Los Angeles, Los Angeles County	Period of significance is 1925–1973	Assumed eligible for listing in the NRHP for purposes of this undertaking under Criterion A.

[56] Los Angeles Bike Paths. *Orange Line Busway*. Website: https://labikepaths.com/bike-paths/orange-line-busway/ (accessed June 19, 2023).

Section 4(f) historic properties were evaluated by (1) identifying if the project would permanently incorporate land from the property, and (2) reviewing the effects on the property as documented during the Section 106 of the National Register of Historic Places (NRHP) process. If an alternative would permanently incorporate land from the property or result in an adverse temporary occupancy, and would also result in an "adverse effect," this impact would constitute a Section 4(f) use. If the project would permanently incorporate land from the property or result in an adverse temporary occupancy and have "no adverse effect," the impact was evaluated to determine if it would be *de minimis* to the property.

Below are brief descriptions of the properties in the study area that are listed, or have been determined eligible for listing, in the NRHP, and are therefore protected under Section 4(f).

4.2.1 West Lost Angeles Veterans Affairs Historic District

West Lost Angeles Veterans Affairs Historic District was formally determined eligible (DOE-19-81-0001-9999) for listing in the NRHP in 1981. According to the NRHP Nomination form, the "Medical Center is significant both for the quality of its architectural styling and for its association with the Federal Government's development of veteran's health care." The center, consisting of two districts and a National Cemetery, contains an eclectic collection of buildings dating from the 1890s through the 1940s. As an example of the use of Spanish Colonial Revival and Mission Revival architectural styles, the district is an expression of a regional tradition for the Veterans Affairs 'set' hospital concept." In 2014, the West Los Angeles Veterans Affairs Historic District, consisting of approximately 400 acres, was listed in the NRHP.

The West Lost Angeles Veterans Affairs Historic District is located adjacent to the west side of the Project corridor, and approximately 60 percent of the district is located within the 0.25-mile study area. The Jackie Robinson Stadium, South Campus Lawn, Japanese Garden, and Heroes Golf Course, described above, are located within the historic district. The Wadsworth Chapel, described below, is also located within the historic district. This resource is not located within the Area of Potential Effect (APE) developed for the Historic Property Survey Report (HPSR) (2024)[57] and was not addressed in the HPSR or the Finding of Effect (2024).[58]

4.2.2 Los Angeles National Cemetery

The Los Angeles National Cemetery was dedicated on May 22, 1889, and the first internment was the remains of Abner Prather on May 11, 1889. Since then, more than 85,000 veterans and family members have been interred, including fourteen recipients of the Medal of Honor. About half of the acreage is covered with upright marble gravestones, and the rest with markers that lie flat in the ground. In the oldest section at the north end, some original nineteenth-century grave markers still remain. The small Spanish Colonial Revival Bob Hope Chapel was built in 1938 and named for the late actor in 2002.

The Los Angeles National Cemetery was evaluated for listing in the NRHP as part of the Los Angeles Veterans Administration Medical Center Historic District in 1981 under Criteria A and Criterion C for its association with the government's development of veteran's health care and for its

[57] LSA. 2024. *Historic Property Survey Report.* April.

[58] LSA. 2024. *Finding of Effect*. June.

distinctive architecture. It was recorded in July 1981 by the Veterans Administration and determined eligible for listing in the NRHP in November 1981.

The Los Angeles National Cemetery is located west of I-405 between Wilshire Boulevard and the residential neighborhood located approximately 0.75 mile north of Wilshire Boulevard. The cemetery is almost entirely within the 0.25-mile study area. This resource is not located within the APE developed for the HPSR (2024) and was not addressed in the HPSR or the Finding of Effect (2024).

4.2.3 Wadsworth Chapel

The Wadsworth Chapel was listed in the NRHP in 1972 under Criterion A and Criterion C and the CRHR in 1972 under Criteria 1 and 3. Additionally, the chapel is a contributor to the NRHP-eligible Veterans Administration Medical Center District under Criteria A and C. The Wadsworth Chapel is significant for its association with the federal government's development of veterans' health care, as one of the earliest non-military construction of religious facilities by the federal government, and as a building that significantly embodies the distinctive characteristics of the Victorian and Gothic Revival (Carpenter Gothic) architectural style. The Carpenter Gothic style is characterized by extensive decorative woodwork, asymmetrical lines, and towers.

The Wadsworth Chapel is situated to the west side of the Project corridor, south of Eisenhower Avenue and west of Bonsall Avenue, within the West Lost Angeles Veterans Affairs Historic District. The chapel is entirely within the 0.25-mile study area. This resource is not located within the APE developed for the HPSR (2024) and was not addressed in the HPSR or the Finding of Effect (2024).

4.2.4 Hotel Angeleno

The Hotel Angeleno, built in 1969, is eligible for listing in the NRHP and the CRHR under Criteria C/3 as an excellent example of a Mid-Century Modern hotel tower in Brentwood. The building is circular in plan and has a flat roof. The exterior walls are covered with stucco. Hotel room fenestration appears to consist of floor-to-ceiling sliding-glass doors that open onto small balconies with metal balustrades. The top floor has ribbons of full-height, fixed windows. The ground level has metal-framed, full-height, multipaned (one over four, divided horizontally) windows grouped in pairs. The main entrance, which appears to have been modified (probably circa 2005 per building permits), has metal-framed glass doors with sidelights and transoms. There is a curved, flat canopy over the entrance, and access to the swimming pool is provided by a metal-framed glass door with a wide sidelight; the glass in the door and sidelight is opaque.

Hotel Angeleno is situated on the east side of North Church Lane adjacent to the west side of the Project corridor in a predominantly residential area. The hotel is located entirely within the APE and the 0.25-mile study area and was addressed in the HPSR and the Finding of Effect (2024). The HPSR and Finding of Effect determined that, based on consultation with the State Historic Preserve Office (SHPO) as required by Section 106 of the National Historic Preserve Act, implementation of the Project would not alter, damage, or diminish the characteristics that make the Hotel Angeleno eligible for listing in the NRHP or the CRHR. As such a finding of No Adverse Effect was identified for Hotel Angeleno.

4.2.5 Brentwood Glen Historic District

The Brentwood Glen Historic District in the Brentwood-Pacific Palisades Community Plan Area is assumed eligible for the NRHP for this undertaking only and is significant under NRHP Criterion A as an excellent example of a suburban residential development in Brentwood that reflects planning and design features of both the pre- and post-WWII eras. It is significant under the context of Residential Development and Suburbanization 1850–1980. Its period of significance is 1925 to 1973. Although the six tracts that make up the area were subdivided between 1925 and 1929, the majority of buildings were constructed in the 1940s and 1950s. There are approximately 418 extant buildings in the district that were constructed prior to 1974, and they are almost evenly split between pre- and post-WWII construction.

The Brentwood Glen Historic District is adjacent to the west side of the Project corridor and is located within the APE and the 0.25-mile study area and was addressed in the HPSR (2024) and the Finding of Effect (2024). The HPSR and Finding of Effect determined that, based on consultation with SHPO as required by Section 106 of National Historic Preserve Act, implementation of the Project would not alter, damage, or diminish the characteristics that make the Brentwood Glen Historic District eligible for listing in the NRHP. As such a finding of No Adverse Effect was identified for the Brentwood Glen Historic District.

5. USE OF SECTION 4(F) PROPERTIES

This section describes the impact analysis relating to Section 4(f) properties for the proposed Project. Measures to minimize harm (i.e., avoid, minimize, rectify, reduce, eliminate, or compensate for) accompany each impact discussion. This Section 4(f) analysis includes a review of the data and impact analyses included in Sections 3.7, Traffic; 3.8, Visual; 3.15, Air Quality; 3.16, Noise; 3.20, Plant Species; and 3.21, Animal Species, in the EIR/EIS for this Project.

This chapter provides analysis of the Section 4(f) impacts of the proposed Project, which meet the Section 4(f) applicability criteria described.

5.1 Resources Evaluated Relative to the Requirements of Section 4(f): No Use Determination

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, declares that “it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

This section of the document discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property.

5.1.1 Properties Privately Owned or Not Open to the Public

This section discusses parks, recreational facilities, and wildlife refuges within the 0.25-mile study area that do not trigger Section 4(f) protection because they are either not publicly owned or they are not open to the public. Table 3 lists the potential Section 4(f) properties and the reason why it was determined the property does not trigger Section 4(f) protection.

Table 3: Properties Determined Not to Trigger Section 4(f) Protection

Resource Name	Description	Reason for Exclusion
Basset Street Elementary School	Elementary School	Recreational facilities not open to the public
Berkeley Hall School	Preschool through Middle School	Privately owned and operated; recreational facilities not open to the public
Brentwood School – East Campus	High School	Privately owned and operated; recreational facilities not open to the public
Charnock Road Elementary School	Elementary School	Recreational facilities not open to the public
Citizens of the World Charter School - Mar Vista	Elementary School	Privately owned and operated; recreational facilities not open to the public
Clover Avenue Elementary School	Elementary School	Recreational facilities not open to the public
Curtis School	Elementary School	Privately owned and operated; recreational facilities not open to the public
Daniel Webster Middle School/ Magnolia Science Academy #4	Middle School	Recreational facilities not open to the public
Emek Hebrew Academy	Jewish Elementary School	Privately owned and operated; recreational facilities not open to the public
Hesby Oaks Charter School	Elementary School	Privately owned and operated; recreational facilities not open to the public
Ivy Bound Math, Science and Technology Charter Middle School	Middle School	Privately owned and operated; recreational facilities not open to the public
Milken Community School/Saperstein Middle School	Middle School	Privately owned and operated; recreational facilities not open to the public
Mountain Gate Country Club	Recreation Area – Golf Course	Privately owned and operated
New Horizon School - Westside	Islamic Elementary School	Privately owned and operated; recreational facilities not open to the public
Nora Sterry Elementary School	Elementary School	Recreational facilities not open to the public
Richland Avenue Elementary School	Elementary School	Recreational facilities not open to the public
Saint Cyril of Jerusalem Elementary	Jewish Elementary School	Privately owned and operated; recreational facilities not open to the public
Valley School	Elementary School	Privately owned and operated; recreational facilities not open to the public
Windward School	College Preparatory School	Privately owned and operated; recreational facilities not open to the public
Wise School	Jewish Elementary School	Privately owned and operated; recreational facilities not open to the public

Source: Compiled by LSA (2025)

5.1.2 Non-Eligible Historic Properties

The Getty Center, a museum and cultural center, and the Skirball Cultural Center are both within the 0.25-mile study area; however, they do not trigger Section 4(f) protection because they are not eligible for listing as historic properties on the NRHP. According to the Historical Resources Evaluation Report,[59] no other historic properties, besides those discussed in Section 5.1.4 and 5.1.5, are within the 0.25-mile study area.

5.1.3 Properties in the Vicinity of Advanced Signage Only

This section discusses parks, recreational facilities, wildlife refuges, and historic properties within the 0.25-mile study area where construction of the Build Alternatives would consist of installation of advance signage only. In these areas, construction activities would be minimal and confined to the I-405 mainline alignment. No construction would occur outside of the I-405 mainline and no changes to the Section 4(f) facilities would occur either during construction or operations. In addition, no permanent changes to the I-405 mainline would occur. As such, the Project would not result in a use of these facilities under Section 4(f).

Based on the environmental analysis prepared for the Project, including the evaluation of potential impacts related to access, visual resources, noise, biological resources, air quality, and water quality, implementation of the Project would not result in a Section 4(f) use on the following resources:

- El Marino Language School
- El Marino Park
- Ballona Creek Trail and Bike Path
- Park to Playa Trail
- Culver Bike Path
- Tellefson Park
- Culver/Slauson Park and Recreation Center

5.1.3.1 Build Alternatives (Alternatives 2, 3, and 5)

Accessibility. During construction and operation of the Build Alternatives, access to the recreational facilities at El Marino Language School, El Marino Park, Ballona Creek Trail and Bike Path, Park to Playa Trail, Culver Bike Path, Tellefson Park, or the Culver/Slauson Park and Recreation Center would not be substantially affected. Construction of the Build Alternatives in the vicinity of these properties would consist of installation of advance signage only. Construction activities would be minimal and confined to the I-405 mainline alignment. No permanent changes to the I-405 mainline would occur in this area and no construction would occur on or under the bridges that span the Ballona Creek Trail and Bike Path, Park to Playa Trial, and Culver Bike Path. Furthermore, full and partial road closures during construction will be coordinated with local jurisdictions as outlined in Project Feature PF-TR-1, which requires preparation and implementation of a Transportation Management Plan (TMP), including the identification of detour routes. As such, access to these properties would be maintained throughout construction of the Build Alternatives. In addition, as implementation of the Build Alternatives would not

[59] LSA. 2024. *Historical Resources Evaluation Report.* April.

include any permanent changes to local roadways, including those streets that provide access to these properties, access to the recreational facilities at El Marino Language School, El Marino Park, Ballona Creek Trail and Bike Path, Park to Playa Trail, Culver Bike Path, Tellefson Park, or the Culver/Slauson Park and Recreation Center would not be substantially affected with implementation of the Build Alternatives.

Visual. Construction of the Build Alternatives would introduce various visual alterations and temporary impacts in the immediate area of construction, which may be visible to users of the recreational facilities at El Marino Language School, El Marino Park, Ballona Creek Trail and Bike Path, Park to Playa Trail, Culver Bike Path, Tellefson Park, or the Culver/Slauson Park and Recreation Center. As previously discussed, construction of the Build Alternatives in the vicinity of these properties would consist of installation of advance signage only. Construction activities would be minimal and confined to the I-405 mainline alignment. No permanent changes to the I-405 mainline would occur in this area. Furthermore, the Visual Impact Assessment[60] determined that these impacts are expected to be temporary within or directly adjacent to the I-405 corridor, minimizing alteration of views during the construction period. Therefore, use of the recreational facilities at these properties would not be substantially affected during construction of the Build Alternatives.

Because development of the Build Alternatives in the vicinity of these properties would consist of installation of advance signage only and no major changes to the I-405 alignment would occur in this area, views of the Project corridor from these properties with implementation of the Build Alternatives are anticipated to be similar to existing conditions.

In addition, implementation of measures, as detailed in Measures VIS-1 through VIS-12, would effectively reduce the visual impacts of the Build Alternatives at these properties. The suggested strategies for minimizing and avoiding the visual effects of the Build Alternatives have been specifically developed to decrease both temporary and permanent visual disturbances. By reducing these impacts, the Project aims to improve visual conditions for viewer groups and minimize any negative visual outcomes resulting from construction and the long-term presence of the Project in the I-405 corridor. In addition to these measures, the Build Alternatives would also implement Measure MM-NC-4, as discussed below, which requires preparation of a Habitat Mitigation and Monitoring Plan (HMMP) and includes a 5-year revegetation effort, including native vegetation, which would restore views of the I-405 corridor similar to existing conditions. Therefore, use of the recreational facilities at El Marino Language School, El Marino Park, Ballona Creek Trail and Bike Path, Park to Playa Trail, Culver Bike Path, Tellefson Park, or the Culver/Slauson Park and Recreation Center would not be substantially affected during construction or operation of the Build Alternatives.

Noise. During construction of the Build Alternatives, noise may intermittently dominate the noise environment in the immediate area. Noise varies depending on the construction process, type, and condition of equipment used and the layout of the construction site. Temporary construction noise impacts associated with the Build Alternatives would be unavoidable to areas immediately adjacent to the Project corridor. However, as previously discussed, construction of the Build Alternatives in the vicinity of El Marino Language School, EL Marino Park, Ballona Creek Trail and Bike Path, Park to Playa Trail, Culver Bike Path, Tellefson Park, or the Culver/Slauson Park and Recreation Center would consist of installation of advance signage only. Construction activities

[60] LSA. 2024. *Visual Impact Assessment.* August.

would be minimal and confined to the I-405 mainline alignment. Furthermore, Project Feature PF-N-1 requires compliance with Caltrans Standard Specifications Section 14-8.02 and would address construction noise impacts on sensitive land uses adjacent to the Project corridor. Compliance with Caltrans Standard Specifications Section 14-8.02 would ensure that the noise levels from the contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed Caltrans standards for construction noise (i.e., 86 dBA maximum instantaneous noise level [L_{max}]) at a distance of 50 feet. As El Marino Language School, El Marino Park, Tellefson Park, and the Culver/Slauson Park and Recreation Center are located more than 50 feet from the Project corridor and construction would be minimal in the vicinity of these properties, use of these recreational facilities would not be substantially affected during construction of the Build Alternatives.

As the Ballona Creek Trail and Bike Path, Park to Playa Trail, and Culver Bike Path are located directly underneath the Project corridor, noise levels where the trails and bike paths cross under the Project may exceed the Caltrans standard for noise during construction of the Build Alternatives. However, construction activities at these locations would be minimal and temporary. Furthermore, because users of the trails and bike paths would likely be traveling as opposed to stationary, noise impacts on users would be temporary and the majority of the trails and bike paths would maintain existing noise levels.

Construction of the Build Alternatives would also be required to implement Measures N-1, N-3, and N-4, which would further reduce construction noise by requiring all construction equipment be equipped with properly operating and maintained mufflers, properly maintaining all internal combustion engines to minimize noise generation, and avoiding unnecessary idling of internal combustion engines.

Because proposed improvements under the Build Alternatives in the vicinity of El Marino Language School, El Marino Park, Tellefson Park, and the Culver/Slauson Park and Recreation Center, as well as the Ballona Creek Trail and Bike Path, Park to Playa Trail, and Culver Bike Path, would consist of advance signage, operational noise in the area is anticipated to be similar to existing conditions. Therefore, the use of these recreational facilities would not be substantially affected during construction or operation of the Build Alternatives.

Vegetation. As construction of the Build Alternatives in the vicinity of El Marino Language School, El Marino Park, Ballona Creek Trail and Bike Path, Park to Playa Trail, Culver Bike Path, Tellefson Park, or the Culver/Slauson Park and Recreation Center would consist of installation of advance signage within the I-405 corridor only, construction and operation of the Build Alternatives would not affect any existing vegetation at these properties.

Wildlife. As construction of the Build Alternatives in the vicinity of El Marino Language School, El Marino Park, Ballona Creek Trail and Bike Path, Park to Playa Trail, Culver Bike Path, Tellefson Park, or the Culver/Slauson Park and Recreation Center would consist of installation of advance signage within the I-405 corridor only, construction and operation of the Build Alternatives would not affect wildlife at these properties.

Air Quality. Construction activities associated with the Build Alternatives are expected to temporarily increase traffic congestion in the area, resulting in temporary increases in emissions. However, these emissions would be temporary and limited to the immediate area surrounding the construction site. In addition, Project Features PF-AQ-1 through PF-AQ-3 would address temporary adverse effects to air quality due to construction of the Build Alternatives.

All alternatives, including the No Build Alternative, would result in decreases to carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (NO_X), and particulate matter less than 2.5 microns in size ($PM_{2.5}$) and increases to particulate matter less than 10 microns in size (PM_{10}) in the Opening Year 2030 compared to the Existing Condition. In the Horizon Year 2050, the same pattern is seen but with increases to PM_{10}. Compared to the No Build Alternative, each of the Build Alternatives would result in increases of CO, increases of VOCs, and increases of NO_X, PM_{10}, and $PM_{2.5}$. The CO, VOCs, NO_X, PM_{10} and $PM_{2.5}$ emissions increases are lower than thresholds established by the South Coast Air Quality Management District (SCAQMD) designed to protect public health with an adequate margin of safety. The regional vehicle criteria pollutant emissions would be lower for the Build Alternatives compared to the Existing Conditions except for PM_{10}. In the Opening Year 2030, Alternatives 2 and 3 would show slight decreases in CO and VOC emissions and increases in NO_X, PM_{10}, and $PM_{2.5}$ emissions compared to the No Build Alternative. Therefore, changes in air quality would not substantially affect the use of the recreational facilities at El Marino Language School, El Marino Park, Ballona Creek Trail and Bike Path, Park to Playa Trail, Culver Bike Path, Tellefson Park, or the Culver/Slauson Park and Recreation Center with implementation of the Build Alternatives.

Water Quality. Construction activities associated with the Build Alternatives would expose soil and potentially increase soil erosion compared to existing conditions. Additionally, during storm events, soil erosion could occur at an accelerated rate. Construction of Alternative 2 would disturb a smaller area than Alternative 3 and Alternative 5. Therefore, Alternative 2 would involve the least amount of exposed soil and would result in the lowest potential for soil erosion and downstream sedimentation to occur when compared to Alternative 3 and Alternative 5. However, properly implemented Construction Best Management Practices (BMPs), with appropriate installation, inspection, and maintenance, as incorporated by Project Feature PF-WQ-1, would retain pollutants on site and prevent them from entering receiving waters. Therefore, no adverse effects to water quality are anticipated during construction of the Build Alternatives.

Construction and operation of the Build Alternatives would result in varying amounts of Net New Impervious and/or Replaced Impervious Surface Area and Post-Construction Treatment Area. Under existing conditions, there are 21 existing BMPs along the Project limits that consist of infiltration basins, bioswales, and media filters that provide treatment for stormwater runoff within the Project site. Under the Build Alternatives, these BMPs would be maintained and continue to provide required treatment. In addition, consistent with the requirements outlined in Project Features PF-WQ-2 and PF-WQ-3, the Project would implement Caltrans' MS4 requirements and Caltrans-approved Design Pollution Prevention, Treatment, and Maintenance BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable, including the construction of a new infiltration basin and a Design Pollution Prevention Infiltration Area to collect stormwater runoff and provide treatment to improve water quality. Therefore, the Build Alternatives would not result in long-term adverse effects to water quality during Project operations. Therefore, the use of the recreational facilities at El Marino Language School, El Marino Park, Ballona Creek Trail and Bike Path, Park to Playa Trail, Culver Bike Path, Tellefson Park, or the Culver/Slauson Park and Recreation Center would not be substantially affected with implementation of the Build Alternatives.

5.1.4 Properties Directly Adjacent to the Project Corridor (within 50 feet)

This section discusses parks, recreational facilities, wildlife refuges, and historic properties that are immediately adjacent to the Project corridor.

Based on the environmental analysis prepared for the Project, including the evaluation of potential impacts related to access, visual resources, noise, biological resources, air quality, and water quality, implementation of the Project would not result in a Section 4(f) use on the following resources:

- Bad News Bears Field/Westwood Park
- West LA Veterans Affairs Historic District
- Los Angeles National Cemetery
- Brentwood Glen Historic District
- Hotel Angeleno
- Getty View Park and Trailhead
- Mission Canyon Open Space
- Sepulveda Pass Open Space
- Sherman Oaks Castle Park
- Teichman Family Magnolia Park
- Sepulveda Basin Wildlife Reserve
- Burbank Bike Path
- Woodley Avenue Park
- Orange Line Bike Path

Although these properties are located directly adjacent to the Project corridor, the Build Alternatives would not physically impact these properties during construction or operation. In addition, although portions of the Brentwood Glen Historic District, Mission Canyon Open Space, Sepulveda Pass Open Space, Sepulveda Basin Wildlife Reserve, and Burbank Bike Path may overlap with the Project corridor, as shown in Figure 2, implementation of the Build Alternatives would not physically impact the historic district, the open space areas, the wildlife reserve, or the bike path during construction or operation as all construction adjacent to these properties would occur within the existing I-405 right-of-way. Project construction activities would not extend onto these properties and operation of the Project would not require the permanent acquisition of any portion of these properties. In addition, the Project would not substantially affect the attributes that qualify the West LA Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, and Hotel Angeleno as historic resources under Section 4(f).

5.1.4.1 Build Alternatives (Alternatives 2, 3, and 5)

Accessibility. During construction of the Build Alternatives, access to Bad News Bears Field/Westwood Park, the West LA Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, Hotel Angeleno, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path may be temporarily impacted. However, full and partial road closures during construction will be coordinated with local jurisdictions as outlined in Project Feature PF-TR-1. As such, access to these properties would be maintained throughout construction of the Build Alternatives. Construction of the Build Alternatives in the vicinity of the Orange Line Bike Path would include construction of a new median barrier and traffic striping on the existing I-405 bridge. No construction would occur under the bridge such that the bike path

or access to the bike path would be affected. In addition, construction activities along Victory Boulevard, adjacent to the Orange Line Bike Path, would not extend into the bike path. As such, construction activities near the Orange Line Bike Path are not anticipated to result in bike path closures as the bike path crosses under the I-405 corridor.

In addition, as implementation of the Build Alternatives would not include any permanent changes to local roadways, including those streets that provide access to these properties, access to Bad News Bears Field/Westwood Park, the West LA Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, Hotel Angeleno, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path would not be substantially affected with implementation of the Build Alternatives.

Visual. Construction of the Build Alternatives would introduce various visual alterations and temporary impacts in the immediate area of construction, which may be visible to users of the recreational facilities at Bad News Bears Field/Westwood Park, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path and could affect views of and from the West LA Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, and Hotel Angeleno. However, the Visual Impact Assessment determined that these impacts are expected to be temporary within or directly adjacent to the I-405 corridor, minimizing alteration of views during the construction period. Therefore, use of these properties would not be substantially affected during construction of the Build Alternatives. In addition, construction of the Build Alternatives would include measures designed to address adverse visual effects, such as contouring large cut/ fill slopes to blend in with the surrounding environment and retaining as much vegetation as possible (particularly mature trees).

Bad News Bears Field/Westwood Park, the West Los Angeles Veterans Affairs Historic District, Los Angeles National Cemetery, and the Brentwood Glen Historic District are located directly adjacent to the Project corridor within the Institutional Visual Assessment Unit. Within the Institutional Visual Assessment Unit, implementation of Alternative 2 is projected to have no change in the existing visual environment as no expansion of I-405 would occur. Under Alternatives 3 and 5, the northbound I-405 mainline would be widened, involving a slight eastward shift of travel lanes, and would require the existing retaining wall to be rebuilt north of Constitution Avenue. The most substantial visual changes resulting from the roadway expansion and retaining wall reconstruction would occur north of Constitution Avenue. However, the visual changes on Constitution Avenue would not be substantially different from existing views of retaining walls and would not impact any important features of the West Los Angeles Veterans Affairs Historic District, Los Angeles National Cemetery, or the Brentwood Glen Historic District that qualify these resources as historic. In addition, implementation of the Build Alternatives would not change views from Bad News Bears Field/Westwood Park such that use of the recreational facility would be substantially impacted.

Hotel Angeleno is located directly adjacent to the Project corridor within the West Los Angeles Residential Visual Assessment Unit. Within the West Los Angeles Residential Visual Assessment Unit, implementation of Alternative 2 is projected to have no change in the existing visual environment. Planned adjustments for the southbound I-405 mainline under Alternatives 3 and 5

involve a slight westward shift from its current positions, necessitating the reconstruction of the existing retaining wall and noise barrier closer to Church Lane. In addition, the height of the existing noise barrier would be increased from approximately 10 feet to 16 feet and the existing vegetation along the east side of Church Lane would be removed for relocation and construction of the new retaining wall and noise barrier. Implementation of the Build Alternatives would include the planting of vines, grasses, ground covers, and shrubs where feasible along the wall to reduce the visual impact. However, the increased height and scale under Alternatives 3 and 5 may make the barrier more visible for viewers from Hotel Angeleno. Although views of the reconstructed wall and noise barrier under Alternatives 3 and 5 would be more visible from Hotel Angeleno, views of I-405 would generally be similar to existing conditions and would not substantially impact the use of the hotel under Section 4(f). In addition, as discussed in the Finding of No Adverse Effect prepared for the Project, the hotel was purposefully located adjacent to the freeway, which is part of its visual setting, and implementation of the Build Alternatives would not result in any physical changes to the property or its contributing features.

Getty View Park and Trailhead, Mission Canyon Open Space, and Sepulveda Pass Open Space are located directly adjacent to the Project corridor within the Mountain Visual Assessment Unit. Within the Mountain Visual Assessment Unit, implementation of Alternative 2 would expand the I-405 mainline in the southbound direction. Implementation of Alternatives 3 and 5 would expand the I-405 mainline in both the southbound and northbound directions. Implementation of the Build Alternatives would introduce additional visible infrastructure elements, including extended road placement and markings, and barriers. In addition, both alternatives would include the construction of retaining walls on both sides of I-405. While these retaining walls will introduce new visual features, they will closely resemble other retaining walls found along the Project corridor. As such, views of I-405 from these properties would generally be similar to existing conditions and implementation of the Build Alternatives would not change views from Getty View Park and Trailhead, Mission Canyon Open Space, and Sepulveda Pass Open Space such that use of the recreational facilities at these properties would be substantially impacted.

Mission Canyon Open Space and Sepulveda Pass Open Space are also located within the North Los Angeles Residential Visual Assessment Unit, along with Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path. Within the North Los Angeles Residential Visual Assessment Unit, implementation of Alternative 2 is projected to have a minimal change in the existing visual environment as no expansion of I-405 would occur and no retaining walls would be needed. The expansion of the I-405 mainline would impact both the northbound and southbound directions under Alternatives 3 and 5 and would introduce additional visible infrastructure elements, including extended road placement and markings, and barriers. In addition, both alternatives would include the construction of retaining walls on both sides of I-405. While these retaining walls will introduce new visual features, they will closely resemble other retaining walls found along the Project corridor. Importantly, their height will not be substantial enough to obstruct views of the surrounding areas, and they will not have a detrimental impact on nearby vegetation. As such, views of I-405 from these properties would generally be similar to existing conditions and implementation of the Build Alternatives would not change views from Mission Canyon Open Space and Sepulveda Pass Open Space such that use of the recreational facilities at these properties would be substantially impacted.

Therefore, implementation of the Build Alternatives would not change views from Bad News Bears Field/Westwood Park, Getty View Park and Trailhead, Mission Canyon Open Space,

Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, or the Orange Line Bike Path such that use of the recreational facilities at these properties would be substantially impacted. In addition, implementation of the Build Alternatives would not substantially change views from the West Los Angeles Veterans Affairs Historic District, Los Angeles National Cemetery, the Brentwood Glen Historic District, or Hotel Angeleno such that these properties as a historic resource under Section 4(f) would be substantially impacted.

In addition, implementation of measures, as detailed in Measures VIS-1 through VIS-12, would effectively reduce the visual impacts of the Build Alternatives at these properties. The suggested strategies for minimizing and avoiding the visual effects of the Build Alternatives have been specifically developed to decrease both temporary and permanent visual disturbances. By reducing these impacts, the Project aims to improve visual conditions for viewer groups and minimize any negative visual outcomes resulting from construction and the long-term presence of the Project in the corridor. In addition to these measures, the Build Alternatives would also implement Measure MM-NC-4, as discussed below, which requires preparation of a HMMP and includes a 5-year revegetation effort, including native vegetation, which would restore views of the I-405 corridor similar to existing conditions. Therefore, use of the recreational facilities at Bad News Bears Field/Westwood Park, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path, and the West Los Angeles Veterans Affairs Historic District, Los Angeles National Cemetery, the Brentwood Glen Historic District, and Hotel Angeleno as historic resources under Section 4(f), would not be substantially affected during construction or operation of the Build Alternatives.

Noise. During construction of the Build Alternatives, noise may intermittently dominate the noise environment in the immediate area. Noise varies depending on the construction process, type, and condition of equipment used and the layout of the construction site. Temporary construction noise impacts associated with the Build Alternatives would be unavoidable to areas immediately adjacent to the Project corridor, including Bad News Bears Field/Westwood Park, the West LA Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, Hotel Angeleno, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path. Construction of the Build Alternatives would include implementation of Project Feature PF-N-1, which requires compliance with Caltrans Standard Specifications Section 14-8.02 and would ensure that the noise levels from the contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed Caltrans standards for construction noise at a distance of 50 feet. As these properties are located directly adjacent to the Project corridor, noise levels at these properties may exceed Caltrans standards for noise during construction of the Build Alternatives. However, construction activities at these locations would be temporary and would cease when construction is finished. Construction of the Build Alternatives is expected to begin in late 2028 and last approximately two years for Alternative 2 and three years for Alternatives 3 and 5. Although the overall construction of the Project would last two to three years, construction at a single location along the Project corridor would occur over a shorter period of time. In addition, as these properties are located directly adjacent to I-405, these properties already experience substantial traffic noise from vehicles traveling on I-405. Therefore, construction noise is not

anticipated to substantially adversely affect the activities, features, and attributes qualifying these properties for protection under Section 4(f).

In addition, the portions of Getty View Park and Trailhead, Mission Canyon Open Space, and Sepulveda Pass Open Space that may be impacted do not contain trails or other noise-sensitive recreational facilities that would be used during construction of the Project. All trails are located further than 50 feet from the construction area and would not experience a noise increase over the Caltrans standard for noise during construction of the Build Alternatives. Further, because users of the Orange Line Bike Path would likely be traveling as opposed to stationary, noise impacts on users would be temporary and the majority of the trail would maintain existing noise levels. Lastly, as the Los Angeles National Cemetery is eligible for listing in the NRHP for its association with the government's development of veteran's health care and for its distinctive architecture, increased temporary construction noise from implementation of the Project would not conflict with the attributes that qualify the cemetery as a historic resource.

Despite the potential to exceed Caltrans noise standards, construction noise is not anticipated to substantially adversely affect the activities, features, and attributes qualifying Bad News Bears Field/Westwood Park, the West LA Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, Hotel Angeleno, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path for protection under Section 4(f). In addition, construction of the Build Alternatives would also be required to implement Measures N-1, N-3, and N-4, which would further reduce construction noise by requiring all construction equipment be equipped with properly operating and maintained mufflers, properly maintaining all internal combustion engines to minimize noise generation, and avoiding unnecessary idling of internal combustion engines.

Noise analysis for development of the Build Alternatives included the following modeled noise receptors:

- R-5.9, R-5.10, and R-5.11 at Bad News Bears Field/Westwood Park;
- R-18.1 through R-18.11 within the West Los Angeles Veterans Affairs Historic District;
- R-6.1 through R-6.3 within the Los Angeles National Cemetery;
- R-18.7 through R-18.89 within the Brentwood Glen Historic District;
- R-19.3 at Hotel Angeleno;
- R-20-7 at the Skirball Cultural Center, approximately 910 feet north of Mission Canyon Open Space;
- R-20-7 in the vicinity of the Sepulveda Pass Open Space;
- R-11.3 and R-11.4 at Sherman Oaks Castle Park;
- R-11.8 at Teichman Family Magnolia Park;
- R-24.1 at the Sepulveda Basin Wildlife Reserve; and
- R-24.2 at Woodley Avenue Park.

Traffic noise impacts result from one or more of the following occurrences: (1) an increase of 12 dBA or more over their corresponding existing noise levels, or (2) predicted noise levels

approach or exceed the Noise Abatement Criteria. As detailed in the Noise Study Report,[61] some of these modeled noise receptors would approach or exceed the Noise Abatement Criteria under the Build Alternatives. However, none of the modeled receptors under the Build Alternatives would experience a substantial noise increase of 12 dBA or more over existing noise levels. In addition, the Build Alternatives would include the construction of noise barriers along the Project corridor to shield traffic noise. As such, vehicle noise from I-405 with development of the Build Alternatives would be similar to existing conditions. In addition, based on the distance from the Project corridor to the recreational facilities at Getty View Park and Trailhead, Getty View Park and Trailhead would not experience a substantial noise increase over their existing noise levels under all Build Alternatives.

Therefore, the use of the recreational facilities at Bad News Bears Field/Westwood Park, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path would not be substantially affected during construction or operation of the Build Alternatives. Nor would the construction and operation of the Build Alternatives substantially affect any of the attributes that qualify the West Los Angeles Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, and Hotel Angeleno as historic resources under Section 4(f).

Vegetation. Construction of the Build Alternatives in the vicinity of Bad News Bears Field/ Westwood Park, the West LA Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, Hotel Angeleno, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path would not result in the removal of any vegetation present at these properties as no construction activities would occur at the properties. As previously discussed, although portions of the Brentwood Glen Historic District, Mission Canyon Open Space, Sepulveda Pass Open Space, Sepulveda Basin Wildlife Reserve, and Burbank Bike Path may overlap with the Project corridor, as shown in Figure 2, implementation of the Build Alternatives would not physically impact the historic district, the open space areas, the wildlife reserve, or the bike path during construction or operation as all construction adjacent to these properties would occur within the existing I-405 right-of-way. Project construction activities would not extend onto these properties and operation of the Project would not require the permanent acquisition of any portion of these properties. Therefore, construction and operation of the Build Alternatives would not affect any existing vegetation at these properties.

Wildlife. Construction and operation of the Build Alternatives in the vicinity of Bad News Bears Field/Westwood Park, the West LA Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, Hotel Angeleno, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path would not result in any impacts to wildlife or habitat at these properties as no construction activities would occur at the properties. As previously discussed, although portions of the Brentwood Glen Historic District, Mission Canyon Open Space, Sepulveda Pass Open Space, Sepulveda Basin Wildlife Reserve, and Burbank Bike Path may overlap with the Project corridor, as shown in Figure 2, implementation of the Build Alternatives would not

[61] LSA. 2024. *Noise Study Report.* July.

physically impact the historic district, the open space areas, the wildlife reserve, or the bike path during construction or operation as all construction adjacent to these properties would occur within the existing I-405 right-of-way. Project construction activities would not extend onto these properties and operation of the Project would not require the permanent acquisition of any portion of these properties. Therefore, construction and operation of the Build Alternatives would not affect wildlife at these properties.

Air Quality. Construction activities associated with the Build Alternatives are expected to temporarily increase traffic congestion in the area, resulting in temporary increases in emissions. However, these emissions would be temporary and limited to the immediate area surrounding the construction site. In addition, Project Features PF-AQ-1 through PF-AQ-3 would address temporary adverse effects to air quality due to construction of the Build Alternatives.

All alternatives, including the No Build Alternative, would result in decreases to CO, VOCs, NO_X, and $PM_{2.5}$ and increases to PM_{10} in the Opening Year 2030 compared to the Existing Condition. In the Horizon Year 2050, the same pattern is seen but with increases to PM_{10}. Compared to the No Build Alternative, each of the Build Alternatives would result in increases of CO, increases of VOCs, and increases of NO_X, $PM_{10,}$ and $PM_{2.5}$. The CO, VOCs, NO_X, $PM_{10,}$ and $PM_{2.5}$ emissions increases are lower than thresholds established by the SCAQMD designed to protect public health with an adequate margin of safety. The regional vehicle criteria pollutant emissions would be lower for the Build Alternatives compared to the Existing Conditions except for PM_{10}. In the Opening Year 2030, Alternatives 2 and 3 would show slight decreases in CO and VOC emissions and increases in NO_X, $PM_{10,}$ and $PM_{2.5}$ emissions compared to the No Build Alternative. Therefore, changes in air quality would not substantially affect the use of the recreational facilities at Bad News Bears Field/Westwood Park, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path would not be substantially affected during construction or operation of the Build Alternatives. Nor would the construction and operation of the Build Alternatives substantially affect any of the attributes that qualify the West Los Angeles Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, and Hotel Angeleno as historic resources under Section 4(f).

Water Quality. Construction activities associated with the Build Alternatives would expose soil and potentially increase soil erosion compared to existing conditions. Additionally, during storm events, soil erosion could occur at an accelerated rate. Construction of Alternative 2 would disturb a smaller area than Alternative 3 and Alternative 5. Therefore, Alternative 2 would involve the least amount of exposed soil and would result in the lowest potential for soil erosion and downstream sedimentation to occur when compared to Alternative 3 and Alternative 5. However, properly implemented Construction BMPs, with appropriate installation, inspection, and maintenance, as incorporated by Project Feature PF-WQ-1, would retain pollutants on site and prevent them from entering receiving waters. Therefore, no adverse effects to water quality are anticipated during construction of the Build Alternatives.

Construction and operation of the Build Alternatives would result in varying amounts of Net New Impervious and/or Replaced Impervious Surface Area and Post-Construction Treatment Area. Under existing conditions, there are 21 existing BMPs along the Project limits that consist of infiltration basins, bioswales, and media filters that provide treatment for stormwater runoff within the Project site. Under the Build Alternatives, these BMPs would be maintained and

continue to provide required treatment. In addition, consistent with the requirements outlined in Project Features PF-WQ-2 and PF-WQ-3, the Project would implement Caltrans' MS4 requirements and Caltrans-approved Design Pollution Prevention, Treatment, and Maintenance BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable, including the construction of a new infiltration basin and a Design Pollution Prevention Infiltration Area to collect stormwater runoff and provide treatment to improve water quality. Therefore, the Build Alternatives would not result in long-term adverse effects to water quality during Project operations. Therefore, the use of the recreational facilities at Bad News Bears Field/Westwood Park, Getty View Park and Trailhead, Mission Canyon Open Space, Sepulveda Pass Open Space, Sherman Oaks Castle Park, Teichman Family Magnolia Park, Sepulveda Basin Wildlife Reserve, Burbank Bike Path, Woodley Avenue Park, and the Orange Line Bike Path would not be substantially affected during construction or operation of the Build Alternatives. Nor would the construction and operation of the Build Alternatives substantially affect any of the attributes that qualify the West Los Angeles Veterans Affairs Historic District, Los Angeles National Cemetery, Brentwood Glen Historic District, and Hotel Angeleno as historic resources under Section 4(f).

5.1.5 Properties Not Directly Adjacent to the Project Corridor (further than 50 feet)

This section discusses parks, recreational facilities, wildlife refuges, and historic properties that are within the 0.25-mile study area but are not immediately adjacent to the Project corridor.

Based on the environmental analysis prepared for the Project, including the evaluation of potential impacts related to access, visual resources, noise, biological resources, air quality, and water quality, implementation of the Project would not result in a Section 4(f) use on the following resources:

- Mar Vista Recreation Center
- Felicia Mahood Multipurpose Center
- Wadsworth Chapel
- Westwood Park/Westwood Recreation Center/Westwood Dog Park
- Westwood Bike Path
- Jackie Robinson Stadium
- Japanese Garden
- Heroes Golf Course
- East Sepulveda Fire Road/Getty View Trail
- Los Angeles River Bike Path/Greenway

5.1.5.1 Build Alternatives (Alternatives 2, 3, and 5)

Accessibility. During construction of the Build Alternatives, access to the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Wadsworth Chapel, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, and the Los Angeles River Bike Path/Greenway may be temporarily impacted. However, full and partial road closures during construction will be coordinated with local jurisdictions as outlined in Project Feature PF-TR-1. As such, access to these properties would be maintained throughout construction of the Build Alternatives. In addition, as implementation of the Build Alternatives would not include any

permanent changes to local roadways, including those streets that provide access to these properties, access to the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Wadsworth Chapel, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, and the Los Angeles River Bike Path/Greenway would not be substantially affected with implementation of the Build Alternatives.

Visual. Construction of the Build Alternatives would introduce various visual alterations and temporary impacts in the immediate area of construction, which may be visible to users of the recreational facilities at the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, and the Los Angeles River Bike Path/Greenway and could alter views of and from Wadsworth Chapel. However, the Visual Impact Assessment determined that these impacts are expected to be temporary within or directly adjacent to the I-405 corridor, minimizing alteration of views during the construction period. Therefore, use of these properties would not be substantially affected during construction of the Build Alternatives. In addition, construction of the Build Alternatives would include measures designed to address adverse visual effects, such as contouring large cut/fill slopes to blend in with the surrounding environment and retaining as much vegetation as possible (particularly mature trees).

The Mar Vista Recreation Center and the Felicia Mahood Multipurpose Center are located within the West Los Angeles Urban Visual Assessment Unit. Within the West Los Angeles Urban Visual Assessment Unit, implementation of Alternative 2 is projected to have a minimal change in the existing visual environment as no expansion of I-405 would occur, but visual changes related to restriping and tolling infrastructure would occur. The expansion of the I-405 mainline would impact both the northbound and southbound directions under Alternatives 3 and 5 and would introduce additional visible infrastructure elements, including extended road placement and markings, and barriers. In addition, both alternatives would include the construction of retaining walls on both sides of I-405. While these retaining walls will introduce new visual features, they will closely resemble other retaining walls found along the Project corridor. Importantly, their height will not be substantial enough to obstruct views of the surrounding areas, and they will not have a detrimental impact on nearby vegetation. In addition, intervening development between these properties and the Project corridor would obscure proposed retaining walls. As such, any views of I-405 from these properties would generally be similar to existing conditions and implementation of the Build Alternatives would not change views from the Mar Vista Recreation Center and the Felicia Mahood Multipurpose Center such that use of the recreational facilities at these properties would be substantially impacted.

Wadsworth Chapel, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, and Heroes Golf Course are located within the Institutional Visual Assessment Unit. Within the Institutional Visual Assessment Unit, implementation of Alternative 2 is projected to have no change in the existing visual environment as no expansion of I-405 would occur. Under Alternatives 3 and 5, the northbound I-405 mainline would be widened, involving a slight eastward shift of travel lanes, and would require the existing retaining wall to be rebuilt north of Constitution Avenue. The most substantial visual changes resulting from the roadway expansion and retaining wall reconstruction would occur with construction of the relocated retaining wall north of Constitution Avenue. However, the visual changes on Constitution Avenue would not be substantially different from existing

views of retaining walls and would not impact any important features of the chapel. In addition, intervening development between these properties and the Project corridor would obscure proposed retaining walls. As such, any views of I-405 from these properties would generally be similar to existing conditions and implementation of the Build Alternatives would not substantially change views from Wadsworth Chapel, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, and Heroes Golf Course compared to existing conditions.

East Sepulveda Fire Road/Getty View Trail is located within the Mountain Visual Assessment Unit. Within the Mountain Visual Assessment Unit, implementation of Alternative 2 would expand the I-405 mainline in the southbound direction. Implementation of Alternatives 3 and 5 would expand the I-405 mainline in both the southbound and northbound directions. Implementation of the Build Alternatives would introduce additional visible infrastructure elements, including extended road placement and markings, and barriers. In addition, both alternatives would include the construction of retaining walls on both sides of I-405. While these retaining walls will introduce new visual features, they will closely resemble other retaining walls found along the Project corridor. As such, views of I-405 from the recreation area would generally be similar to existing conditions, and implementation of the Build Alternatives would not change views from the East Sepulveda Fire Road/Getty View Trail such that use of the trail would be substantially impacted.

The Los Angeles River Bike Path/Greenway is located within the North Los Angeles Urban Visual Assessment Unit. Within the North Los Angeles Urban Visual Assessment Unit, implementation of Alternatives 2 and 3 would expand the I-405 mainline eastward, necessitating the installation of a noise barrier atop a retaining wall due to the steep slopes descending from the road. However, considering that the predominant visual aspects of the new walls, including their forms, straight lines, materials, colors, and textures, closely resemble those of the existing walls, and taking into account that the existing vegetation will continue to shield most views of the walls, the overall change in the visual character is expected to be minimal. Under Alternative 5, no noise barrier would be reconstructed and no alterations to the current conditions would occur. Therefore, the visual character of the area would be the same as existing conditions and implementation of the Build Alternatives would not substantially change views from the Los Angeles River Bike Path/ Greenway such that use of the bike path would be substantially impacted.

Therefore, implementation of the Build Alternatives would not change views from the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, or the Los Angeles River Bike Path/ Greenway such that use of the recreation facilities at these properties would be substantially impacted. In addition, implementation of the Build Alternatives would not substantially change views from Wadsworth Chapel such that Wadsworth Chapel as a historic resource under Section 4(f) would be substantially impacted.

In addition, implementation of measures, as detailed in Measures VIS-1 throughVIS-12, would effectively reduce the visual impacts of the Build Alternatives at these properties. The suggested strategies for minimizing and avoiding the visual effects of the Build Alternatives have been specifically developed to decrease both temporary and permanent visual disturbances. By reducing these impacts, the Project aims to improve visual conditions for viewer groups and minimize any negative visual outcomes resulting from construction and the long-term presence of the Project in the I-405 corridor. In addition to these measures, the Build Alternatives would

also implement Measure MM-NC-4, as discussed below, which requires preparation of a HMMP and includes a 5-year revegetation effort, including native vegetation, which would restore views of the I-405 corridor similar to existing conditions. Therefore, use of the recreational facilities at the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, or the Los Angeles River Bike Path/Greenway and the Wadsworth Chapel as a historic resource under Section 4(f) would not be substantially affected during construction or operation of the Build Alternatives.

Noise. During construction of the Build Alternatives, noise may intermittently dominate the noise environment in the immediate area. Noise varies depending on the construction process, type, and condition of equipment used and the layout of the construction site. Temporary construction noise impacts associated with the Build Alternatives would be unavoidable to areas immediately adjacent to the Project corridor. However, Project Feature PF-N-1, which requires compliance with Caltrans Standard Specifications Section 14-8.02, would ensure that the noise levels from the contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed the Caltrans standard for construction noise at a distance of 50 feet. As the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Wadsworth Chapel, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, and the Los Angeles River Bike Path/Greenway are located more than 50 feet from the Project corridor and construction activities, noise levels at these properties would not exceed the Caltrans standard for noise during construction of the Build Alternatives. In addition, construction activities at this location would be temporary and would cease when construction is finished. Construction of the Build Alternatives would also be required to implement Measures N-1, N-3, and N-4, which would further reduce construction noise by requiring all construction equipment be equipped with properly operating and maintained mufflers, properly maintaining all internal combustion engines to minimize noise generation, and avoiding unnecessary idling of internal combustion engines. As such, noise from construction of the Build Alternatives would not substantially adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f).

Noise analysis for development of the Build Alternatives included the following modeled noise receptors:

- R-13.61 at the Mar Vista Recreation Center;
- R-5.16 at Westwood Park/Westwood Recreation Center/Westwood Dog Park; and
- R-11.3 and R-11.4 at Sherman Oaks Castle Park, located approximately 900 feet west of the Los Angeles River Bike Path/Greenway.

Traffic noise impacts result from one or more of the following occurrences: (1) an increase of 12 dBA or more over their corresponding existing noise levels, or (2) predicted noise levels approach or exceed the Noise Abatement Criteria. As detailed in the Noise Study Report, these modeled noise receptors would not experience a substantial noise increase of 12 dBA or more over existing noise levels under all Build Alternatives, and no traffic noise impacts would occur as traffic noise from I-405 would not contribute to noise levels that approach or exceed the Noise Abatement Criteria. As such, vehicle noise from I-405 with development of the Build Alternatives would be similar to existing conditions. In addition, based on the distance from the Project corridor to Wadsworth Chapel and the recreational facilities at the Felicia Mahood Multipurpose

Center, Jackiw Robinson Stadium, Japanese Garden, Heroes Golf Course, and the East Sepulveda Fire Road/Getty View Trail, these properties would not experience a substantial noise increase over their existing noise levels under all Build Alternatives.

Therefore, the use of the recreational facilities at the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, and the Los Angeles River Bike Path/Greenway would not be substantially affected during construction or operation of the Build Alternatives. Nor would the construction and operation of the Build Alternatives substantially affect any of the attributes that qualify Wadsworth Chapel as a historic resource under Section 4(f).

Vegetation. Construction of the Build Alternatives in the vicinity of the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Wadsworth Chapel, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, and the Los Angeles River Bike Path/Greenway would not result in any impacts to vegetation present at these properties as no construction activities would occur at the properties. Therefore, construction and operation of the Build Alternatives would not affect any existing vegetation at these properties.

Wildlife. Construction and operation of the Build Alternatives in the vicinity of the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Wadsworth Chapel, Westwood Park/ Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, and the Los Angeles River Bike Path/Greenway would not result in any impacts to wildlife or habitat at these properties as no construction activities would occur at the site. Therefore, construction and operation of the Build Alternatives would not affect wildlife at these properties.

Air Quality. Construction activities associated with the Build Alternatives are expected to temporarily increase traffic congestion in the area, resulting in temporary increases in emissions. However, these emissions would be temporary and limited to the immediate area surrounding the construction site. In addition, Project Features PF-AQ-1 through PF-AQ-3 would address temporary adverse effects to air quality due to construction of the Build Alternatives.

All alternatives, including the No Build Alternative, would result in decreases to CO, VOCs, NO_X, and $PM_{2.5}$ and increases to PM_{10} in the Opening Year 2030 compared to the Existing Condition. In the Horizon Year 2050, the same pattern is seen but with increases to PM_{10}. Compared to the No Build Alternative, each of the Build Alternatives would result in increases of CO, increases of VOCs, and increases of NO_X, $PM_{10,}$ and $PM_{2.5}$. The CO, VOCs, NO_X, PM_{10} and $PM_{2.5}$ emissions increases are lower than thresholds established by the SCAQMD designed to protect public health with an adequate margin of safety. The regional vehicle criteria pollutant emissions would be lower for the Build Alternatives compared to the Existing Conditions except for PM_{10}. In the Opening Year 2030, Alternatives 2 and 3 would show slight decreases in CO and VOC emissions and increases in NO_X, $PM_{10,}$ and $PM_{2.5}$ emissions compared to the No Build Alternative. Therefore, changes in air quality would not substantially affect the use of the recreational facilities at the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, and the Los Angeles River Bike Path/Greenway would not be substantially affected during construction or operation of the Build Alternatives. Nor would the construction and operation of the Build Alternatives substantially

affect any of the attributes that qualify Wadsworth Chapel as a historic resource under Section 4(f).

Water Quality. Construction activities associated with the Build Alternatives would expose soil and potentially increase soil erosion compared to existing conditions. Additionally, during storm events, soil erosion could occur at an accelerated rate. Construction of Alternative 2 would disturb a smaller area than Alternative 3 and Alternative 5. Therefore, Alternative 2 would involve the least amount of exposed soil and would result in the lowest potential for soil erosion and downstream sedimentation to occur when compared to Alternative 3 and Alternative 5. However, properly implemented Construction BMPs, with appropriate installation, inspection, and maintenance, as incorporated by Project Feature PF-WQ-1, would retain pollutants on site and prevent them from entering receiving waters. Therefore, no adverse effects to water quality are anticipated during construction of the Build Alternatives.

Construction and operation of the Build Alternatives would result in varying amounts of Net New Impervious and/or Replaced Impervious Surface Area and Post-Construction Treatment Area. Under existing conditions, there are 21 existing BMPs along the Project limits that consist of infiltration basins, bioswales, and media filters that provide treatment for stormwater runoff within the Project site. Under the Build Alternatives, these BMPs would be maintained and continue to provide required treatment. In addition, consistent with the requirements outlined in Project Features PF-WQ-2 and PF-WQ-3, the Project would implement Caltrans' MS4 requirements and Caltrans-approved Design Pollution Prevention, Treatment, and Maintenance BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable, including the construction of a new infiltration basin and a Design Pollution Prevention Infiltration Area to collect stormwater runoff and provide treatment to improve water quality. Therefore, the Build Alternatives would not result in long-term adverse effects to water quality during Project operations. Therefore, the use of the recreational facilities at the Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Bike Path, Jackie Robinson Stadium, Japanese Garden, Heroes Golf Course, East Sepulveda Fire Road/Getty View Trail, and the Los Angeles River Bike Path/Greenway would not be substantially affected during construction or operation of the Build Alternatives. Nor would the construction and operation of the Build Alternatives substantially affect any of the attributes that qualify Wadsworth Chapel as a historic resource under Section 4(f).

5.2 Section 4(f) *De Minimis* Determination

This section of the document discusses *de minimis* impact determinations under Section 4(f). The Section 4(f) statute and regulations allow for a simplified approval process for projects that have only *de minimis* impacts on lands protected by Section 4(f). Once it is determined that a transportation use of Section 4(f) property, after consideration of any impact avoidance, minimization, and mitigation or enhancement measures, results in a *de minimis* impact on that property, an analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete. FHWA's final rule on Section 4(f) *de minimis* findings is codified in 23 CFR 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to 23 USC 326 and 327, including *de minimis* impact determinations, as well as coordination with those agencies that have jurisdiction over a Section 4(f) resource that may be affected by a project action.

5.2.1 Santa Monica Mountains National Recreation Area

As previously discussed in Section 4.1.20, the Santa Monica Mountains National Recreation Area was established in 1978 and comprises approximately 153,075-acres of open space area.[62] The recreation area is located on either side of the Project corridor, crossing I-405 at Mulholland Drive (see Attachment A[63]). Less than 1 percent of the recreation area is located with the 0.25-mile study area, and the majority of the recreation area extends west to Calleguas Creek and Point Mugu.

The Santa Monica Mountains National Recreation Area is a national recreation area managed through a cooperative framework involving federal, state, and local agencies. Although the SMMNRA was established by the US Congress in 1978 and is administered by the National Park Service (NPS), much of the land within the recreation area is not federally owned. Instead, the Santa Monica Mountains National Recreation Area consists of federal, state, local, and conservancy-owned lands that are collaboratively managed to achieve regional conservation and habitat protection goals, as well as provide public passive and active recreational opportunities.

Within this framework, the Santa Monica Mountains Conservancy (SMMC) and the Mountains Recreation and Conservation Authority (MRCA) play central roles in land acquisition, management, and stewardship. The SMMC, a State agency established by the California Legislature in 1980, works to acquire, preserve, protect, and enhance natural, cultural, and recreational resources within the general Santa Monica Mountains area, including the Santa Monica Mountains National Recreation Area. The SMMC acquires or facilitates acquisition of open space lands and works in partnership with local governments and non-profit organizations to expand parkland and habitat connectivity throughout the region.

The MRCA acts as the principal land management and operational arm for the majority of the conservancy-owned properties within and adjacent to the Santa Monica Mountains National Recreation Area. The MRCA is a joint powers authority formed by the SMMC and local parks and recreation departments. The MRCA manages several parklands and conservation easements, including land owned by the SMMC, lands under cooperative agreements, and other public open space properties throughout the general Santa Monica Mountains region. In general, the MRCA is responsible for day-to-day management activities, including resource protection, ranger services, trail maintenance, habitat restoration, wildfire resilience, and public access management.

Accordingly, for parcels managed by the MRCA within the Santa Monica Mountains National Recreation Area, the MRCA is the owner with jurisdiction pursuant to Section 4(f), while the NPS and SMMC would act as interested agencies due to their broader administrative, conservation, or partnership roles within the recreation area.

The Santa Monica Mountains National Recreation Area provides hiking, biking, and equestrian trails throughout the Santa Monica Mountains and along the coast, including numerous peaks, canyons, and beaches. The recreation area is free to the public and is open between 8:00 a.m. and sunset. The Santa Monica Mountains National Recreation Area has two visitor centers, the

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[62] National Parks Service. *Santa Monica Mountains National Recreation Area, California, Frequently Asked Questions.* Website: https://www.nps.gov/samo/faqs.htm (accessed April 9, 2024).

[63] National Parks Service. *Santa Monica Mountains National Recreation Area Brochure*. Website: https://www.nps.gov/npgallery/GetAsset/85589b60-c012-4cae-be1a-0ae6421c12d5 (accessed August 1, 2025)

Santa Monical Mountains Anthony C. Beilenson Interagency Visitor Center located at 26876 Mulholland Highway and the Satwiwa Native American Indian Culture Center located at the southern end of the Newport Park community. Parking is provided at both visitor centers.[64]

Within the Project area, the Santa Monica Mountains National Recreation Area is privately owned with a permanent easement to MRCA for open space. As such, the MRCA is the official with jurisdiction over the portion of the Santa Monica Mountains National Recreation Area within the Project area. However, there is currently no public access to this portion of the Santa Monica Mountains National Recreation Area. This open space area has additional easements related to access, drainage, and storm drains near the Project. Within the Project area, there is an easement for future roadway expansion within the Project's proposed right-of-way.

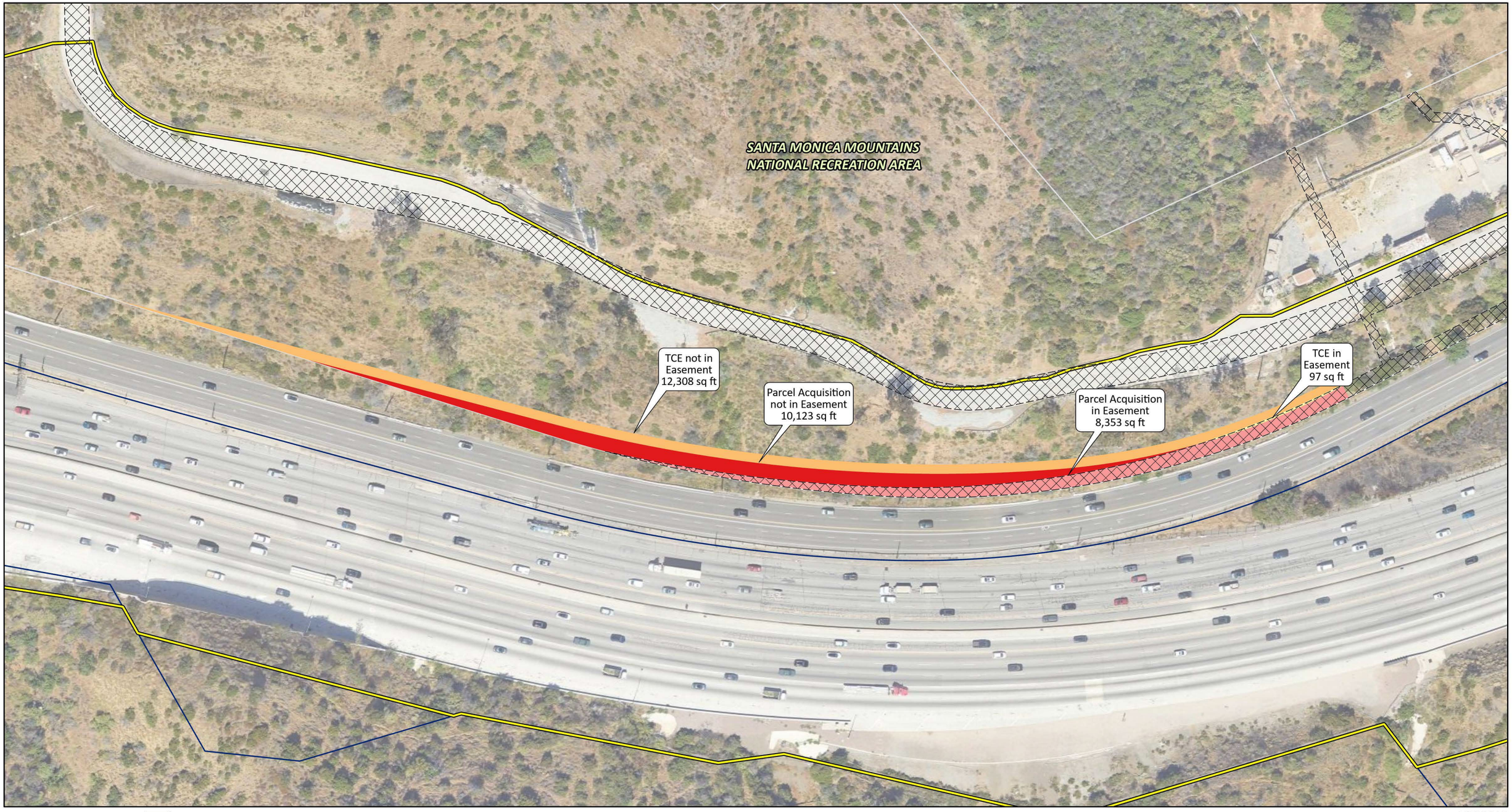
5.2.2 Proposed Use and Support for Preliminarily *De Minimis* Determination

Based on the environmental analysis prepared for the Project, including the evaluation of potential impacts related to access, visual resources, noise, biological resources, air quality, and water quality, implementation of the Project is anticipated to result in a *de minimis* use determination for the Santa Monica Mountains National Recreation Area. This subsection describes the proposed use of the Santa Monica Mountains National Recreation Area and provides the rationale for the preliminary determination that the use is de minimis.

In addition, Build Alternatives 3 and 5 would acquire right-of-way to widen I-405 and shift the Sepulveda Boulevard alignment up to 25 feet west towards Promontory Road and for the construction of a new retaining wall. The Project would permanently acquire approximately 0.42 acre (18,476 square feet) from the Santa Monica Mountains National Recreation Area with an additional 0.28 acre (12,405 square feet) needed as a TCE (see Figure 3). The area associated with the TCE would be fully restored following construction.

The acquired right-of-way would be between Sepulveda Boulevard and Promontory Road along the western edge of the recreation area. Within this area, there are numerous pre-existing, infrastructure-related easements. These include easements related to access, drainage, and storm drains located near the Project, and an easement for future roadway expansion that overlaps with a portion the Project's proposed right-of-way. Promontory Road and these easements highlight the collaborative use of this Section 4(f) resource, balancing both infrastructure and preservation needs to ensure that the intended purpose of the recreational resource is not impaired. The Project's overlap with the existing future road easement totals approximately 0.19 acre (8,353 square feet). Because this overlap represents an area previously reserved for non-recreational use, the Project's overall permanent right-of-way acquisition resulting in a change in use would be approximately 0.23 acre. This represents less than 0.001 percent of the 153,075 acres of open space associated with the Santa Monica Mountains National Recreation Area. A figure of the entire Santa Monica Mountains National Recreation Area is provided in Attachment A.

[64] National Parks Service. *Santa Monica Mountains National Recreation Area, California, Basic Information.* Website: https://www.nps.gov/samo/planyourvisit/basicinfo.htm (accessed April 9, 2024).



Project Location
Existing Right-of-Way
Parcels
Existing Easements

Within Existing Easements
Partial Private Parcel Acquisitions
Temporary Construction Easements on Private Property

Not in Existing Easements
Partial Private Parcel Acquisitions
Temporary Construction Easements on Private Property

0 50 100
FEET

SOURCE: Google Maps (2025); WSP (2024); Guida (2025)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (8/1/2025)

FIGURE 3

I-405 Sepulveda Pass ExpressLanes Project

Proposed Project Components - Alternatives 3 & 5

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

5.2.2.1 Build Alternatives (Alternatives 2, 3, and 5)

Accessibility. Access to the Santa Monica Mountains National Recreation Area is not provided via Sepulveda Boulevard or Promontory Road. Therefore, construction of the Build Alternatives in the in the vicinity of the acquired right-of-way would not affect access to the recreation area. However, access to the recreation area is provided by Mulholland Drive, which crosses over the Project alignment. During construction of the Build Alternatives, access to the Santa Monica Mountains National Recreation Area from Mulholland Drive may be temporarily impacted.

However, full and partial road closures during construction will be coordinated with local jurisdictions as outlined in Project Feature PF-TR-1. As such, access to the Santa Monica Mountains National Recreation Area would be maintained throughout construction of the Build Alternatives. In addition, as implementation of the Build Alternatives would not include any permanent changes to local roadways that provide access to the recreation area, access to the recreational facilities at the Santa Monica Mountains National Recreation Area would not be substantially affected with implementation of the Build Alternatives.

Visual. Construction of the Build Alternatives would introduce various visual alterations and temporary impacts in the immediate area of construction, which may be visible to users of the recreational facilities at the Santa Monica Mountains National Recreation Area. However, the Visual Impact Assessment determined that these impacts are expected to be temporary within or directly adjacent to the I-405 corridor, minimizing alteration of views during the construction period. Therefore, use of the Santa Monica Mountains National Recreation Area would not be substantially affected during construction of the Build Alternatives. In addition, construction of the Build Alternatives would include measures designed to address adverse effects, such as contouring large cut/fill slopes to blend in with the surrounding environment and retaining as much vegetation as possible (particularly mature trees).

The Santa Monica Mountains National Recreation Area is located directly adjacent to the Project corridor within both the North Los Angeles Residential Visual Assessment Unit and the Mountain Visual Assessment Unit. Overall, implementation of the Build Alternatives would introduce additional visible infrastructure elements, including extended road placement and markings, and barriers. In addition, both alternatives would include the construction of retaining walls on each side of I-405. Within the North Los Angeles Residential Visual Assessment Unit, implementation of Alternative 2 is projected to have a minimal change in the existing visual environment as no expansion of I-405 would occur and no retaining walls would be needed. Within the Mountain Visual Assessment Unit, implementation of Alternative 2 would expand the I-405 mainline by almost 17 feet in the southbound direction.

Within the North Los Angeles Residential Visual Assessment Unit, under Alternatives 3 and 5, the expansion of the I-405 mainline would impact both the northbound and southbound directions and would introduce additional visible infrastructure elements, including extended road placement and markings, and barriers. In addition, both alternatives would include the construction of retaining walls on both sides of I-405. Within the Mountain Visual Assessment Unit, implementation of Alternatives 3 and 5 would expand the I-405 mainline by 12 and 25 feet in the southbound and northbound directions. Specifically, in the vicinity of the Santa Monica Mountains National Recreation Area, Alternatives 3 and 5 would widen I-405, predominantly in the southbound direction, which would require Sepulveda Boulevard to be shifted west towards Promontory Road up to 25 feet, requiring a new retaining wall. While this retaining wall would

introduce a new visual feature, it would closely resemble other retaining walls found along the Project corridor. Importantly, its height would not be substantial enough to obstruct views of the surrounding areas and, due to the steep downslope, it would not be visible from the recreation area.

As such, views of I-405 from the open space area would generally be similar to existing conditions. Therefore, implementation of the Build Alternatives would not substantially change views from the Santa Monica Mountains National Recreation Area such that use of the recreation facilities at the Santa Monica Mountains National Recreation Area would be substantially impacted.

In addition, implementation of measures, as detailed in Measures VIS-1 through VIS-12, would effectively reduce the visual impacts of the Build Alternatives at the Santa Monica Mountains National Recreation Area. The suggested strategies for minimizing and avoiding the visual effects of the Build Alternatives have been specifically developed to decrease both temporary and permanent visual disturbances. By reducing these impacts, the Project aims to improve visual conditions for viewer groups and minimize any negative visual outcomes resulting from construction and the long-term presence of the Project in the I-405 corridor. In addition to these measures, the Build Alternatives would also implement Measure MM-NC-4, as discussed below, which requires preparation of a HMMP and includes a 5-year revegetation effort, including native vegetation, which would restore views of the I-405 corridor similar to existing conditions. Therefore, use of recreational facilities at the Santa Monica Mountains National Recreation Area would not be substantially affected during construction or operation of the Build Alternatives.

Noise. Noise from construction activities associated with the Build Alternatives may intermittently dominate the noise environment in the immediate area. Noise varies depending on the construction process, type, and condition of equipment used and the layout of the construction site. Temporary construction noise impacts associated with the Build Alternatives would be unavoidable to areas immediately adjacent to the Project corridor, including the Santa Monica Mountains National Recreation Area. Construction of the Build Alternatives would include implementation of Project Feature PF-N-1, which requires compliance with Caltrans Standard Specifications Section 14-8.02, that would ensure that the noise levels from the contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed the Caltrans standard for construction noise at a distance of 50 feet. However, as the Santa Monica Mountains National Recreation Area is located directly adjacent to the Project corridor and construction activities, noise levels at the Santa Monica Mountains National Recreation Area would likely exceed the Caltrans standard for construction noise during construction of the Build Alternatives. However, the portion of the open space area that may be impacted does not contain trails or other recreational facilities that would be used during construction of the Project. All trails are located further than 50 feet from the construction area and would not experience a noise increase over the Caltrans standard for noise during construction of the Build Alternatives. In addition, construction activities at this location would be temporary and would cease when construction is finished. Construction of the Build Alternatives would also be required to implement Measures N-1, N-3, and N-4, which would further reduce construction noise by requiring all construction equipment be equipped with properly operating and maintained mufflers, properly maintaining all internal combustion engines to minimize noise generation, and avoiding unnecessary idling of internal combustion engines. As such, noise from construction of the Build Alternatives would not substantially adversely affect the activities, features, and attributes qualifying the property for protection under Section 4(f).

The noise analysis for the Build Alternatives included modeled noise receptor R-9.1 at Mulholland Drive and R-20.7 at the Skirball Cultural Center, within the Santa Monica Mountains National Recreation Area. As detailed in the Noise Study Report, this modeled noise receptor would not experience a substantial noise increase of 12 dBA or more over its existing noise levels under all Build Alternatives. As such, vehicle noise from I-405 under the Build Alternatives would be similar to existing conditions. Therefore, the use of the recreational facilities at the Santa Monica Mountains National Recreation Area would not be substantially affected with implementation of the Build Alternatives.

Vegetation. As discussed above, in the vicinity of the Santa Monica Mountains National Recreation Area, Alternatives 3 and 5 would widen I-405 and shift the Sepulveda Boulevard alignment west towards Promontory Road up to 25 feet. As provided in the Natural Environment Study (NES) prepared for the Project, vegetation in this area consists predominantly of mixed scrub, with small areas characterized as coastal sage/chaparral scrub and scrub/grassland ecotones. These natural plant communities are considered sensitive by the California Department of Fish and Wildlife (CDFW). The Build Alternatives would impact these sensitive plant communities within the Santa Monica Mountains National Recreation Area. Alternatives 3 and 5 would widen I-405 and shift the Sepulveda Boulevard alignment west towards Promontory Road up to 25 feet, which would result in the removal of vegetation in this area. Although the Build Alternatives would impact these sensitive plant communities, both indirectly and directly, implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3 and MM-NC-4, implementation of the Project would not contribute to adverse cumulative effects or long-term loss of these sensitive plant communities. Further, mitigation plantings would result in no loss of this habitat. Refer to Section 3.17, Natural Communities, of the EIR/EIS.

In addition, the portion of the Santa Monica Mountains National Recreation Area where impacts to vegetation would occur does not contain trails, other recreational facilities, or provide access to other parts of the Santa Monica Mountains National Recreation Area. Further, less than 0.001 percent of the 153,075 acres of open space associated with the Santa Monica Mountains National Recreation Area would be impacted by vegetation removal in this area. After mitigation, these impacts constitute a *de minimis* use of the Santa Monica Mountains National Recreation Area as a wildlife refuge with implementation of the Build Alternatives.

Wildlife. As provided in the NES, 62 special-status wildlife species were considered for their potential to occur in the biological survey area (BSA). Of these species, four were determined to have the potential to occur within the coastal sage scrub (CSS) habitat within the BSA, including the coastal California gnatcatcher (*Polioptila californica californica*), monarch butterfly (*Danaus plexippus*), mountain lion (*Puma concolor*), and Crotch's bumble bee (*Bombus crotchii*). CSS habitat includes mixed scrub, coastal sage/chaparral scrub ecotone, and scrub/grassland ecotone plant communities, which are present within the Santa Monica Mountains National Recreation Area.

As discussed above, Alternatives 3 and 5 would shift northbound I-405 west towards Promontory Road up to 25 feet within the Santa Monica Mountains National Recreation Area. Construction of the Build Alternatives would result in impacts to these sensitive plant communities and therefore could impact habitat for these special-status wildlife species. However, as discussed above and in Section 3.17, Natural Communities, of the EIR/EIS, implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, which address impacts on mixed scrub, coastal sage/chaparral scrub ecotone, and scrub/grassland ecotone plant communities, would

address the indirect habitat impacts associated with the species with the potential to occur within these sensitive plant communities. In addition, implementation of Project Feature PF-AS-1 for nesting birds would further address impacts on the coastal California gnatcatcher, and Measure TE-2 would further address impacts on Crotch's bumble bee. In addition to these measures, the Build Alternatives would also implement Measure MM-NC-4, as discussed below, which requires preparation of a HMMP and includes a 5-year revegetation effort, including native vegetation, which would restore habitat similar to existing conditions. Therefore, the Project would only contribute to minor habitat loss, and no direct impacts to special-status wildlife species are anticipated. No suitable bat roosting or foraging habitat is located within the portion of the Santa Monica Mountains National Recreation Area that would be impacted by Project implementation.

In addition, while none of these species were observed during field surveys, there is at least a moderate potential of occurrence for eight non-listed special-status species within portions of the BSA associated with CSS, including within the portion of the Santa Monica Mountains National Recreation Area that would be impacted by Project implementation. These species include Southern California legless lizard (*Anniella stebbinsi*), California glossy snake (*Arizona elegans occidentalis*), coastal whiptail (*Aspidoscelis tigris stejnegeri*), coast horned lizard (*Phrynosoma blainvillii*), Cooper's hawk (*Accipiter cooperii*), Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and San Diego desert woodrat (*Neotoma lepida intermedia*). However, implementation of Project Features PF-NC-1 through PF-NC-3 and Measures NC-1 through NC-3, Measure MM-NC-4, and Project Feature PF-AS-1 would address impacts on these non-listed special-status species. Therefore, the Project would only contribute to minor habitat loss, and no direct impacts to non-listed special-status wildlife species are anticipated.

Lastly, less than 0.001 percent of the 153,075 acres of open space associated with the Santa Monica Mountains National Recreation Area would be impacted by habitat removal in this area. After mitigation, these impacts constitute a *de minimis* use of the Santa Monica Mountains National Recreation Area as a wildlife refuge with implementation of the Build Alternatives.

Air Quality. Construction activities associated with the Build Alternatives are expected to temporarily increase traffic congestion in the area, resulting in temporary increases in emissions. However, these emissions would be temporary and limited to the immediate area surrounding the construction site. In addition, Project Features PF-AQ-1 through PF-AQ-3 would address temporary adverse effects to air quality due to construction of the Build Alternatives.

All alternatives, including the No Build Alternative, would result in decreases to CO, VOCs, NO_X, and $PM_{2.5}$ and increases to PM_{10} in the Opening Year 2030 compared to the Existing Condition. In the Horizon Year 2050, the same pattern is seen but with increases to PM_{10}. Compared to the No Build Alternative, each of the Build Alternatives would result in increases of CO, increases of VOCs, and increases of NO_X, $PM_{10,}$ and $PM_{2.5}$. The CO, VOCs, NO_X, $PM_{10,}$ and $PM_{2.5}$ emissions increases are lower than thresholds established by the SCAQMD designed to protect public health with an adequate margin of safety. The regional vehicle criteria pollutant emissions would be lower for the Build Alternatives compared to the Existing Conditions except for PM_{10}. In the Opening Year 2030, Alternatives 2 and 3 would show slight decreases in CO and VOC emissions and increases in NO_X, $PM_{10,}$ and $PM_{2.5}$ emissions compared to the No Build Alternative. Therefore, the use of the recreational facilities at the Santa Monica Mountains National Recreation Area would not be substantially affected with implementation of the Build Alternatives.

Water Quality. Construction of the Build Alternatives would expose soil and potentially increase soil erosion. Additionally, during storm events, soil erosion could occur at an accelerated rate. Construction of Alternative 2 would disturb a smaller area than Alternative 3 and Alternative 5. Therefore, Alternative 2 would involve the least amount of exposed soil and would result in the lowest potential for soil erosion and downstream sedimentation to occur when compared to Alternative 3 and Alternative 5. However, properly implemented Construction BMPs, with appropriate installation, inspection, and maintenance, as incorporated by Project Feature PF-WQ-1, would retain pollutants on site and prevent them from entering receiving waters. Therefore, no adverse effects to water quality are anticipated during construction of the Build Alternatives.

The Build Alternatives would result in varying amounts of Net New Impervious and/or Replaced Impervious Surface Area and Post-Construction Treatment Area. Under existing conditions, there are 21 existing BMPs along the Project limits that consist of infiltration basins, bioswales, and media filters that provide treatment for stormwater runoff. Under the Build Alternatives, these BMPs would be maintained and continue to provide required treatment. In addition, consistent with the requirements outlined in Project Features PF-WQ-2 and PF-WQ-3, the Project would implement Caltrans' MS4 requirements and Caltrans-approved Design Pollution Prevention, Treatment, and Maintenance BMPs to reduce the discharge of pollutants of concern to the maximum extent practicable, including the construction of a new infiltration basin and a Design Pollution Prevention Infiltration Area to collect stormwater runoff and provide treatment to improve water quality. Therefore, the Build Alternatives would not result in long-term adverse effects to water quality during Project operations. Therefore, the use of the recreational facilities at the Santa Monica Mountains National Recreation Area would not be substantially affected with implementation of the Build Alternatives.

Project Feature PF-TR-1; Measures VIS-1 through VIS-12; Project Feature PF-N-1; Measures N-1, N-3, and N-4; Project Features PF-NC-1 through PF-NC-3; Measures NC-1 through NC-3 and MM-NC-4; Project Feature PF-AS-1; Measure TE-2; Project Features PF-AQ-1 through PF-AQ-3; and Project Features PF-WQ-2 and PF-WQ-3, as discussed above, have been provided for informational purposes as a summary of the project features and measures included as part of the NEPA environmental document. Implementation of these project features and measures, regardless of a Section(4) use, is not needed to support the proposed *de minimis* use determination for the Santa Monica Mountains National Recreation Area.

5.2.3 Coordination

As previously discussed in Section 3.4.4, in order to make a *de minimis* impact determination, public notice and the opportunity for public review and comment must be given. In addition, there must be concurrence on the effect finding from the official(s) with jurisdiction over the property.

In accordance with these requirements, the public will be notified of the anticipated *de minimis* impact determination and given the opportunity to review and comment. In addition, Caltrans has engaged in consultation with the MRCA in order obtain concurrence on the effect on the Santa Monica Mountains National Recreation Area with implementation of the Project and the *de minimis* impact determination. Refer to Section 7 for a discussion of the coordination efforts undertaken as part of this Section 4(f) Evaluation.

6. COORDINATION

On August 14, 2024, Caltrans sent initial outreach letters to the agencies with jurisdiction over Section 4(f) properties and resources that have the potential to incur a Section 4(f) use with implementation of the Project. The purpose of the initial outreach letters was to notify the jurisdictional agencies of the Project, provide a preliminary Section 4(f) use determination of the Project on the Section 4(f) resources, and solicit questions and concerns on the Section 4(f) evaluation and consultation process.

Thirteen preliminary outreach letters from Caltrans District 7 were sent to the following agencies with jurisdiction over Section 4(f) properties:

- Baldwin Hills and Urban Watersheds Conservancy
- City of Culver City Public Works Department
- City of Culver City Parks, Recreation and Community Services Department
- Culver City Unified School District
- City of Los Angeles Department of Cultural Affairs
- City of Los Angeles Public Works Department
- Mountains Recreation & Conservation Authority
- National Park Service
- United States Department of Veterans Affairs
- Santa Monica Mountains Conservancy

These preliminary Section 4(f) outreach letters are included in Attachment B. The letter includes a description of the Project and a statement that the resource identified as being protected under Section 4(f) is located adjacent to the Project and could potentially be impacted by one of the Build Alternatives.

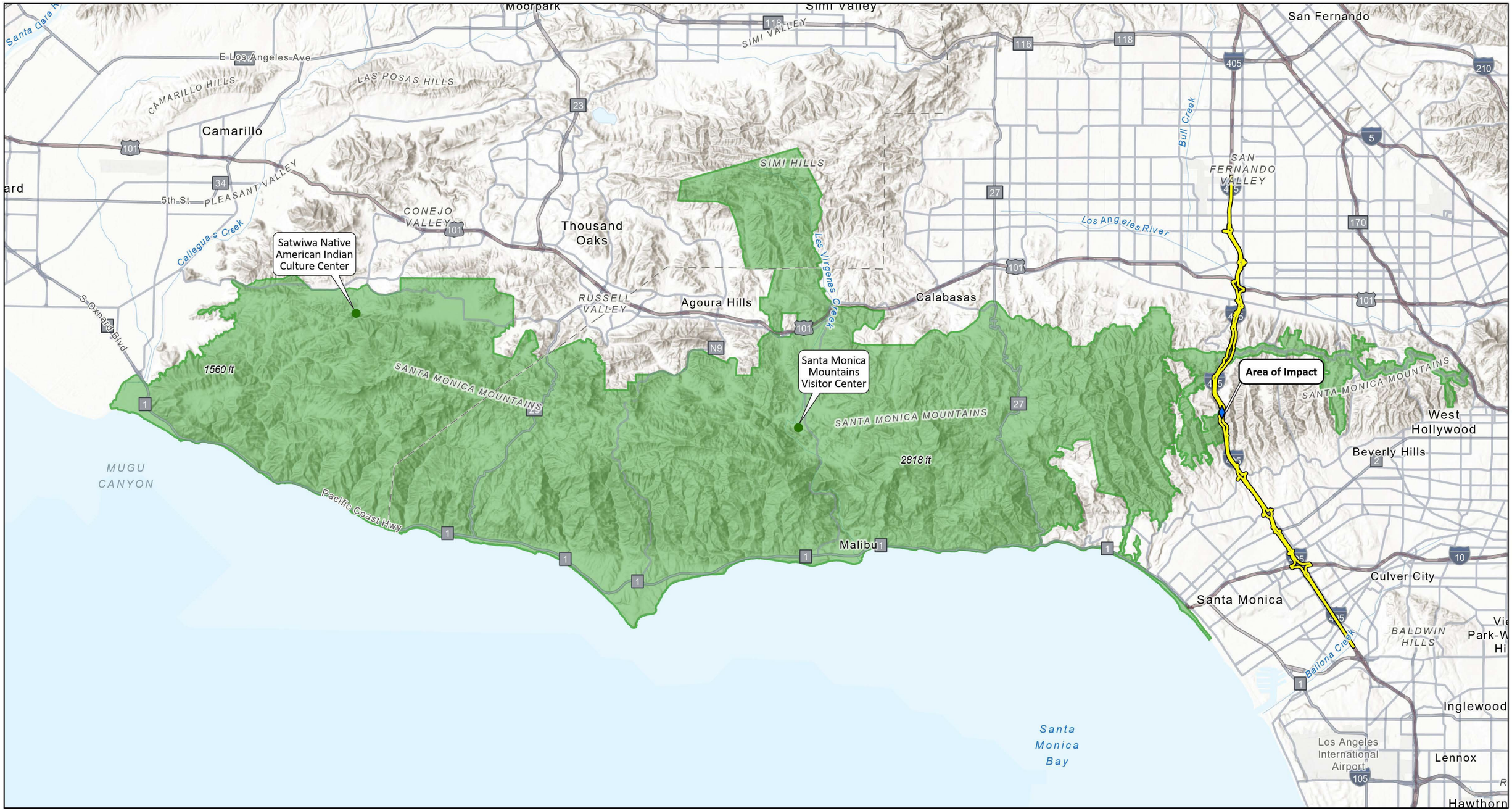
In addition, on February 3, 2026, Caltrans sent a letter to the National Parks Service (NPS) requesting confirmation on the official with jurisdiction over the portion of the Santa Monica Mountains National Recreation Area that could be impacted by the Project in order to initiate the Section 4(f) consultation process for the anticipated Santa Monica Mountains National Recreation Area *de minimis* use determination. On April 13, 2026, and May 6, 2026, Caltrans followed up with NPS regarding the letter send in February 2026. On May 13, 2026, the NPS responded and confirmed that the NPS is not the official with jurisdiction over the portion of the Santa Monica Mountains National Recreation Area that could be impacted by the Project and stated that Section 4(f) consultation would need to occur with the Mountains Recreation and Conservation Authority (MRCA).

On May 13, 2026, Caltrans sent a letter to MRCA requesting Section 4(f) consultation regarding potential Project impacts to the Santa Monica Mountains National Recreation Area and the anticipated *de minimis* use determination for the Santa Monica Mountains National Recreation Area. On May 26, 2026, Caltrans met with MRCA to discuss the Project, potential project effects, the preliminary Section 4(f) *de minimis* use determination, and next steps in the Section 4(f) consultation process.

On June 11, 2026, Caltrans sent a letter to MRCA to formally request concurrence on the *de minimis* use determination for the Santa Monica Mountains National Recreation Area. **[Awaiting a response from MRCA.]**

Letters associated with Section 4(f) consultation with the MRCA are included as Attachment C.

ATTACHMENT A SANTA MONICA MOUNTAINS NATIONAL RECREATION AREA



Project Location
Santa Monica Mountains National Recreation Area
Area of Impact

0 1.5 3
MILES

SOURCE: Esri (2025); WSP (2024); NPS (2025)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (8/1/2025)

ATTACHMENT B

I-405 Sepulveda Pass ExpressLanes Project

Santa Monica Mountains National Recreation Area

07-LA-405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

ATTACHMENT B PRELIMINARY SECTION 4(F) CONSULTATION LETTERS

Outlook

Re: [EXTERNAL] RE: Section 4(f) Consultation - Santa Monica National Recreation Area

From Lyle, Jody D <Jody_Lyle@nps.gov>
Date Fri 9/13/2024 1:56 PM
To Lauren Peachey <Lauren.Peachey@lsa.net>
Cc Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

You don't often get email from jody_lyle@nps.gov. Learn why this is important

Lauren - Thank you for reaching out. We did receive your original message and circulated it among our leadership team. We don't have any questions and there is nothing we would like to discuss on behalf of the National Park Service. However, I want to make sure that you reached out to the Santa Monica Mountains Conservancy (SMMC) and the Mountains Recreation and Conservation Authority (MRCA). They are landowners within the boundaries of the National Recreation Area immediately adjacent to your project, but they are not federal lands.

Jody

Jody Lyle
Superintendent
Santa Monica Mountains National Recreation Area
(805) 208-2769 (cell)
Pronouns: she, her

From: Szymanski, David M <David_Szymanski@nps.gov>
Sent: Sunday, September 8, 2024 12:26 PM
To: Lauren Peachey <Lauren.Peachey@lsa.net>; Lyle, Jody D <Jody_Lyle@nps.gov>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Re: [EXTERNAL] RE: Section 4(f) Consultation - Santa Monica National Recreation Area

Hi Lauren - I am no longer superintendent at Santa Monica Mountains and have included the new superintendent, Jody Lyle, here.

David M. Szymanski
Regional Director
NPS Pacific West Region
Interior Regions 8, 9, 10, 12



From: Lauren Peachey <Lauren.Peachey@lsa.net>
Sent: Friday, September 6, 2024 10:19 AM
To: Szymanski, David M <David_Szymanski@nps.gov>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: [EXTERNAL] RE: Section 4(f) Consultation - Santa Monica National Recreation Area

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Hello Mr. Szymanski.

I wanted to follow up on my email below, and confirm you received the Section 4(f) coordination letter informing you of our proposed project on I-405 and providing the preliminary use determination for the Santa Monica National Recreation Area.

Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
510-462-1430 Tel
Website

From: Lauren Peachey
Sent: Tuesday, August 13, 2024 1:27 PM
To: David_Szymanski@nps.gov
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - Santa Monica National Recreation Area

Good afternoon Mr. Szymanski,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of the Santa Monica National Recreation Area. Metro and Caltrans have identified that the National Parks Service is the agency/official with jurisdiction of this resource. Attached is a coordination letter informing you of our project and the preliminary use determination on this Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel
Website

Outlook

RE: FW: Section 4(f) Consultation - Los Angeles River Bike Path (Sherman Oaks)

From Lauren Peachey <Lauren.Peachey@lsa.net>
Date Mon 8/26/2024 10:42 AM
To Christopher Adams <christopher.adams@lacity.org>
Cc Jan Green Rebstock <Jan.Green.Rebstock@lacity.org>; Maria Martin <maria.martin@lacity.org>; Sarah Bryson <sarah.bryson@lacity.org>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Dakota Gross <Dakota.Gross@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; Price, Karl F@DOT <karl.price@dot.ca.gov>; Johnson, Anna@DOT <anna.johnson@dot.ca.gov>

1 attachment (3 MB)
City of LA Public Works LA River Bike Path.pdf;

Hi Chris,

The purpose of the attached letter is to provide a brief overview of the proposed I-405 Sepulveda Pass ExpressLanes Project and the preliminary *de minimis* use determination of the Project on the Los Angeles River Bike Path. Pursuant to Section 4(f), the ultimate use determination shall be determined by the agency/official with jurisdiction over the resource, in this case, the City of Los Angeles Public Works Department, Bureau of Engineering. The attached letter is meant to be informative; however, if the City of Los Angeles Public Works Department, Bureau of Engineering has any concerns or questions regarding the preliminary *de minimis* use determination for the Los Angeles River Bike Path, please let us and Caltrans know.

As noted in the attached letter, a Draft Environmental Impact Report (EIR)/Draft Environmental Impact Statement (EIS) for the proposed I-405 Sepulveda Pass ExpressLanes Project is currently being prepared. Prior to finalizing the Draft EIR/Draft EIS, Caltrans will be in contact with you to request formal concurrence for any impacts prior to finalizing Section 4(f) findings. No official action is required on behalf of the City until that point.

Please let me know if you have any additional questions, thanks!

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel
Website

From: Christopher Adams <christopher.adams@lacity.org>
Sent: Friday, August 16, 2024 6:59 AM
To: Lauren Peachey <Lauren.Peachey@lsa.net>
Cc: Jan Green Rebstock <Jan.Green.Rebstock@lacity.org>; Maria Martin <maria.martin@lacity.org>; Sarah Bryson <sarah.bryson@lacity.org>
Subject: Re: FW: Section 4(f) Consultation - Los Angeles River Bike Path (Sherman Oaks)

Hi Lauren,

I am only vaguely familiar with the Section 4(f) consultation process.

Is this letter meant to be informative only or is there any requested follow-up action required on behalf of the City?

Thank you,

Chris Adams
Environmental Management Group | Environmental Specialist III
Bureau of Engineering | Department of Public Works
1149 S. Broadway, Suite 600
Los Angeles, CA 90015
Cell: 818.233.9026 (preferred) Office: 213.485.5910
ENGINEERING



On Tue, Aug 13, 2024 at 1:50 PM Lauren Peachey <Lauren.Peachey@lsa.net> wrote:

> Good afternoon Mr. Adams,
>
> There was a typo in your email address in my original email. Please see below and the attached coordination letter informing you of our project and the preliminary use determination on this Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.
>
> Thank you,
>
> **Lauren Peachey** | Environmental Planner
> **LSA** | 157 Park Place
> Point Richmond, CA 94801
> 510-462-1430 Tel
> **Website**
> **Vacation Alert: August 14th through 23rd**
>
> **From:** Lauren Peachey
> **Sent:** Tuesday, August 13, 2024 1:46 PM
> **To:** Ted.allen@lacity.org; Christopher.adamns@lacity.org
> **Cc:** Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
> **Subject:** Section 4(f) Consultation - Los Angeles River Bike Path (Sherman Oaks)
>
> Good afternoon Mr. Allen and Mr. Adams,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of the Los Angeles River Bike Path (Sherman Oaks). Metro and Caltrans have identified that the City of Los Angeles Public Works Department, Bureau of Engineering is the agency/official with jurisdiction of this resource. Attached is a coordination letter informing you of our project and the preliminary use determination on this Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
_ _ _ _ _ _ _ _ _ _ _
510-462-1430 Tel
Website

Outlook

RE: Section 4(f) Consultation - Ballona Creek Trail/Bike Path and Park to Playa Trail

From Lauren Peachey <Lauren.Peachey@lsa.net>
Date Thu 9/26/2024 1:34 PM
To McNeill, David@BHC <david.mcneill@bhc.ca.gov>
Cc Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; Johnson, Anna@DOT <Anna.Johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

Hello Mr. McNeill,

Thank you for the additional information. We are engaging in consultation with other agencies and landowners as part of the Section 4(f) consultation process.

Regarding Mar Vista Gardens, none of the recreational facilities associated with the housing complex (including park areas and the Boy and Girls Club) are within the Section 4(f) Study Area. As such, these facilities are not included in our Section 4(f) analysis or consultation efforts.

Best,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
510-462-1430 Tel
Website

From: McNeill, David@BHC <david.mcneill@bhc.ca.gov>
Sent: Wednesday, September 25, 2024 2:48 PM
To: Lauren Peachey <Lauren.Peachey@lsa.net>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; Johnson, Anna@DOT <Anna.Johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Re: Section 4(f) Consultation - Ballona Creek Trail/Bike Path and Park to Playa Trail

Hello Lauren,

Thanks for your reply. To answer your question, the Conservancy territory includes the Ballona Creek Bike Path/Park to Playa Trail, Slauson Ave Park and Mar Vista Gardens, but we do not have jurisdiction over any of these facilities because we are not the landowner. We welcome the opportunity to review projects and mitigation strategies that impact our plans and investments in the territory so please share your studies when complete.

I do want to advise you that Mar Vista Gardens does in fact have recreation facilities within their grounds. Boys and Girls Club, several playgrounds and a ballfield are within the complex so I'm not sure the exemption you mentioned applies.

Will you be contacting the entities/landowners above directly?

Sincerely,

David

David McNeil

310 403-7946

STATE OF CALIFORNIA
BALDWIN HILLS &
URBAN WATERSHEDS
CONSERVANCY

From: Lauren Peachey <Lauren.Peachey@lsa.net>
Sent: Wednesday, September 25, 2024 1:45 PM
To: McNeill, David@BHC <david.mcneill@bhc.ca.gov>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; Johnson, Anna@DOT <Anna.Johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: RE: Section 4(f) Consultation - Ballona Creek Trail/Bike Path and Park to Playa Trail

You don't often get email from lauren.peachey@lsa.net. Learn why this is important

Good afternoon Mr. McNeill,

The purpose of this initial outreach letter is to alert you of the Project and provide a preliminary use determination only. As we continue preparation of the EIR/EIS and solidify the specific construction activities/timing and mitigation plans, we will reach out to you and the Baldwin Hills Conservancy in subsequent consultation letters for concurrence on the use determination. At that time, LSA and Caltrans would be happy to schedule a call with you to discuss the specifics of the scope, timeline, and impacts. The actual impacts on the Ballona Creek Trail/Bike Path and Park to Playa Trail will be determined based on final technical reports (such as traffic reports, air quality analysis, etc.) which can be shared with you for your review, if you would like.

Regarding the park on Slauson Avenue, we identified the City of Los Angeles Recreation and Parks Department as the agency with jurisdiction as it appears on their website. Does the Balwin Hills Conservancy also have jurisdiction over the park?

In addition, as Mar Vista Gardens housing complex is a housing complex (and not a recreational or cultural resource), it does not meet the criteria as a Section 4(f) resource and is not subject to this consultation process.

Please let me know if you have any other questions regarding the Section 4(f) consultation process, thanks!

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel
Website

From: McNeill, David@BHC <david.mcneill@bhc.ca.gov>
Sent: Friday, September 6, 2024 12:46 PM
To: Lauren Peachey <Lauren.Peachey@lsa.net>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; Johnson, Anna@DOT <Anna.Johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Re: Section 4(f) Consultation - Ballona Creek Trail/Bike Path and Park to Playa Trail

Hello Lauren,

This email is confirming receipt of the letter regarding the CalTrans express lane improvements proposal. It would be helpful if we could set up a quick call to better understand the anticipated scope, timeline and impacts to the bicycle path as well as the Slauson Ave Park and Mar Vista Gardens housing complex.

Please share your availability for a quick call next Friday the 14th.

Thank you,

David

David McNeill

www.bhc.ca.gov

310 403-7946

Baldwin Hills & Urban Watersheds Conservancy

4859 West Slauson Ave #364

Los Angeles 90056

From: Lauren Peachey <Lauren.Peachey@lsa.net>
Sent: Friday, September 6, 2024 1:18:29 PM
To: McNeill, David@BHC <david.mcneill@bhc.ca.gov>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming

<Edward.Heming@lsa.net>; Johnson, Anna@DOT <Anna.Johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: RE: Section 4(f) Consultation - Ballona Creek Trail/Bike Path and Park to Playa Trail

You don't often get email from lauren.peachey@lsa.net. Learn why this is important

Hello Mr. McNeill,

I wanted to follow up on my email below, and confirm you received the Section 4(f) coordination letter informing you of our proposed project on I-405 and providing the preliminary use determination for Ballona Creek Trail/Bike Path and Park to Playa Trail.

Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
510-462-1430 Tel
Website

From: Lauren Peachey
Sent: Tuesday, August 13, 2024 1:24 PM
To: David.McNeill@bhc.ca.gov
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - Ballona Creek Trail/Bike Path and Park to Playa Trail

Good afternoon Mr. McNeill,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of Ballona Creek Trail/Bike Path and Park to Playa Trail. Metro and Caltrans have identified that the Baldwin Hills and Urban Watershed Conservancy is the agency/official with jurisdiction of these resource. Attached is a coordination letter informing you of our project and the preliminary use determination on these Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
510-462-1430 Tel
Website

Outlook

RE: Section 4(f) Consultation - Brentwood Glen Historic District

From Edward Heming <Edward.Heming@lsa.net>
Date Fri 8/30/2024 4:52 PM
To Lambert Giessinger <lambert.giessinger@lacity.org>
Cc Dakota Gross <Dakota.Gross@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>; Lauren Peachey <Lauren.Peachey@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>

Great, thank you!

Edward Heming | Principal
LSA | 1504 Eureka Road, Suite 310
Roseville, CA 95661
- - - - - - - - - - - - -
916-844-2847 Direct
916-412-1544 Mobile
Website

From: Lambert Giessinger <lambert.giessinger@lacity.org>
Sent: Friday, August 30, 2024 4:51 PM
To: Edward Heming <Edward.Heming@lsa.net>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>; Lauren Peachey <Lauren.Peachey@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>
Subject: Re: Section 4(f) Consultation - Brentwood Glen Historic District

Thank you. Then we do not have any comments on the undertaking.

LOS ANGELES CITY PLANNING

Lambert Giessinger
Senior Architect | Office of Historic Resources
Los Angeles City Planning

221 N. Figueroa St., Suite 1350

Los Angeles, CA 90012

T: (213) 847-3648 | Planning4LA.org

On Fri, Aug 30, 2024 at 4:41 PM Edward Heming <Edward.Heming@lsa.net> wrote:

> Lambert,
>
> Yes, that is correct.

Edward Heming | Principal
LSA | 1504 Eureka Road, Suite 310
Roseville, CA 95661
- - - - - - - - - - - - -
916-844-2847 Direct
916-412-1544 Mobile
Website

From: Lambert Giessinger <lambert.giessinger@lacity.org>
Sent: Friday, August 30, 2024 4:35 PM
To: Edward Heming <Edward.Heming@lsa.net>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>; Lauren Peachey <Lauren.Peachey@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>
Subject: Re: Section 4(f) Consultation - Brentwood Glen Historic District

You don't often get email from lambert.giessinger@lacity.org. Learn why this is important

Thanks for your reply Edward. Do I understand correctly that any impacts are temporary only for the duration of construction?

Lambert

Lambert Giessinger
Senior Architect | Office of Historic Resources
Los Angeles City Planning

221 N. Figueroa St., Suite 1350

Los Angeles, CA 90012

T: (213) 847-3648| Planning4LA.org

On Tue, Aug 20, 2024 at 10:29 AM Edward Heming <Edward.Heming@lsa.net> wrote:

> Lambert,
>
> Please see our response to your questions below:
>
> 1. **Regarding your request for information regarding the Brentwood Glen Historic District:**
>
> The Brentwood Glen Historic District, described below, was identified as a potentially National Register-eligible historic district for purposes of the I-405 Sepulveda Pass Express Lanes Project only. This assumption of eligibility was concurred with by the SHPO on May 2, 2024. This assumption of eligibility is only for purposes of this project.
>
> The project Area of Potential Effect (APE) overlaps a small portion of the potential Brentwood Glen Historic District (BGHD), which is in the Brentwood-Pacific Palisades Community Plan Area (CPA). The Brentwood Glen neighborhood, which includes 454

properties, was identified as a potential historic district as part of the current study. There are 20 properties along the northeastern edge of the district that are also in the APE. Of these, 16 appear to be district contributors.

The BGHD is an early 20th century residential subdivision located in the southeastern portion of Brentwood. The district contains 454 properties consisting of 1 undeveloped property, 407 single-family properties, 46 multi-family properties, and 1 church. It is generally bounded by Kiel Street to the north, Church Lane to the east, Waterford Street to the south, and Beloit Avenue and the Veterans' Administration property to the west. The district is made up of six subdivisions, all recorded by the Ratteree Land Company between 1925 and 1929. Together these subdivisions form a distinct and easily identifiable neighborhood characterized by a grid pattern of streets (with the exception of Beloit Avenue), uniform setbacks, landscaped parkways, and concrete sidewalks and curbs.

Development in the district includes one- and two-story single-family residences dating from 1931 to 2020, one- and two-story multifamily residences built between 1928 and 1958, and a church dating to 1947. The approximately 420 historic-period properties are almost evenly split between pre- and post-WWII construction, with the majority built in the 1940s and 1950s. Original residences were constructed in a variety of Period Revival styles, as well as the Minimal Traditional, Mid-Century Modern, and Ranch styles. The vast majority are on lots ranging from 5,250 to 6,000-square-feet in area with 50-foot-wide street frontages. Examples of more recent construction are relatively rare and scattered throughout the district. The period of significance is 1925, when the first subdivision was recorded, to 1973, which is the end of the post-WWII period.

2. **Regarding your question about the letter's language "as a publicly owned and operated historic district" and the fact that the district is not publicly owned.**

   Unlike other Section 4(f) property categories (parks, recreation areas, and refuges), historic sites (including historic districts) do not require public ownership in order to qualify for protection under Section 4(f). While the project has been deemed eligible for the NRHP under Section 106, whether the project is considered a Section 4(f) "Use" is determined in part by the owner and/or operator of the resource.

   We understand that the individual properties within the historic district are privately owned; however, the City owns and operates facilities within the district as well as administrates zoning and Municipal Ordinances which can affect modifications to buildings within the district which could affect its historic district status. Therefore, we are requesting the City's input regarding whether they have concerns about the project's effects on the district, which may constitute a Section 4(f) "Use"

Let us know if you have any further questions.

Edward Heming | Principal
LSA | 1504 Eureka Road, Suite 310
Roseville, CA 95661

916-844-2847 Direct
916-412-1544 Mobile
Website

From: Lambert Giessinger <lambert.giessinger@lacity.org>
Sent: Thursday, August 15, 2024 1:57 PM
To: Dakota Gross <Dakota.Gross@lsa.net>
Cc: anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>; Lauren Peachey <Lauren.Peachey@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>
Subject: Re: Section 4(f) Consultation - Brentwood Glen Historic District

You don't often get email from lambert.giessinger@lacity.org. Learn why this is important

Hi Dakota,

We do not have any information about this district in our files. Can you please send me any information you have or DOE? I note that on page 3, second to the last paragraph your document indicates "As a publicly owned and operated historic district...". It doesn't appear that any of these properties are publicly-owned. In any event, it sounds like the potential impacts to the neighborhood are temporary.

Lambert

LOS ANGELES CITY PLANNING

Lambert Giessinger
Senior Architect | Office of Historic Resources
Los Angeles City Planning

221 N. Figueroa St., Suite 1350

Los Angeles, CA 90012

T: (213) 847-3648| Planning4LA.org

On Wed, Aug 14, 2024 at 8:59 AM Dakota Gross <Dakota.Gross@lsa.net> wrote:

> Good morning Daniel:
>
> Thank you for the update and connecting us with Lambert.
>
> Good morning Lambert:
>
> If you have any questions, please contact Anna Johnson with Caltrans District 7 (cc'd).
>
> Thank you,
> Dakota
>
> **Dakota Gross** | Senior Environmental Planner
> **LSA** | 949-396-0347 Mobile
>
> **From:** Daniel Tarica <daniel.tarica@lacity.org>
> **Sent:** Wednesday, August 14, 2024 8:00 AM
> **To:** Lauren Peachey <Lauren.Peachey@lsa.net>
> **Cc:** Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>; Lambert Giessinger <Lambert.Giessinger@lacity.org>; Christopher Concepcion

<christopher.concencion@lacity.org>
Subject: Re: Section 4(f) Consultation - Brentwood Glen Historic District

You don't often get email from daniel.tarica@lacity.org. Learn why this is important

Thanks so much for reaching out. The Department of Cultural Affairs no longer manages the City's Historic Districts, they are now managed by the Planning Department. Lambert Giessinger, Senior Architect, is copied and will follow up with you.

Thanks,
Daniel

On Tue, Aug 13, 2024 at 1:59 PM Lauren Peachey <Lauren.Peachey@lsa.net> wrote:

> Good afternoon Mr. Tarica,
>
> The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of the Brentwood Glen Historic District. Metro and Caltrans have identified that the City of Los Angeles, Department of Cultural Affairs is the agency/official with jurisdiction of this resource. Attached is a coordination letter informing you of our project and the preliminary use determination on this Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.
>
> Thank you,
>
> **Lauren Peachey** | Environmental Planner
> **LSA** | 157 Park Place
> Point Richmond, CA 94801
> 510-462-1430 Tel
> **Website**

--

Daniel Tarica (he/him/his)
General Manager
Department of Cultural Affairs
City of Los Angeles
213.202.5533 office
213.257.4996 cell
Daniel.Tarica@lacity.org
www.culturela.org

Outlook

RE: Section 4(f) Consultation - Burbank and Orange Line Bike Paths

From Lauren Peachey <Lauren.Peachey@lsa.net>
Date Fri 9/6/2024 10:22 AM
To mpestrella@pw.lacounty.gov <mpestrella@pw.lacounty.gov>
Cc Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

Hello Mr. Pestrella.

I wanted to follow up on my email below, and confirm you received the Section 4(f) coordination letter informing you of our proposed project on I-405 and providing the preliminary use determination for the Burbank and Orange Line Bike Paths.

Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel
Website

From: Lauren Peachey
Sent: Tuesday, August 13, 2024 1:57 PM
To: mpestrella@pw.lacounty.gov
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - Burbank and Orange Line Bike Paths

Good afternoon Mr. Pestrella,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of the Burbank and Orange Line Bike Paths. Metro and Caltrans have identified that Los Angeles County Public Works is the agency/official with jurisdiction of these resources. Attached is a coordination letter informing you of our project and the preliminary use determination on these Section 4(f) resources. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel

Website

Outlook

Re: Section 4(f) Consultation - City of LA Parks and Recreational Facilities

From Jimmy Kim <jimmy.kim@lacity.org>
Date Fri 9/6/2024 1:12 PM
To Lauren Peachey <Lauren.Peachey@lsa.net>; Darryl Ford <daryl.ford@lacity.org>; Cathie Santo Domingo <cathie.santodomingo@lacity.org>
Cc Matthew.Rudnick@lacity.org <Matthew.Rudnick@lacity.org>; Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

Good Afternoon Ms. Peachey,

Sorry for the delay. I am adding +Darryl Ford Superintendent of Planning to provide a response.

Thank you SO much

+Cathie Santo Domingo Assistant General Manager of Planning, Construction and Maintenance FOR AWARENESS

On Fri, Sep 6, 2024 at 10:20 AM Lauren Peachey <Lauren.Peachey@lsa.net> wrote:

> Hello Mr. Kim and Mr. Rudnick,
>
> I wanted to follow up on my email below, and confirm you received the Section 4(f) coordination letter informing you of our proposed project on I-405 and providing the preliminary use determination for the City of LA Parks and Recreational Facilities within 0.25-mile of the project corridor.
>
> Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.
>
> Thank you,
>
> **Lauren Peachey |** Environmental Planner
>
> **LSA | 157 Park Place**
>
> Point Richmond, CA 94801

510-462-1430 Tel

Website

From: Lauren Peachey
Sent: Tuesday, August 13, 2024 1:43 PM
To: Jimmy.Kim@lacity.org; Matthew.Rudnick@lacity.org
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - City of LA Parks and Recreational Facilities

Good afternoon Mr. Kim and Mr. Rudnick,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of Culver/Slauson Park and Recreation Center, Mar Vista Recreation Center, Felicia Mahood Multipurpose Center, Bad News Bears Field/Westwood Park, Westwood Park/Westwood Recreation Center/Westwood Dog Park, Westwood Park Bike Path, Sherman Oaks Castle Park, Teichman Family Magnolia Park, and Woodley Avenue Park. Metro and Caltrans have identified that City of Los Angeles Department of Recreation and Parks is the agency/official with jurisdiction of these resources. Attached is a coordination letter informing you of our project and the preliminary use determination on these Section 4(f) resources. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner

LSA | 157 Park Place

Point Richmond, CA 94801

510-462-1430 Tel

Website

--

Jimmy Kim
General Manager

City of Los Angeles
Department of Recreation and Parks

Outlook

RE: Section 4(f) Consultation - Culver Bike Path

From Maximous, Andrew <Andrew.Maximous@culvercity.org>
Date Wed 8/21/2024 3:03 PM
To Lauren Peachey <Lauren.Peachey@lsa.net>
Cc Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

Some people who received this message don't often get email from andrew.maximous@culvercity.org. Learn why this is important

Hello Lauren,

Received. Thank you.

+Andrew Maximous, P.E., T.E.
Mobility & Traffic Engineering Manager
City of Culver City
310.253.5628
andrew.maximous@culvercity.org

From: Lauren Peachey <Lauren.Peachey@lsa.net>
Sent: Tuesday, August 13, 2024 1:30 PM
To: Maximous, Andrew <Andrew.Maximous@culvercity.org>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - Culver Bike Path

EXTERNAL: This email originated from outside of the organization. Do not click links or open attachments unless you confirm the content is safe.

You don't often get email from lauren.peachey@lsa.net. Learn why this is important

Good afternoon Mr. Maximous,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of the Culver Bike Path. Metro and Caltrans have identified that Culver City Public Works Department – Mobility & Traffic Engineering is the agency/official with jurisdiction of this resource. Attached is a coordination letter informing you of our project and the preliminary use determination on this Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel
Website

The City of Culver City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

Outlook

RE: Section 4(f) Consultation - Department of Veterans Affairs Resources

From Strain, Andrew C. <Andrew.Strain@va.gov>
Date Mon 9/9/2024 9:49 AM
To Lauren Peachey <Lauren.Peachey@lsa.net>
Cc Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>; Black, Chelsea M <Chelsea.Black@va.gov>; Alvarez, Lorena (Awen Solutions Group) <Lorena.Alvarez2@va.gov>; Andrew Culbertson <aculbertson@concoursefederal.com>; Payne, Thomas M. (Concourse Federal) <Thomas.Payne1@va.gov>; Modovsky, Christine M. (CFM) <Christine.Modovsky@va.gov>; Abreu, Hector M. <Hector.Abreu@va.gov>; katy@row10hps.com <katy@row10hps.com>

1 attachment (253 KB)
VAGLAHS response letter re DOT_final 0909.pdf;

Hi Lauren, please find attached VA response.

Andrew Strain
Program Manager, Office of Strategic, Facility & Master Planning
VA Greater Los Angeles Healthcare System
562-578-8869 | E-Mail: Andrew.Strain@va.gov

More info on VA's Veteran Housing Resources

From: Lauren Peachey <Lauren.Peachey@lsa.net>
Sent: Friday, September 6, 2024 10:22 AM
To: Strain, Andrew C <Andrew.Strain@va.gov>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: [EXTERNAL] RE: Section 4(f) Consultation - Department of Veterans Affairs Resources

Hello Mr. Strain,

I wanted to follow up on my email below, and confirm you received the Section 4(f) coordination letter informing you of our proposed project on I-405 and providing the preliminary use determination for the Department of Veterans Affairs Resources located within 0.25-mile of the project corridor.

Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place

Point Richmond, CA 94801

510-462-1430 Tel
Website

From: Lauren Peachey
Sent: Tuesday, August 13, 2024 1:54 PM
To: Andrew.Strain@va.gov
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pacilio <Deborah.Pacilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - Department of Veterans Affairs Resources

Good afternoon Mr. Strain,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of the West Los Angeles Veterans Affairs Historic District, Jackie Robinson Stadium, South Campus Lawn, Japanese Garden, and Heroes Golf Course. Metro and Caltrans have identified that the Department of Veterans Affairs, VA Greater Los Angeles Healthcare System is the agency/official with jurisdiction of these resources. Attached is a coordination letter informing you of our project and the preliminary use determination on these Section 4(f) resources. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel
Website

Outlook

RE: Section 4(f) Consultation - El Marino Language School

From Lauren Peachey <Lauren.Peachey@lsa.net>
Date Wed 9/25/2024 1:46 PM
To Lucas, Brian <brianlucas@ccusd.org>
Cc Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>, Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

Good afternoon Dr. Lucas,

You are correct, there is currently no action required on behalf of CCUSD at this time.

The purpose of this initial outreach letter is to alert you of the Project and provide a preliminary use determination only. As we continue preparation of the EIR/EIS and solidify the specific construction activities/timing and mitigation plans, we will reach out to you and the CCUSD in subsequent consultation letters for final concurrence on the use determination. The actual impacts on EL Marino Language School will be determined based on final technical reports (such as traffic reports, air quality analysis, etc.) which can be shared with you for your review, if requested.

Please let me know if you have any other questions regarding the Section 4(f) consultation process, thanks!

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
510-462-1430 Tel
Website

From: Lucas, Brian <brianlucas@ccusd.org>
Sent: Friday, September 6, 2024 12:58 PM
To: Lauren Peachey <Lauren.Peachey@lsa.net>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Re: Section 4(f) Consultation - El Marino Language School

Received. Thank you.

Unless I'm mistaken, there's currently no action required on our part, is there?

It's difficult to gauge whether the preliminary *de minimus* determination seems accurate in the absence of details, construction hazards, time of construction requiring possible closing, and mitigation plans. How are some of the actual impacts on the school determined and shared with us?

Thanks for the information,
Brian Lucas

On Fri, Sep 6, 2024 at 10:13 AM Lauren Peachey <Lauren.Peachey@lsa.net> wrote:

Hello Dr. Lucas,

I wanted to follow up on my email below, and confirm you received the Section 4(f) coordination letter informing you of our proposed project on I-405 and providing the preliminary use determination for El Marino Language School.

Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
510-462-1430 Tel
Website

From: Lauren Peachey
Sent: Tuesday, August 13, 2024 4:21 PM
To: brianlucas@ccusd.org
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - El Marino Language School

Good afternoon Dr. Lucas,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of El Marino Language School. Metro and Caltrans have identified that the Culver City Unified School District is the agency/official with jurisdiction of this resource. Attached is a coordination letter informing you of our project and the preliminary use determination on this Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
510-462-1430 Tel
Website

--

Brian Lucas, Ed.D.
Superintendent
Culver City Unified School District
4034 Irving Place
Culver City, CA 90232-2848
(310) 842-4220

CULVER CITY UNIFIED SCHOOL DISTRICT E-MAIL DISCLAIMER. ***This communication and any documents, files, or previous e-mail messages attached to it constitute an electronic communication within the scope of the Electronic Communication Privacy Act, 18 USCA 2510. This communication may contain non-public, confidential, or legally privileged information intended for the sole use of the designated recipient(s). The unlawful interception, use or disclosure of such information is strictly prohibited under 18 USCA 2511 and any applicable laws.***

Outlook

RE: Section 4(f) Consultation - El Marino Park and Tellefson Park

From Lauren Peachey <Lauren.Peachey@lsa.net>
Date Wed 9/25/2024 1:43 PM
To Stevens, Ted <Ted.Stevens@culvercity.org>
Cc Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

Good afternoon Mr. Stevens,

You are correct, we anticipate minimal impacts on EL Marino Park and Tellefson Park with implementation of the Project.

The purpose of this initial outreach letter is to alert you of the Project and provide a preliminary use determination only, and there is currently no action required on behalf of Culver City Parks at this time. As we continue preparation of the EIR/EIS and solidify the specific construction activities/timing and mitigation plans, we will reach out to you and Culver City Parks in subsequent consultation letters for final concurrence on the use determination.

Please let me know if you have any other questions regarding the Section 4(f) consultation process, thanks!

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
510-462-1430 Tel
Website

From: Stevens, Ted <Ted.Stevens@culvercity.org>
Sent: Monday, September 16, 2024 1:25 PM
To: Lauren Peachey <Lauren.Peachey@lsa.net>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: RE: Section 4(f) Consultation - El Marino Park and Tellefson Park

I have reviewed the letter and the project information you have sent.

If I am understanding correctly, the letter is informing us that during the environmental impact review, our two parks could potentially have a minimal impact from this project?

Let me know if there is anything you need from me. Or if there are any meetings we need to attend.

Sincerely,

Ted

From: Lauren Peachey <Lauren.Peachey@lsa.net>
Sent: Tuesday, August 13, 2024 1:20 PM
To: Stevens, Ted <Ted.Stevens@culvercity.org>
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - El Marino Park and Tellefson Park

EXTERNAL: This email originated from outside of the organization. Do not click links or open attachments unless you confirm the content is safe.

You don't often get email from lauren.peachey@lsa.net. Learn why this is important

Good afternoon Mr. Stevens,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of El Marino Park and Tellefson Park. Metro and Caltrans have identified that the Culver City Parks, Recreation, and Community Services Department is the agency/official with jurisdiction of these resource. Attached is a coordination letter informing you of our project and the preliminary use determination on these Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel
Website
Vacation Alert: August 14th through 23rd

The City of Culver City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms and subject to the exemptions, of that Act.

Outlook

RE: Section 4(f) Consultation - Mission Canyon Open Space

From Lauren Peachey <Lauren.Peachey@lsa.net>
Date Fri 9/6/2024 10:25 AM
To Joseph.Edmiston@MRCA.ca.gov <Joseph.Edmiston@MRCA.ca.gov>; mpestrella@pw.lacounty.gov <mpestrella@pw.lacounty.gov>
Cc Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

Hello Mr. Edmiston and Mr. Pestrella,

I wanted to follow up on my email below, and confirm you received the Section 4(f) coordination letter informing you of our proposed project on I-405 and providing the preliminary use determination for Mission Canyon Open Space.

Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel
Website

From: Lauren Peachey
Sent: Tuesday, August 13, 2024 4:12 PM
To: Joseph.Edmiston@MRCA.ca.gov; mpestrella@pw.lacounty.gov
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - Mission Canyon Open Space

Good afternoon Mr. Edmiston and Mr. Pestrella,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of Mission Canyon Open Space. Metro and Caltrans have identified that both the Mountains Recreation Conservation Authority and the Los Angeles County Parks and Recreation Department have jurisdiction of this resource. Attached is a coordination letter informing you of our project and the preliminary use determination on this Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801

510-462-1430 Tel
Website

Outlook

Re: Section 4(f) Consultation - Sepulveda Basin Wildlife Reserve

From Jimmy Kim <jimmy.kim@lacity.org>
Date Fri 9/6/2024 1:13 PM
To Lauren Peachey <Lauren.Peachey@lsa.net>; Darryl Ford <daryl.ford@lacity.org>; Cathie Santo Domingo <cathie.santodomingo@lacity.org>
Cc Matthew.Rudnick@lacity.org <Matthew.Rudnick@lacity.org>; publicaffairs.spl@usace.army.mil <publicaffairs.spl@usace.army.mil>; Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

Good Afternoon Ms. Peachey,

Sorry for the delay. Yes, confirming that we have received the communication. I am adding +Darryl Ford Superintendent of Planning to provide a response as needed.

Thank you SO much

+Cathie Santo Domingo Assistant General Manager of Planning, Construction and Maintenance FOR AWARENESS

On Fri, Sep 6, 2024 at 10:23 AM Lauren Peachey <Lauren.Peachey@lsa.net> wrote:

> Hello Mr. Kim, Mr. Rudnick, and Col. Baker,
>
> I wanted to follow up on my email below, and confirm you received the Section 4(f) coordination letter informing you of our proposed project on I-405 and providing the preliminary use determination for the Sepulveda Basin Wildlife Reserve.
>
> Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.
>
> Thank you,
>
> **Lauren Peachey |** Environmental Planner
>
> **LSA |** 157 Park Place

Point Richmond, CA 94801

510-462-1430 **Tel**

Website

From: Lauren Peachey
Sent: Tuesday, August 13, 2024 **4:04 PM**
To: Jimmy.Kim@lacity.org; Matthew.Rudnick@lacity.org; publicaffairs.spl@usace.army.mil
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - Sepulveda Basin Wildlife Reserve

Good afternoon Mr. Kim, Mr. Rudnick, and Col. Baker,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of the Sepulveda Basin Wildlife Reserve. Metro and Caltrans have identified that both the City of Los Angeles, Department of Recreation and Parks and the US Army Corps of Engineers have jurisdiction of this resource. Attached is a coordination letter informing you of our project and the preliminary use determination on **this** Section 4(f) resource. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental **Planner**

LSA | 157 **Park Place**

Point Richmond, CA 94801

510-462-1430 **Tel**

Website

--

Jimmy Kim
General Manager

City of Los Angeles
Department of Recreation and Parks

Outlook

RE: Section 4(f) Consultation - Getty View Park and Trailhead, East Sepulveda Fire Road/Getty View Trail and Sepulveda Pass Open Space

From Lauren Peachey <Lauren.Peachey@lsa.net>
Date Fri 9/6/2024 10:24 AM
To Joseph.Edmiston@MRCA.ca.gov <Joseph.Edmiston@MRCA.ca.gov>
Cc Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov <anna.johnson@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>

Hello Mr. Edmiston,

I wanted to follow up on my email below, and confirm you received the Section 4(f) coordination letter informing you of our proposed project on I-405 and providing the preliminary use determination for Getty View Park and Trailhead, East Sepulveda Fire Road/Getty View Trail, and Sepulveda Pass Open Space.

Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place
Point Richmond, CA 94801
510-462-1430 Tel
Website

From: Lauren Peachey
Sent: Tuesday, August 13, 2024 4:09 PM
To: Joseph.Edmiston@MRCA.ca.gov
Cc: Dakota Gross <Dakota.Gross@lsa.net>; Deborah Pracilio <Deborah.Pracilio@lsa.net>; Edward Heming <Edward.Heming@lsa.net>; anna.johnson@dot.ca.gov; Price, Karl F@DOT <karl.price@dot.ca.gov>
Subject: Section 4(f) Consultation - Getty View Park and Trailhead, East Sepulveda Fire Road/Getty View Trail and Sepulveda Pass Open Space

Good afternoon Mr. Edmiston,

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with Caltrans District 7, is currently in the Environmental Review process for a proposed project on I-405, which is within 0.25-mile of Getty View Park and Trailhead, East Sepulveda Fire Road/Getty View Trail and Sepulveda Pass Open Space. Metro and Caltrans have identified that both the Santa Monica Mountains Conservancy and the Mountains Recreation Conservation Authority have jurisdiction of these resources. Attached is a coordination letter informing you of our project and the preliminary use determination on these Section 4(f) resources. Should you have any questions, please contact Anna Johnson at (213) 310-2536 or via email at anna.johnson@dot.ca.gov.

Thank you,

Lauren Peachey | Environmental Planner
LSA | 157 Park Place

Point Richmond, CA 94801

510-462-1430 Tel
Website

ATTACHMENT C SECTION 4(F) CONSULTATION LETTERS WITH MRCA

California Department of Transportation

DISTRICT 7
100 SOUTH MAIN STREET, SUITE 100 | LOS ANGELES, CA 90012
PHONE (213) 897-0362 FAX (213) 897-0360 TTY 711
www.dot.ca.gov

June 11, 2026

Paul Edelman
Chief of Natural Resources and Planning
Mountains Recreation and Conservation Authority
570 West Ave 26, Suite 100
Los Angeles, CA 90065

Subject: **I-405 Sepulveda Pass ExpressLanes Project**
Section 4(f) Analysis – Request for Concurrence on Project Impacts

Dear Mr. Edelman:

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) District 7, proposes the Interstate 405 (I-405) Sepulveda Pass ExpressLanes Project (Project). Metro is currently preparing a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Project. Caltrans, as assigned by the Federal Highway Administration (FHWA), is the lead agency for the Project under the National Environmental Policy Act (NEPA). Caltrans is also the lead agency under the California Environmental Quality Act (CEQA).

The purpose of this letter is to consult with the Mountains Recreation and Conservation Authority (MRCA) regarding potential Project impacts as the official with jurisdiction for an affected parcel within the Santa Monica Mountains National Recreation Area (SMMNRA) as defined by Section 4(f) of the Department of Transportation Act of 1966 (codified under 49 United States Code 303 with implementing regulations under 23 Code of Federal Regulations [CFR] Part 774).

Project Background

The Project would extend from Interstate 10 (I-10) (Sepulveda Pass) to U.S. Highway 101 (US-101) in Los Angeles County, California (Figure 1). It would be located within the cities of Los Angeles and Culver City and the communities of Mar Vista, Palms, Sawtelle, Rancho Park, West Los Angeles, Brentwood, Westwood, Bel Air, Encino, Sherman Oaks, Lake Balboa, and Van Nuys.

Project improvements would modify the existing high-occupancy vehicle (HOV) lanes to address operational deficiencies, thereby reducing congestion, encouraging carpooling and transit, improving trip reliability, reducing degradation of the carpool and general-purpose lanes, increasing person throughput, and applying technology to help manage traffic.

For additional information, please visit the Project's website (https://www.metro.net/projects/i-405-expresslanes-project/).

Section 4(f) Consultation

Background

Section 4(f) of the U.S. Department of Transportation Act of 1966 protects publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or a historic site of national, state, or local significance (as determined by the officials having jurisdiction over the park, area, refuge, or site).

As defined in 23 CFR 774.17, a "use" of Section 4(f) property occurs:

- When land is permanently incorporated into a transportation facility;
- When there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose as determined by the criteria in 23 CFR 774.13; or
- When there is a constructive use of a Section 4(f) property as determined by the criteria in 23 CFR 774.15.

Under 23 CFR 774.3, it may be determined that the use of a Section 4(f) property will have a *de minimis* impact (23 CFR 774.17) on the property. A *de minimis* impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

Project Analysis

In accordance with 23 CFR Part 774, Caltrans assessed whether Section 4(f) applies to this federally funded project by answering the following questions:

- Does the Project involve a resource that is protected by the provisions of Section 4(f)?
- If present, would the Project constitute a "use" of a Section 4(f) resource?

As a publicly owned park and recreation area, which is open to the public and used as wildlife refuge, Caltrans has determined that the SMMNRA is a Section 4(f) protected resource. The SMMNRA was established in 1978 and comprises approximately 153,075-acres of open space area. The recreation area is located on both sides of the Project corridor, crossing I-405 at Mulholland Drive (Figure 2). The SMMNRA provides hiking, biking, and equestrian trails throughout the Santa Monica Mountains and along the coast, including numerous peaks, canyons, and beaches.

Implementation of Build Alternatives 3 and 5 would acquire right-of-way from SMMNRA. Sepulveda Boulevard would be shifted up to 25 feet west of its current alignment towards Promontory Road to accommodate the proposed widening of I-405. This shift would result in the permanent acquisition of approximately 0.42 acre from the SMMNRA (Assessor's Parcel Number [APN] 4493-014-036). An additional 0.28 acre would be needed as a temporary construction easement (TCE) (Figure 3), which would be fully restored upon the completion of construction.

The impacted parcel is currently privately owned; however, the MRCA owns a permanent open space easement over the property. Additionally, there are numerous pre-existing, infrastructure-related easements related to access, drainage, and storm drains, and future roadway expansion on the property that overlap with the MRCA open space easement. In particular, the Project's proposed permanent right-of-way acquisition (0.42 acre) would overlap with a pre-existing future roadway easement. This overlap totals approximately 0.19 acre. Because this overlap represents an area previously reserved for non-recreational use, the Project's overall permanent change in use of the SMMNRA would total approximately 0.23 acre. This direct change represents a conversion of less than 0.001 percent of the overall SMMNRA area. This direct conversion is not expected to affect the resource's features, attributes, or activities that quality if for protection under Section 4(f).

In addition, incorporation of the Project features and avoidance, minimization and mitigation measures identified in the EIR/EIS would minimize any indirect impacts to this parcel and the overall SMMNRA. This includes indirect impacts associated with construction noise, construction access restrictions, changes to the visual environment, and impacts on vegetation and wildlife. Based on the environmental analysis prepared for the Project, implementation of the Project is anticipated to result in a *de minimis* use determination for the SMMNRA.

A *de minimis* impact determination may be made when all three of the following criteria are satisfied:

- The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

- The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource; and

- The official(s) with jurisdiction over the property are informed of a federal agency's intent to make the *de minimis* impact determination based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

As noted in the third bullet point, a *de minimis* impact determination requires coordination with the official with jurisdiction for any Section 4(f) resource subject to a project's use. MRCA has been identified by Caltrans as the official with jurisdiction. As such, *Caltrans requests MRCA to provide formal concurrence regarding this de minimis determination*.

To assist with your response, a draft letter has been prepared for your agency's review and editing (Attachment 2). *Caltrans respectfully requests your concurrence on this determination by Thursday, June 25, 2026 [Two weeks from receipt of this letter]*.

If you would like to discuss this request in more detail, or provide additional information about the SMMNRA, please contact Anna Johnson, Senior Environmental Scientist, at Caltrans District 7, at anna.johnson@dot.ca.gov or (213) 310-2536.

Sincerely,

Chris Benz-Blumberg

CHRIS BENZ-BLUMBERG
Senior Environmental Scientist
Division of Environmental Planning
Caltrans – District 7
(916) 956-8660
chris.benz-blumberg@dot.ca.gov

Attachment 1: Figures 1, 2, and 3
Attachment 2: Draft Section 4(f) Letter of Concurrence

c: Seth Riley, SMMRNA, with attachments
Alice Tolar, LA Metro, with attachments
Philbert Wong, LA Metro, with attachments
Samantha Munoz, LA Metro, with attachments
Jeff Fromhertz, WSP, with attachments
Brad Slawson, WSP, with attachments
Dakota Gross, LSA Associates, Inc., with attachments
Deborah Pracilio, LSA Associates, Inc., with attachments
Jayna Harris, LSA Associates, Inc., with attachments
T.J. Warrner, LSA Associates, Inc., with attachments
Lauren Peachey, LSA Associates, Inc., with attachments

Attachment 1: Figures 1, 2, and 3



LEGEND

Project Location

City Boundary

FIGURE 1

MILES

SOURCE: Google Maps (2021); WSP (2023)

J:\WSP2003\gis\Proj\WSP2003\WSP2003.aprx (3/15/2024)

I-405 Sepulveda Pass ExpressLanes Project

Project Vicinity and Location

07-LA-405 R28.4/R41.4

EA 3546J0; EFIS 0720000070

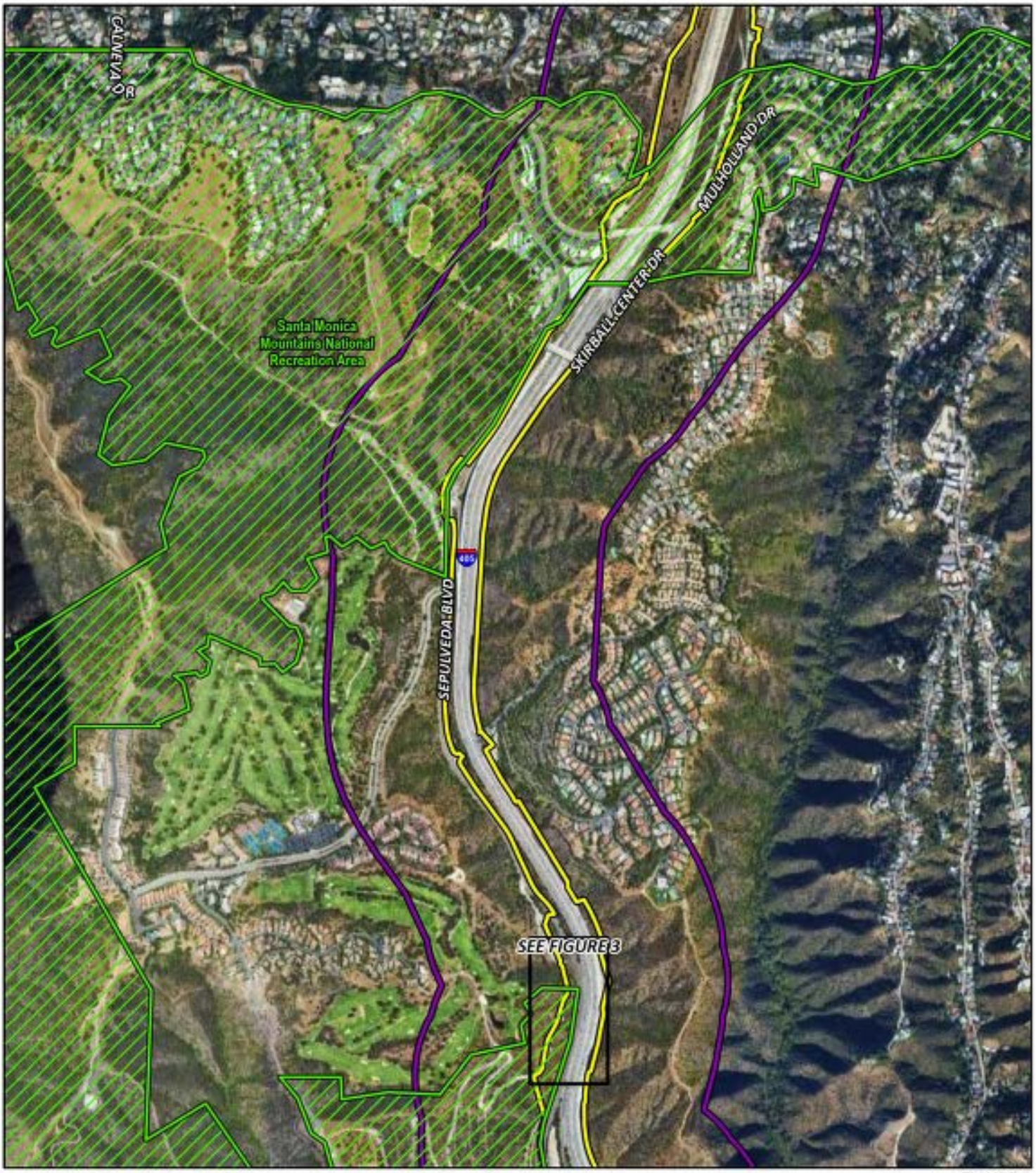


FIGURE 2

Project Area
Study Area (0.25 mile Buffer)
City Boundary
Potential Section 4(f) Resources
Recreational Area

N

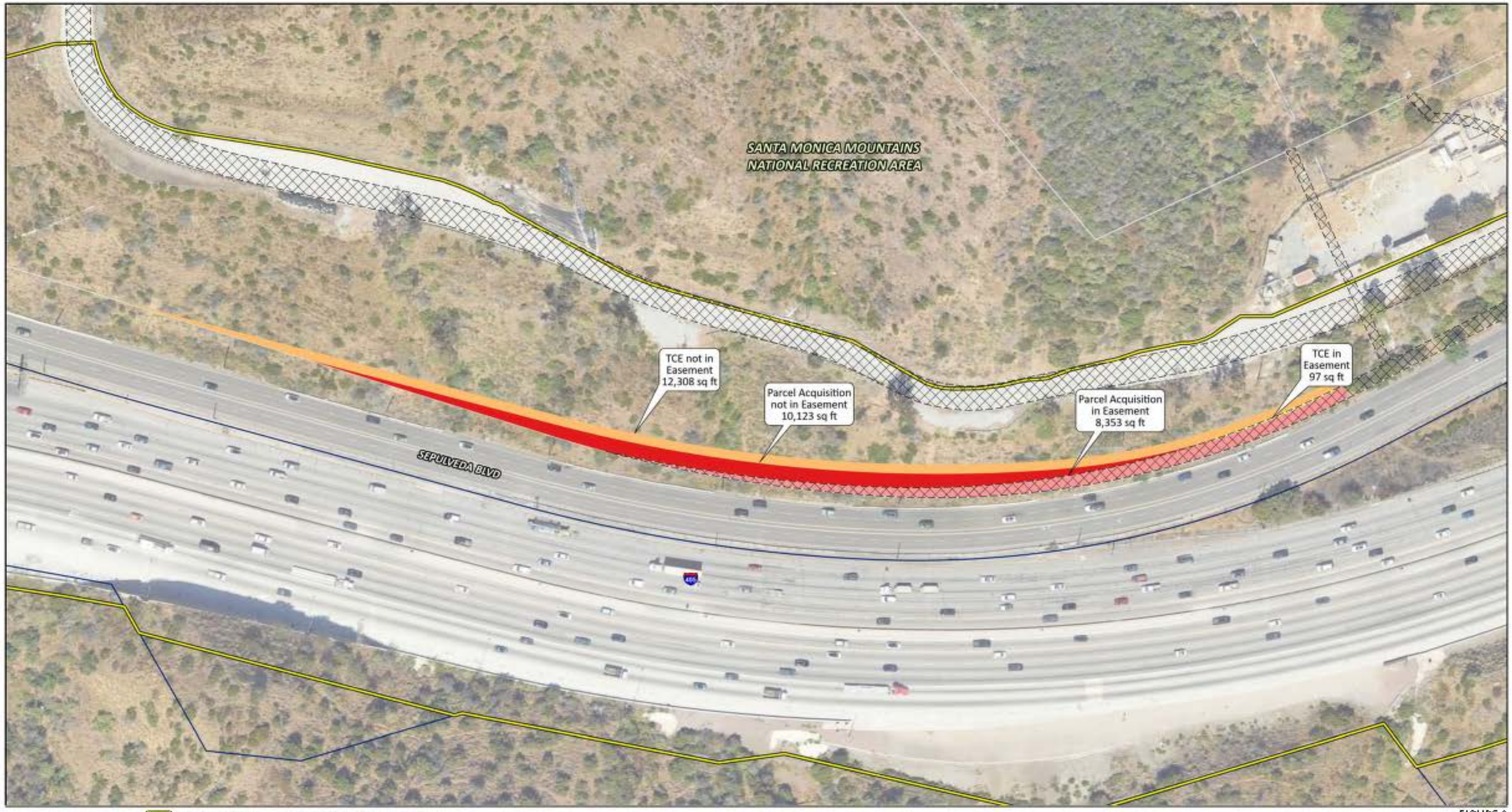
0 700 1400
FEET

I-405 Sepulveda Pass ExpressLanes Project
Santa Monica Mountains National Recreation Area

07 LA 405 PM 28.4/41.4
EA No. 07-354330
EFIS No. 0720000070

SOURCE: Google Maps (2025); WSP (2023); California Department of Conservation (2016)

I:\WW\WSP2CDS\GIS\Pro\WSP2003\WSP2003.aprx • (8/1/2025)



Project Location
Existing Right of Way
Parcels
Existing Easements

Within Existing Easements
Partial Private Parcel Acquisitions (0.19 acre)
Temporary Construction Easements on Private Property (0.002 acre)

Not in Existing Easements
Partial Private Parcel Acquisitions (0.23 acre)
Temporary Construction Easements on Private Property (0.29 acre)

0 50 100
FEET

SOURCE: Google Maps (2025); WSP (2024); Gafeb (2025)

I:\WI\WSP2005\SIS\Pro\WSP2039\WSP2039.aprx (8/1/2025)

FIGURE 3

I-405 Sepulveda Pass ExpressLanes Project

Proposed Project Components - Alternatives 3 & 5

DT LA 405 PM 28.4/41.4
EA No. 07-354330
FFIS No. 0720000070

Attachment 2: Draft Section 4(f) Letter of Concurrence

[MRCA Letterhead]

[Date]

Chris Benz-Blumberg
Senior Environmental Scientist
Division of Environmental Planning
Caltrans – District 7
chris.benz-blumberg@dot.ca.gov

Subject: **I-405 Sepulveda Pass ExpressLanes Project**
Letter of Concurrence - Section 4(f) *de minimis* Impact

Dear Chris Benz-Blumberg:

The Mountains Recreation and Conservation Authority (MRCA) is aware that the Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) District 7, proposes the Interstate 405 (I-405) Sepulveda Pass ExpressLanes Project (Project). It is our understanding that the implementation of Build Alternatives 3 and 5 would acquire right-of-way from the Santa Monica Mountains National Recreation Area (SMMNRA). Sepulveda Boulevard would be shifted up to 25 feet west of its current alignment towards Promontory Road to accommodate the proposed widening of the I-405. This shift would result in the permanent acquisition of approximately 0.42 acre from the SMMNRA (Assessor's Parcel Number [APN] 4493-014-036). An additional 0.28 acre would be needed as a temporary construction easement (TCE), which would be fully restored upon the completion of construction.

MRCA has an existing open space easement on this parcel. We understand that the Project's proposed permanent right-of-way acquisition (0.42 acre) would overlap with a pre-existing future roadway easement. This overlap totals approximately 0.19 acre. Because this overlap represents an area previously reserved for non-recreational use within the SMMNRA easement, we concur that the Project's overall permanent change in use of the SMMNRA would total approximately 0.23 acre. This direct change represents conversion of less than 0.001 percent of the overall SMMNRA area.

As the official with jurisdiction for this portion of the SMMNRA, MRCA concurs that the Project improvements reflect a *de minimis* impact on the SMMNRA as a Section 4(f) resource. Specifically, we concur that the Project would not adversely affect the activities, features, and attributes that qualify the SMMNRA for protection under Section 4(f) (23 CFR 774.17).

Please accept this letter as MRCA's formal concurrence on the project's de minimis impact Section 4(f) determination for SMMNRA.

If you need additional information or if you have any questions, please contact me at [phone number] or via email at [email].

Sincerely,

Paul Edelman
Chief of Natural Resources and Planning
Mountains Recreation and Conservation Authority
570 West Ave 26, Suite 100
Los Angeles, CA 90065

Appendix B – Title VI Policy Statement

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California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS–49 | SACRAMENTO, CA 94273–0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

September 2025

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)

DINA A. EL-TAWANSY
Director

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Appendix C – Rights and Benefits as a Displaced Business, Farm or Nonprofit

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Your Rights and Benefits as a Displaced Business, Farm, or Nonprofit Organization Under the California Department of Transportation Relocation Assistance Program



California Department of Transportation

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Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.



Displaced businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

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Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as Amended "The Uniform Act"



The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their business, farm or non-profit organization, by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

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49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

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Relocation Services

The California Department of Transportation has two programs to aid businesses, farms and nonprofit organizations which must relocate.

These are:

1. The Relocation Advisory Assistance Program, which is to aid you in locating a suitable replacement property, and

2. The Relocation Payments Program, which is to reimburse you for certain costs involved in relocating. These payments are classified as:

    - Moving and Related Expenses (costs to move personal property not acquired).
    - Reestablishment Expenses (expenses related to the replacement property).
    - In-Lieu Payment (a fixed payment in lieu of moving and related expenses, and reestablishment expenses).

    Note: Payment for loss of goodwill is considered an acquisition cost. California law and the federal regulations mandate that relocation payments cannot duplicate other payments such as goodwill.

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You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days' written notice before you must move.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Business: Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease and rental of personal or real property, or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property, or for the sale of services to the public, or solely for the purpose of this Act, and outdoor advertising display or displays, when the display(s) must be moved as a result of the project.

Small Business: A business having not more than 500 employees working at the site being acquired or displaced by a program or project.

Contributes Materially: A business or farm operation must have had average annual gross receipts of at least $5,000 or average annual net earnings of at least $1,000, in order to qualify as a bona-fide operation.

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Farm Operation: Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

Nonprofit Organization: A public or private entity that has established its nonprofit status under applicable law.

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Moving Expenses



If you qualify as a displaced business, farm or nonprofit organization, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. To qualify you must legally occupy the property as the owner or lessee/tenant when Caltrans initiates negotiations for the acquisition of the property **OR** at the time Caltrans acquires title or takes possession of the property. However, to assure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

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You Can Choose Either:

Actual Reasonable Moving Costs – You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses, with limitations, may include:

- Transportation.
- Packing and unpacking personal property.
- Disconnecting and reconnecting personal property related to the operation.
- Temporary storage of personal property.
- Insurance while property is in storage or transit, or the loss and damage of personal property if insurance is not reasonably available.
- Expenses in finding a replacement location ($2,500 limit).
- Professional services to plan and monitor the move of the personal property to the new location.
- Licenses, permits and fees required at the replacement location.

OR

Self-Move Agreement – You may be paid to move your own personal property based on the lower of two acceptable bids obtained by Caltrans.

Under this option, you will still be eligible for

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reimbursement of related expenses listed above that were not included in the bids.

OR

In-Lieu Payment – A small business may be eligible to accept a fixed payment between $1,000 and $40,000, based on your annual earnings IN LIEU OF the moving cost and related expenses. Consult your Relocation Agent for more information about this option.

Actual Reasonable Moving Costs

You may be paid the actual reasonable and necessary costs of your move when a professional mover performs the move. All of your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may also be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment, and other personal property.

Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not intended to be an all-inclusive list of moving related expenses. Your Relocation Agent can

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provide you with a complete explanation of reimbursable expenses.

Self-Move Agreement

If you agree to take full responsibility for all or part of the move of your business, farm, or nonprofit organization, the Department may approve a payment not to exceed the lower of two acceptable bids obtained by the Department from qualified moving firms or a qualified Department staff employee. A low-cost or uncomplicated move may be based on a single bid or estimate at the Department's discretion. The advantage of this moving option is the fact that it relieves the displaced business, farm, or nonprofit organization operator from documenting all moving expenses. The Department may make the payment without additional documentation as long as the payment is limited to the amount of the lowest acceptable bid or estimate. Other expenses, such as professional services for planning, storage costs, and the cost of licenses, permits, and certifications may also be reimbursable if determined to be necessary. These latter expenses must be pre-approved by the Relocation Agent.

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Requirements:

Before you move, you must provide Caltrans with the:

- Certified inventory of all personal property to be moved.
- Date you intend to vacate the property.
- Address of the replacement property.
- Opportunity to monitor and inspect the move from the acquired property to the replacement property.

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Related Expenses

1. **Searching Expenses for Replacement Property:** Displaced businesses, farms, and nonprofit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed $2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; fees paid to the real estate agents, brokers or consultants; and other expenses determined to be reasonable and necessary by the Department.



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2. **Direct Loss of Tangible Personal Property:** Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment will be based upon the lesser of:

   a) The fair market value of the item for continued use at the displacement site minus the proceeds from its sale.

      OR

   b) The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expenses, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

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EXAMPLE:
You determine that the "document shredder" cannot be moved to the new location because of its condition, and you will not replace it at the new location.

Fair Market Value of the Document Shredder based on its use at the current location	$ 1,500
Proceeds: Price received from selling the Document Shredder	- $ 500
Net Value	$ 1,000

OR

Estimated cost to move	$ 1,050

Based on the "lessor of," the amount of the "Loss of Tangible Personal Property" = **$ 1,000**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the document shredder (e.g. advertisement).

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3. **Purchase of Substitute Personal Property:** If an item of personal property, which is used as part of the business, farm, or nonprofit organization, is not moved but is promptly replaced with a substitute item that performs a comparable function at the replacement site, the displacee is entitled to payment of the lesser of:

   a) The cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item;

      OR

   b) The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expenses, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

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EXAMPLE A:

You determine that the copying machine cannot be moved to the new location because it is now obsolete and you will replace it.

Cost of a substitute *Copying Machine* including installation costs at the replacement site.		$ 3,000
Trade-in Allowance	-	$ 2,500
Net Value		$ 500

OR

Estimated cost to move		$ 550

Based on the "lesser of," the amount of the "Substitute Personal Property" =	**$ 500**

EXAMPLE B:
You determine that the chairs will not be used at the new location because they no longer match the décor and you will replace them.

Cost of substitute chairs		$ 1,000
Proceeds: From selling the Chairs	-	$ 100
Net Value		$ 900

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OR

Estimated cost to move	$	200
Based on the "lesser of," the amount of the "Substitute Personal Property" =	**$**	**200**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the document shredder (e.g. advertisement).

4. **Disconnecting and Reinstallation:** You will be reimbursed for your actual and reasonable costs to disconnect, dismantle, remove, reassemble and reinstall any machinery, equipment or other personal property in relation to its move to the new location. This includes connection to utilities available nearby and any modifications to the personalty that is necessary to adapt it to utilities at the replacement site.

5. **Physical changes at the new location:** You may be reimbursed for certain physical changes to the replacement property if the changes are necessary to permit the reinstallation of machinery or equipment necessary for the continued operation of the business. ***Note:*** *The changes cannot increase the value of the building for general purposes, nor can they increase the mechanical capability of the buildings beyond its normal requirements.*

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6. **The cost of installing utilities from the right of way line to the structure(s) or improvements on the replacement site.**

7. **Marketing studies, feasibility surveys and soil testing.**

8. **One-time assessments or impact fees for anticipated heavy utility usage.**

Reestablishment Expenses

A small business, farm or nonprofit organization may be eligible for a payment, not to exceed $25,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site.

Reestablishment expenses may include, but are not limited to, the following:

1. Repairs or improvements to the replacement real property required by Federal, State or local laws, codes or ordinances.

2. Modifications to the replacement of real property to make the structure(s) suitable for the business operation.

3. Construction and installation of exterior signing to advertise the business.
4. Redecoration or replacement such as painting, wallpapering, paneling or carpeting when

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required by the condition of the replacement site or for aesthetic purposes.

5. Advertising the new business location.

6. The estimated increased costs of operation at the replacement site during the first two years, for items such as:

   a) Lease or rental charges
   b) Personal or real property taxes
   c) Insurance premiums, and
   d) Utility charges (excluding impact fees).

7. Other items that the Department considers essential for the reestablishment of the business or farm.

In-Lieu Payment (Fixed)

Displaced businesses, farms, and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than $1,000 or more than $40,000.

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For a business to be eligible for a fixed payment, the Department must determine the following:

1. The business owns or rents personal property that must be moved due to the displacement.

2. The business cannot be relocated without a substantial loss of existing patronage.

3. The business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity, which are under the same ownership and are not being displaced by the department.

4. The business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. If you are being displaced from a farm or you represent a nonprofit organization and are interested in a fixed payment, please consult your relocation counselor for additional information.

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Note: A nonprofit organization must substantiate that it cannot be relocated without a substantial loss of existing patronage (membership or clientele). The payment is based on the average of two years annual gross revenues less administrative expenses.

The Computation of Your In-Lieu Payment:

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it was displaced. Caltrans can use a different two year period if it is determined that the last two taxable years do not accurately reflect the earnings of the operation.

EXAMPLE: Caltrans acquires your property and you move in 2013:

2011 Annual Net Earnings	$ 10,500
2012 Annual Net Earnings	$ 12,500
TOTAL	$ 23,000
Average over two years	**$ 11,500**

This would be the amount of your in-lieu payment. Remember – this is in-lieu of all other moving benefits. You must provide the Department with proof of net earnings to support your claim.

Proof of net earnings can be documented by income tax returns, certified financial statements, or

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other reasonable evidence of net earnings acceptable to the Department.

Note: The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two-year period specified above.

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Before You Move:

A. Complete a "Request for Determination of Entitlement" form available from your Relocation Agent and return it promptly.

B. Include a written statement of the reasons the business cannot be relocated without a substantial loss in net earnings.

C. Provide certified copies of tax returns for the two tax years immediately preceding the tax year in which you move. (If you move anytime in the year 2013, regardless of when negotiations began or the State took title to the property, the taxable years would be 2011 and 2012).

D. You will be notified of the amount you are entitled to after the application is received and approved.

E. You cannot receive the payment until after you vacate the property AND submit a claim for the payment within 18 months of the date of your move.

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Relocation Advisory Assistance



Any business, farm or non-profit organization, displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your needs and desires will be determined as well as your need for assistance.

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You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Determine your needs and preferences.
- Explain the relocation benefits and eligibility.
- Provide information on replacement properties for your consideration.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits.
- Interest rates and terms.
- Typical down payments.
- Permits, fees and local planning ordinances.
- SBA loan requirements.
- Real property taxes.
- Consumer education literature.

If you desire, your Relocation Agent will give you current listings of other available replacement property. Transportation will be provided to inspect available property, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

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Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local programs offering assistance to displaced persons. If you have special needs, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember – YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

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YOUR RIGHTS AS A DISPLACEE

It is important to remember that your relocation benefits will not have an adverse effect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

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If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

Americans with Disabilities Act (ADA) Notice:

This document is available in alternative formats for people with physical disabilities. Please call (916) 654-5413, or write to "Department of Transportation - Right of Way, MS-37, 1120 N Street, Sacramento, CA 95814," for information.

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Appendix D. List of Technical Studies

The studies listed below support the environmental analyses and determinations made in this document. They are hereby incorporated by reference into this environmental document and are publicly available at https://www.metro.net/projects/i-405-expresslanes-project/.

Aerially Deposited Lead Investigation Report (June 2024)
Prepared by Diaz Yourman and Associates

Air Quality Assessment Report (April 2025)
Prepared by LSA Associates, Inc.

Archaeological Survey Report (February 2024)
Prepared by LSA Associates, Inc.

Asbestos and Lead-Based Paint Survey (April 2024)
Prepared by LSA Associates, Inc.

Community Impact Assessment (May 2025)
Prepared by LSA Associates, Inc.

Draft Project Report (October 2026)
Prepared by WSP

Draft Relocation Impact Report (DRIR) (June 2024)
Prepared by WSP

District Preliminary Geotechnical Report (April 2023)
Prepared by AECOM

Energy Analysis Report (April 2025)
Prepared by LSA Associates, Inc.

Finding of Effect (June 2024)
Prepared by LSA Associates, Inc

Historic Property Survey Report (April 2024)
Prepared by LSA Associates, Inc.

Historical Resources Evaluation Report (April 2024)
Prepared by LSA Associates, Inc.

Jurisdictional Delineation (April 2023)
Prepared by LSA Associates, Inc.

Lead and Asbestos Bridge Evaluation Report (May 2024)
Prepared by Diaz Yourman and Associates

Location Hydraulic Study (July 2023)
Prepared by AECOM

Natural Environment Study (February 2024)
Prepared by LSA Associates, Inc.

Noise Abatement Decision Report (February 2025)
Prepared by LSA Associates, Inc.

Noise Study Report (July 2024)
Prepared by LSA Associates, Inc.

Paleontological Identification Report and Paleontological Evaluation Report (January 2024)
Prepared by LSA Associates, Inc.

Phase I Initial Site Assessment (February 2023)
Prepared by Diaz Yourman and Associates

Traffic Operations Analysis Report (January 2025)
Prepared by WSP

Visual Impact Assessment (August 2024)
Prepared by WSP

Vehicle Miles Traveled Mitigation Plan (July 2026)
Prepared by WSP

Water Quality Assessment Report (November 2024)
Prepared by LSA Associates, Inc.

Appendix E – Avoidance, Minimization, and/or Mitigation Summary

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Avoidance, Minimization, and/or Mitigation Summary

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] that follows) would be implemented. During Project design, avoidance, minimization, and/or mitigation measures will be incorporated into the Project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the Project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of Project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note that some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR. An asterisk (*) denotes mitigation for a significant impact under CEQA.

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Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
HUMAN ENVIRONMENT									
Land Use									
Project Features									
Implementation of Project Feature PF-TR-1 as described below in Transportation.									
Avoidance, Minimization, and/or Mitigation Measures									
LU-1: Restoration of Land Used Temporarily During Construction. Prior to construction, the Contractor shall generate time-stamped photo documentation of the pre-construction conditions of all temporary staging areas and other areas that would be subject to Temporary Construction Easements (TCEs). All construction access, mobilization, material laydown, and staging areas and other areas that would be subject to TCEs shall be returned to the property owner in a condition equal to or better than the pre-construction condition.									
Implementation of Measures VIS-1 through VIS-11 and MM-VIS-12, as outlined below in Visual/Aesthetics.									
Growth									
Project Features									
No project features are required.									
Avoidance, Minimization, and/or Mitigation Measures									
No measures are required.									
Community Character and Cohesion									
Project Features									
Implementation of PF-TR-1 as described below in Transportation.									
Avoidance, Minimization, and/or Mitigation Measures									
Implementation of Measures VIS-1 through VIS-11 and MM-VIS-12, as outlined below in Visual/Aesthetics.									
Relocations									
Project Features									
No project features are required.									
Avoidance, Minimization, and/or Mitigation Measures									
Implementation of LU-1 as described in Land Use, above.									
Utilities and Emergency Services									
Project Features									
PF-UES-1: Caltrans Standard Specifications Section 87-1.03L: Utility Service. During final design, detailed relocation plans for any utilities that will need to be relocated, removed, or protected-in-place will be prepared in consultation with the affected utility relocation providers/owners. The final design will focus on relocating utilities within the State right-of-way (ROW) or other existing public roadway ROWs and/or easements. If relocation outside of existing or additional public ROWs and/or easements required for the Project is necessary, the final design will focus on relocating those facilities to minimize impacts to the community as a result of Project construction and ongoing maintenance and repair activities.									
PF-UES-2: Prior to and during construction, the Project engineer(s) shall ensure that the components of the utility plans provided in the Project specifications are properly implemented by the contractor.									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
PF-UES-3: Prior to utility relocation activities, the Resident Engineer and the contractor shall coordinate during final design and construction, respectively, with affected utility providers regarding potential utility relocations and the utility owners will inform affected utility users in advance about the date and timing of potential service disruptions.									
Implementation of Project Feature PF-TR-1 as described below in Transportation.									
Avoidance, Minimization, and/or Mitigation Measures									
No measures are required.									
Transportation									
Project Features									
PF-TR-1: **Transportation Management Plan.** Under this measure prior to approval of the final design, a final Transportation Management Plan (TMP) report will be prepared to outline strategies for reducing potential construction-related traffic conflicts, detours, and delays. A Major TMP classification is anticipated due to the complexity of the Project. A qualified traffic engineer will prepare the TMP, which will include, but not be limited to, the elements described below to reduce traveler delays and enhance traveler safety during Project construction. The detailed TMP would be prepared during the Plans, Specifications, and Estimates (PS&E) phase and would be incorporated into the plans, specifications, and estimates for implementation by the construction contractor. Specifically, the purpose of the TMP is to address the short-term traffic and transportation impacts during construction of the Project. The objectives of the TMP are to: • Maintain traffic safety during construction • Effectively maintain an acceptable level of traffic flow throughout the transportation system during construction; • Minimize traffic delays and facilitate reduction of the overall duration of construction activities; • Minimize detours and impacts to pedestrians and bicyclists; • Foster public awareness of the project and related transportation and traffic impacts; and • Achieve public acceptance of construction of the project and the TMP measures The TMP will contain, but not be limited to, the following strategies recommended for implementation during construction activities of the Project. The elements of these strategies will be refined during final design and incorporated in the TMP for implementation during Project construction. • **Public Information Campaign. T**he purpose of the public information campaign is to disseminate information to the public about Project construction activities and associated transportation impacts. This campaign is considered an important tool for reaching target audiences with important Project construction information and is anticipated to include, but not be limited to: • Brochures and mailers									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
• Pedestrian and cyclist information • Press releases/Media alerts • Paid advertising • Lane Closure Systems (LCS) • Public meetings/hearings • Communications with selected stakeholders • **Motorist Information.** The effective implementation of a traveler information system during construction is crucial for enabling motorists to make informed decisions about their travel plans and options with real-time traffic information. That real-time traffic information will include information on mainline, ramp, lane, and arterial closures and detours; travel delays; access to adjacent land uses; “businesses are open” signing; and other signing and information to assist travelers in navigating through, around, and in construction areas. • **Incident Management.** Effective incident management will ensure that incidents in and near construction areas are cleared quickly and do not result in substantial delays for the traveling public in the vicinity of work zones. Incident management includes, but is not limited to: • Caltrans Construction Zone Enhanced Enforcement Program (COZEEP) • Traffic Management Team • Caltrans Transportation Management Center • **Construction Strategies.** The TMP will include procedures to lessen the transportation effects of Project-related construction activities and will include, but not be limited to, consideration of the following: • Lane requirement charts • Construction staging • Traffic handling plans • Full facility closures • Connector closures • Nighttime work • Extended weekend work • Speed limit reduction • Coordination with adjacent construction sites and special events • **Demand Management.** Temporarily reducing the overall traffic volumes on the Project segment of I-405 could reduce the short-term adverse effects of construction on traffic operations. The TMP will include, but not be limited to, rideshare strategies that could reduce vehicular demand in the study area during Project construction.									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
• **Alternate Route Strategies.** The TMP will provide strategies for notifying motorists, pedestrians, and bicyclists of planned construction activities. This notification will allow travelers to make informed decisions about their travel plans, including the consideration of possible alternate routes. The TMP will finalize the detour and alternate routes for motorists, specifically addressing the following: • Mainline lane closures • Ramp/connector closures • Local road closures • Temporary highway or shoulder use • Local street improvements • Temporary detours and closures of bicycle and pedestrian facilities • Traffic signal coordination The construction contractor will implement the measures in the TMP during construction.									
Avoidance, Minimization, and/or Mitigation Measures									
No measures are required.									
Visual/Aesthetics									
Project Features									
No project features are required.									
Avoidance, Minimization, and/or Mitigation Measures									
VIS-1: **Landscape Master Plan**. In coordination with Caltrans' Landscape Architecture Unit, a Project Aesthetics and Landscape Master Plan shall be developed for the Project during PS&E. The Landscape Master Plan will discuss measures to preserve existing plants, preserve the landscaped freeway status, revegetate disturbed areas, address I-405 Corridor themes including structure aesthetics, and screen or enhance Project elements. The following freeway segments within the Project limits are classified landscaped freeway per the California Code of Regulations, Outdoor Advertising Regulations, Title 4, Division 6: • From the southern project boundary to post mile marker 34.41, located just north of the Getty Museum. • From post mile marker 37.01 at the Mulholland Bridge to the northern project boundary.									
VIS-2: **Landscape Treatments.** A consistent landscape treatment will be applied and incorporated into the Landscape Plan to promote visual continuity. Landscape plantings will be consistent with the existing landscape and would consist of plant species that will be low-water use, with low to no supplemental water once established. Low water use plants will also be low maintenance. Replacement plantings would consist of native and climate appropriate plant species, to the extent feasible. Supplemental water will be needed during the plant establishment period and during sustained high heat events. Replacement ratios will be determined by the District Landscape Architect.									

Task and Brief Description		Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initials	Date		Initials	Date
VIS-3:	**Grading**. Contour of cuts and fills to visually blend with the surrounding landscape will be incorporated into the grading plan. Grading would look like natural terrain to the degree possible to lessen visual impacts by creating a more natural landform. Consider using excess fill to create berms to shield adjacent properties from the highway.									
VIS-4:	**Aesthetic Treatments.** A consistent color and aesthetic treatment, like texturizing and scoring, shall be applied to structures such as retaining walls, medians, soundwalls, or bridge abutments to facilitate a common visual theme with other highway structures in the Project Corridor. Galvanized metal stain will be applied to all elements with exposed galvanized steel to darken bright surfaces and reduce glare.									
VIS-5:	**Decorative Screening.** Additional decorative screening at sensitive locations, such as the National Cemetery, shall be considered during final design. Existing decorative screening will be replaced in kind where it is not replaced by noise walls.									
VIS-6:	**Signage.** Additional signage shall be developed sensitively to avoid unnecessary repetition of signs that lead to visual clutter.									
VIS-7:	**Vegetation Removal**. Removal of existing trees, shrubs, vines, or other vegetation will be avoided, where feasible. Should trees, shrubs, vines, or other vegetation be removed, the Project Landscape Architect will work with the District Landscape Architect to provide replacement plans that meet State requirements, where needed. For vegetation removed outside Caltrans rights-of-way, replacement would comply with applicable local ordinances. The existing visual character of vegetated areas to be impacted shall be surveyed and documented before construction and shall be restored to pre-Project conditions, to the extent feasible.									
VIS-8:	**Light and Glare.** Glare from construction and permanent lighting will be limited by providing directional lighting and/or by focusing lighting on work areas. Lighting will be shielded to minimize ambient spillover into adjacent areas.									
VIS-9:	**Visual Character of Construction Staging Areas**. The existing visual character of construction staging areas shall be surveyed and documented before construction and construction staging areas shall be restored and enhanced (new planting, irrigation) as part of an overall strategy to create a visually cohesive Project once construction is complete.									
VIS-10:	**Construction Staging Area Locations**. Construction staging areas shall be set up in locations that are out of sight from a majority of viewers.									
VIS-11:	**Tree Trimming and Removal Guidelines**. Brush and trees shall be neatly trimmed and/or removed if in conflict with the proposed noise/retaining wall locations. The only trees that shall be removed are those that are necessary to perform the work. An International Society of									

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	Arboriculture (ISA) Certified Arborist with Tree Risk Assessment Qualification (TRAQ) will be present during tree work to direct and oversee crew's implementation of American National Standards Institute (ANSI) A300 Tree Care Standards. Trimming will be performed carefully to avoid harming trees and hindering future growth. All trees scheduled to be trimmed or removed shall be marked and approval from the Project engineer will be obtained prior to performing the work. For clarification, trees shall be interpreted as any growth with a minimum trunk diameter of 3 inches.									
MM-VIS-12:	**Aesthetic Theme.** The project team will ensure close collaboration among stakeholder agencies during PS&E to create a unified aesthetic theme and to support the various communities' aesthetic goals. The proposed design elements would reflect the appropriate scale, color, and details consistent with the Project Corridor's context. Discussions would cover various aspects, including bridge rail aesthetics, retaining wall and soundwall design, signage, lighting, additional paving areas, and revegetation plantings. A Technical Advisory Committee (TAC) and a Corridor Advisory Committee (CAC), including key community representatives, may be needed to ensure collaboration with stakeholder agencies.									
Cultural Resources										
Project Features										
PF-CR-1:	**Discovery of Cultural Materials.** If archaeological resources are discovered within or near the construction limits, the construction contractor will not disturb the resources and will immediately stop all work within 60 feet of the discovery, secure the area of the discovery, and notify the Project Engineer until California Department of Transportation (Caltrans) District 7 can investigate the discovery. No archaeological resources will be moved or taken from the project location. Coordination will be maintained with Caltrans District 7 to determine an appropriate course of action. It is possible that if Caltrans orders, additional resources may be necessary to assist in the investigation or recovery of archaeological material/information. If the discovery of cultural materials occurs outside the Caltrans right-of-way, then coordination with the appropriate local agency will be conducted. Work will not be allowed to resume in the secured area of discovery until authorized by Caltrans.									
PF-CR-2:	**Discovery of Human Remains.** If human remains are discovered California Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission, which, pursuant to Public Resources Code Section 5097.98, will then notify the most likely descendant. At this time, the person who discovered the remains will contact the Caltrans District 7 Environmental Branch Chief or the District 7 Native									

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American Coordinator so that they may work with the most likely descendant on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 are to be followed as applicable.									
Avoidance, Minimization, and/or Mitigation Measures									
No measures are required.									
PHYSICAL ENVIRONMENT									
Hydrology and Floodplains									
Project Features									
PF-HYD-1: **Construction General Permit.** The Project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit [CGP]) Order No. 2022-0057-DWQ, NPDES No. CAS000002, and any subsequent permits in effect at the time of construction.									
PF-HYD-2: **Stormwater Pollution Prevention Plan.** The Project will comply with the CGP by preparing and implementing a Stormwater Pollution Prevention Plan (SWPPP) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate Risk Level. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include Best Management Practices (BMPs) to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management, and non-stormwater BMPs. All work must conform to the Construction Site BMP requirements specified in the latest edition of the *Stormwater Quality Handbooks: Construction Site Best Management Practices Manual* to control and minimize the impacts of construction and construction-related activities, material, and pollutants on the watershed. These include, but are not limited to: temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-stormwater BMPs.									
PF-HYD-3: **Construction General Permit Flow Conveyance Controls.** The Project will comply with the provisions of the Caltrans BMP SS-9 specifications (Caltrans Construction Site Best Management Practices Manual, 2024) and flow conveyance control requirements of the CGP. During construction, the Contractor will install temporary concentrated flow conveyance controls such as earth dikes/drainage swales and lined ditches along roadways and facility improvements subject to flood drainage.									
Avoidance, Minimization, and/or Mitigation Measures									
Implementation of Measure NC-1 as described below in Natural Communities.									

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Water Quality and Storm Water Runoff									
Project Features									
PF-WQ-1: **Caltrans Municipal Separate Storm Sewer System Permit.** The Project will comply with the provisions of the NPDES Permit and Waste Discharge Requirements for the State of California Department of Transportation (Caltrans), Order No. 2022-0033-DWQ, NPDES No. CAS000003, and any subsequent permits in effect at the time of construction.									
PF-WQ-2: **Design Pollution Prevention Best Management Practices.** Design Pollution Prevention BMPs will be implemented, such as preservation of existing vegetation; slope/surface protection systems (permanent soil stabilization); concentrated flow conveyance systems, such as ditches, berms, dikes, and swales; overside drains; flared end sections; and outlet protection/velocity dissipation devices.									
PF-WQ-3: **Treatment Best Management Practices.** Final design of the Project shall include Caltrans-approved Treatment BMPs consistent with the requirements of the Caltrans *Permit and Project Planning and Design Guide*. Project construction shall not be deemed complete until the treatment BMPs are installed and a long-term BMP maintenance plan is prepared.									
Implementation of Project Features PF-HYD-1 and PF-HYD-2 as described in Hydrology and Floodplains above.									
Avoidance, Minimization, and/or Mitigation Measures									
No measures are required.									
Geology/Soils/Seismic/Topography									
Project Features									
PF-GEO-1: **Revegetation.** Prior to construction, revegetation of graded slopes shall be performed to minimize erosion, and runoff would be diverted from each slope face using earthen berms and/or concrete swales at the top of each slope.									
Implementation of Project Features PF-WQ-4 and PF-HAZ-1 through PF-HAZ-5 as described in Water Quality and Storm Water Runoff and Hazardous Waste/Materials.									
Avoidance, Minimization, and Mitigation Measures									
GEO-1: **Geotechnical Investigation.** Under this measure during the Plans, Specifications, and Estimates (PS&E) phase, a detailed geotechnical investigation will be conducted by qualified geotechnical personnel to assess the geotechnical conditions at the Project Corridor. The geotechnical investigation will include exploratory borings to investigate site-specific soils and conditions and to collect samples of subsurface soils for laboratory testing. Those soil samples will be tested to evaluate liquefaction potential, collapsibility potential, stability, and corrosion potential. The Project-specific findings and recommendations of the geotechnical investigation will be summarized in a Structure Foundation Report and a Geotechnical Design Report to be submitted to the California Department of Transportation (Caltrans) for review and approval. Those findings and recommendations will be incorporated in the final design of the Build Alternatives.									

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Paleontology									
Project Features									
PF-PAL-1: **California Department of Transportation (Caltrans) Standard Specification 14-7.03: Discovery of Unanticipated Paleontological Resources.** If unanticipated paleontological resources are discovered, all work within 60 feet of the discovery must cease and the construction Resident Engineer will be notified. Work cannot continue near the discovery until authorized.									
Avoidance, Minimization, and Mitigation Measures									
MM-PAL-1: **Paleontological Mitigation Plan.** A qualified paleontologist shall prepare a Paleontological Mitigation Plan (PMP) following the guidelines in the California Department of Transportation (Caltrans) *Standard Environmental Reference (SER), Environmental Handbook,* Volume 1, Chapter 8 – Paleontology (June 2016 or more current) and guidelines developed by the Society of Vertebrate Paleontology (SVP; 2010). The PMP shall be prepared concurrently with final design plans during the Plans, Specifications, and Estimates (PS&E) phase. Mitigation measures outlined in the PMP may include, but are not limited to, the following: a) A project-specific PMP will be prepared by a qualified principal paleontologist (MS or PhD in paleontology) once adequate project design information regarding subsurface disturbance location, depth, and lateral extent is available. b) The qualified principal paleontologist will be present at pre-construction meetings to confer with contractors who will be performing ground-disturbing activities. c) Paleontological monitors, under the direction of the qualified principal paleontologist, will be on site to inspect cuts for fossils at all times during original ground disturbance involving sensitive geologic formations. d) When fossils are discovered, the paleontologist (or paleontological monitor) will recover them. Construction work in these areas may be halted or diverted by the Resident Engineer to allow the prompt recovery of fossils. e) Fossils collected during the monitoring and salvage portion of the mitigation program will be prepared to the point of identification, sorted, and cataloged. f) Prepared fossils, along with copies of all pertinent field notes, photos, and maps, will be deposited in a scientific institution with paleontological collections. g) A Paleontological Mitigation Report will be completed that outlines the results of the mitigation program. h) Where feasible, selected road cuts or large finished slopes in areas with critically interesting paleontological features may be left exposed to serve									

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	as important educational and scientific features. This may be possible if no substantial adverse visual or safety impacts result.									
Hazardous Materials										
Project Features										
PF-HAZ-1:	Caltrans Standard Special Provisions (SSPs 14-11.08 and 14-11.09) will be included as part of the Project Specifications, and Estimates (PS&E) package to ensure proper removal, handling, and disposal of aerially deposited lead containing material at a permitted disposal facility or reused per the Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils (Agreement) during construction.									
PF-HAZ-2:	Caltrans special provision (SSP 14-11.12) will be included as part of the PS&E package to ensure proper removal, handling, and disposal of the generated traffic striping waste at a permitted disposal facility.									
PF-HAZ-3:	Caltrans special provisions (SSPs 14-11.13 and 14-11.16) will be included as part of the specifications in the PS&E package to ensure proper removal, handling, and disposal of asbestos-containing materials (ACMs) and lead-based paints (LBPs), at a permitted disposal facility or reused per Caltrans' Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils (Agreement) during construction.									
PF-HAZ-4:	During excavation, the Construction Contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during Project construction activities, the Construction Contractor will be required to cease work in the area and to have an environmental professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the Caltrans *Construction Manual* (December 2022). Adequate protection for construction workers will be provided with the implementation of a Health and Safety Plan (HASP) and Soil Management Plan (SMP). The HASP shall inform all field personnel of potential hazards and establish policies and procedures to protect workers, the public, and the environment. The SMP shall provide guidelines for construction and grading at sites with potential contamination issues and include information on stockpiling, disposal, tracking, transportation, and final placement of contaminated soils.									
PF-HAZ-5:	Treated wood waste will be managed under 22 CA Code of Regs Div 4.5 Ch 34 in accordance with Caltrans Standard Specifications 14-11.14 for handling, transporting, and disposing of treated wood waste. Additionally, the California Department of Toxic Substances Control (DTSC) Hazardous Materials Division guidance for the Management of Treated Wood Waste will be included as part of the PS&E package to ensure proper management or disposal of treated wood waste in accordance with current DTSC guidance.									

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Avoidance, Minimization, and Mitigation Measures									
HAZ-1: Electrical transformers and equipment will be evaluated during the PS&E phase for polychlorinated biphenyl (PCB) content or releases if transformers and/or equipment will be removed or relocated as part of the Project. Leaking transformers observed during construction of the Project will be tested for PCBs and handled in accordance with all applicable regulations.									
HAZ-2: If Project limits are modified so that construction would disturb soil at or directly adjacent to the subject Exxon site, a Phase II Site Investigation will be conducted to evaluate for Total Petroleum Hydrocarbons (TPH).									
Air Quality									
Project Features									
PF-AQ-1: The Contractor shall comply with the Caltrans' Standard Specifications in Section 14-9 (2023) for reducing impacts from construction activities. Section 14-9.02 specifically requires compliance by the Contractor with all applicable air-pollution-control rules, regulations, and ordinances related to air quality, including air quality management district's rules and regulations.									
PF-AQ-2: The Contractor shall use Tier 4 interim or Tier 4 final engines for off-road diesel-fueled vehicles subject to 13 California Code of Regulations Section 2449 instead of the use of lower tiered engines.									
PF-AQ-3 The Contractor shall comply with SCAQMD Rule 403 on Dust Control (SCAQMD 2005).									
Implementation of Transportation System Management (TSM) and Transportation Demand Management (TDM) measures, as outlined in Chapter 2.									
Avoidance and Minimization Measures									
No measures are required.									
Noise									
Project Features									
PF-N-1: The control of noise from Project construction activities will conform to the California Department of Transportation (Caltrans) Standard Specifications, Section 14-8.02, "Noise Control." Noise levels from the contractor's operations between the hours of 9:00 p.m. and 6:00 a.m. shall not exceed 86 dBA L_{max} (maximum A-weighted sound level measured in decibels) at a distance of 50 feet.									
Avoidance, Minimization, and/or Mitigation Measures									
N-1: The construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.									
N-2: The construction contractor shall locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and the noise-sensitive receptors nearest the active project sites during all Project construction.									
N-3: The construction contractor shall maintain all internal combustion engines properly to minimize noise generation.									
N-4: The construction contractor shall avoid unnecessary idling of internal combustion engines.									

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N-5:	The construction contractor shall route trucks away from residential neighborhoods to the extent feasible.									
N-6:	The construction contractor shall schedule construction activities to minimize noise impacts to noise-sensitive land uses to the extent feasible.									
N-7:	Where practical, feasible and reasonable noise barrier shall be constructed in the beginning of the Project to minimize noise impacts to noise-sensitive receptors.									
N-8:	The construction contractor shall erect temporary construction barrier to minimize noise impacts to noise-sensitive land uses. Their height and placement shall be determined by the noise control plan.									
N-9:	Based on the studies completed to date, the California Department of Transportation (Caltrans) intends to incorporate Noise Barrier (NB) No. 18-2 in the form of a noise barrier for the Build Alternatives shown in Table 3.15.31. Calculations based on preliminary design data show that NB No. 18-2 will reduce noise levels by a minimum of 5 dBA for 100 residences at a cost of $1,820,280 under Alternative 2, 205 residences at a cost of $4,011,881 under Alternative 3, and 201 residences at a cost of $4,011,881 under Alternative 5. These measures may change based on input received from the public. If conditions have substantially changed during final design, noise abatement may not be constructed. The final decision on noise abatement will be made upon completion of the Project design.									
Energy										
Project Features										
Implementation of Project Features PF-AQ-1 and PF-AQ-2 as described in Air Quality above.										
Avoidance, Minimization, and/or Mitigation Measures										
No measures are required.										
BIOLOGICAL ENVIRONMENT										
Natural Communities										
Project Features										
PF-NC-1:	**Delineation of Environmentally Sensitive Areas.** Prior to construction, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the Project footprint to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. No Project activity of any type would be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, would not be allowed to operate within the ESAs. All construction equipment will be operated in a manner so as to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, would be allowed within these protected zones. Silt fence barriers will be installed at the ESA boundary to prevent accidental deposition of fill material in areas where vegetation is immediately adjacent to planned grading activities.									

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PF-NC-2:	**Best Management Practices (BMPs) During Construction.** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland habitat areas. The designated upland areas would be located in such a manner as to prevent any spill runoff from entering waters of the United States or adjacent sensitive vegetation communities. Other BMPs to be implemented during construction include wind erosion and dust control, sediment tracking control, street sweeping and vacuuming, stabilized construction roadway, general spill prevention control, solid waste management, hazardous waste management, sanitary/septic waste management, material delivery and storage, and material use.									
PF-NC-3:	**Invasive Species Control.** Invasive species will be removed from the Project work area and controlled during construction. The use of known invasive plant species (i.e., plant species listed in the California Invasive Plant Council [Cal-IPC] California Invasive Plant Inventory with a high or moderate rating) would be prohibited for construction, revegetation, and landscaping activities. Project measures would be included to ensure invasive plant material is not spread from the Project site to other areas by disposal off site or by tracking seed on equipment, clothing, and shoes. Equipment/material imported from an area of invasive plants must be identified and measures implemented to prevent importation and spreading of non-native plant material within the Project site. All construction equipment would be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving to and leaving the Project site. Eradication strategies (i.e., weed abatement programs) would be employed should an invasion occur during construction.									
Avoidance, Minimization, and/or Mitigation Measures										
NC-1:	**Biological Monitoring.** A qualified biologist would monitor construction activities prior to and during vegetation removal for the duration of the Project to ensure that practicable measures are being employed to avoid and minimize incidental disturbance of habitat and covered species inside and outside the Project footprint.									
NC-2:	**Pre-Construction Clearance Surveys.** A qualified biologist would conduct pre-construction surveys to confirm the absence of sensitive biological resources within the work areas. The pre-construction surveys would take place no more than 24 hours prior to commencement of work activities. If listed species are observed within the work area (or areas potentially indirectly affected by Project activities as determined by the qualified biologist) and the work cannot be postponed until the species is no longer present, the California Department of Transportation (Caltrans) will obtain written approval from the United States Fish and Wildlife Service									

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	(USFWS) or the California Department of Fish and Wildlife (CDFW), as applicable, prior to completing project work at these locations. If the work can be postponed, appropriate measures would be implemented by the qualified biologist or until the species is no longer present.									
NC-3:	**On-Site Training.** All personnel involved in the on-site Project construction will be required to participate in a pre-construction environmental training program to understand the avoidance and minimization measures and resource agency permit obligations for the Project.									
MM-NC-4:	**Habitat Mitigation and Monitoring Plan (HMMP).** Prior to Project construction, an HMMP will be prepared for the Project that would cover specifications for the revegetation of temporary impacts to coastal sage scrub (CSS) and other native habitats along with compensatory plantings for permanent impacts to native habitats and protected trees. At a minimum, the plan will contain specifications covering the following restoration components: Revegetation and Planting Specifications: The HMMP will contain the native plant and seed palettes to be installed within the revegetation area. Native plant material will be of nursery stock from the local area and/or cuttings taken from within the Biological Study Area (BSA). Maintenance and Monitoring Specifications: The HMMP would include 5-year monitoring and maintenance specifications to ensure the long-term survivability of replacement plantings. Performance Criteria: The HMMP would include appropriate success criteria for the 5-year revegetation effort, including quantitative thresholds for cover by native vegetative, to ensure there is no net loss of native habitat area, functions, and values.									
NC-5:	**Tree Survey Inventory of Trees to be Removed/Trimmed.** A qualified arborist would inventory the trees within the final Project disturbance limits to establish appropriate replacement ratios, planting locations, and replacement planting size, in coordination with the Caltrans Landscape Architect. Mature trees removed within Caltrans right-of-way (ROW) would be replaced at a 1:1 ratio. Oak trees and other protected native tree species removed within or outside Caltrans ROW would be replaced at a 3:1 ratio (i.e., three trees planted for each one removed). Replacement trees would consist of, at a minimum, 10- or 15-gallon container plants or container (“boxed”) trees depending on the tree species to be removed. When trimming trees, no more than 25 percent of the tree canopy should be trimmed.									
NC-6:	**Avoidance of Native Tree Dripline.** Environmentally Sensitive Area (ESA) fencing would be installed around the dripline of retained oak/native trees to avoid or minimize unnecessary encroachment and prohibit mechanical activity within the root zone. No construction activities or placement of structures would occur within the root zone of any retained oak/native trees.									

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	Landscaping, trenching, or irrigation systems would not be installed within the root zone of any retained oak/native trees. Sedimentation and siltation would be controlled to avoid filling within the root zone or around the base of any retained trees.									
NC-7:	**Monitor Retained Oak Trees.** Monitor retained oak/native trees adjacent to the Project during grading and construction activities. Monitoring of retained oak/native trees would occur at intervals warranted by the site conditions and level of activity. A qualified arborist would conduct all monitoring. All oak/native tree removals would be verified to check for damage to any retained oak/native trees growing in close proximity to the removed oak/ native trees.									
NC-8:	**Conduct Pruning of Retained Native Trees According to Approved Standards.** All pruning would be directed by an International Society of Arboriculture (ISA)-certified arborist and performed by ISA certified tree workers in accordance with the Best Management Practices (BMPs) for Pruning by the ISA Society of Arboriculture and would adhere to the most recent editions of the American National Standards Institute (ANSI) for Tree Care Operations and Pruning A300, Part 1.									
NC-9:	**Sepulveda Boulevard Wildlife Crossing.** At the Sepulveda Boulevard wildlife crossing, vegetation removed at the wildlife crossing would be restored. This includes replanting native vegetation on both sides of the newly widened freeway bridge to provide cover. The replanting of native vegetation would include a mixture of trees, shrubs, and ground cover. The planting density should be moderate, providing cover for wildlife to maneuver in, but not too dense or too sparse; regrading and extending of the benches would be done in a manner that is consistent with previous benches; and re-installing/reconstructing the existing exclusionary fencing the full length of the Sepulveda Pass to direct wildlife into the crossing. The Sepulveda Boulevard wildlife crossing would be improved and enhanced in conjunction with restoring the removed revegetation as described above. Other improvements to this wildlife crossing include: • Restore native vegetation in the stepping-stone between the southbound on-ramp and the freeway. • Add native plant cover under the undercrossing within the restored benches.									
NC-10:	**Bel Air Crest Road Undercrossing Wildlife Crossing.** At the Bel Air wildlife crossing, vegetation removed at the wildlife crossing would be restored by extending the small benches along the undercrossing and re-installing/reconstructing the existing exclusionary fencing the full length of the Sepulveda Pass to direct wildlife into the crossing. The Bel Air wildlife crossing would be improved and enhanced in conjunction with restoring the									

Task and Brief Description		Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
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	previously mitigated areas as described above. Other improvements to this wildlife crossing include: • Restore areas subject to vegetation removal with native vegetation to provide cover. • Install new right-of-way (ROW) fencing so that it is not restrictive for wildlife to access natural areas within Caltrans' property.									
NC-11:	**Skirball Center Overcrossing Wildlife Crossing.** At the Skirball Center overcrossing, wildlife exclusionary fencing affected by the Project would be restored to maximize accessible stepping-stone vegetation. Additionally, the wildlife crossing would be improved and enhanced by implementing the following: • Create stepping-stone habitat within Caltrans ROW by adding soil and install a retaining wall along the freeway to allow habitat to be at or above grade from the freeway edge to Sepulveda Boulevard (approximately 20 meters) and south of the bridge for at least a distance of 45 meters. If feasible, fill in the stepping-stone to be at grade with Sepulveda Boulevard, revegetate the stepping-stone habitat, and remove the concrete wall and fencing. • Reduce lighting at the Skirball Center Drive/Sepulveda Boulevard intersection (where safe to do so) as well as along the bridge.									
NC-12:	**Mulholland Bridge Drive Wildlife Crossing.** At Mulholland Bridge Drive, existing wildlife exclusionary fencing affected by the Project would be restored. Additionally, the wildlife crossing would be improved and enhanced by implementing the following: • Remove ROW fencing on both sides of the overcrossing to allow wildlife to funnel onto the street/bridge into the adjacent natural areas located on either side. • Reduce lighting at the Mulholland Drive/Skirball Center Drive intersection as well as along the overcrossing.									
NC-13:	**Wildlife Exclusionary Fencing.** Any existing wildlife exclusionary fencing within the Sepulveda pass affected by the Project would be restored/replaced in-kind.									
Implementation of Measure WET-1 as described below in Wetlands and Other Waters.										
Wetlands and Other Waters										
Project Features										
PF-WET-1:	**Water Quality Best Management Practices (BMPs).** In order to avoid impacts to water quality, stormwater, and erosion control BMPs are recommended to prevent loose soil or pollutants associated with the Project from inadvertently entering the drainage features located within and adjacent to the Biological Study Area (BSA). Example BMPs include silt fencing and straw wattle placed in such a manner that they are able to catch or filter sediment or other construction-related debris to prevent it from eroding into the nearby drainage channels.									
Implementation of Project Features PF-HYD-1 through PF-HYD-3, PF-WQ-1 through PF-WQ-3, and PF-NC-1 through PF-NC-3 in Hydrology and Floodplains, Water Quality and Storm Water Runoff, and Natural Communities.										

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Avoidance, Minimization, and/or Mitigation Measures									
WET-1: **Construction Best Management Practices (BMPs).** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities would occur in developed or designated non-sensitive upland areas. The designated upland areas would be located in such a manner as to prevent any loose soil or spill runoff from entering jurisdictional waterways. In order to prevent the spread of invasive species (Executive Order 13112), any plants removed or soil disturbed during the course of construction should be contained and properly disposed of offsite. All mulch, topsoil, seed mixes, or other plantings used during landscaping activities and any erosion-control BMPs implemented would be free of invasive plant species seeds or propagules. No vegetation listed on the California Invasive Plant Council (Cal-IPC) inventory or the California Noxious Weed List would be installed as part of the Project, and all plant palettes proposed for the Project would be reviewed by a Qualified Biologist during the Plans, Specifications, and Estimates (PS&E) phase.									
WET-2: **Nationwide Permit.** Prior to initiation of construction, a permit will be obtained through the United States Army Corps of Engineers (USACE) pursuant to Section 404 of the Clean Water Act. As part of coordination with the USACE, a Nationwide Permit will be pursued, if appropriate. Subject to confirmation from the USACE, it is anticipated that the Project will be permitted under Nationwide Permit 14 for linear transportation projects. Any conditions and measures identified in the Section 404 permit will be implemented.									
WET-3: **Streambed Alteration Agreement (SAA).** Prior to initiation of construction, an SAA with the California Department of Fish and Wildlife (CDFW) will be obtained and any specifications, conditions, and measures identified in the SAA will be implemented.									
WET-4: **Water Quality Certification.** Prior to initiation of construction, a Section 401 Water Quality Certification from the Los Angeles Regional Water Quality Control Board (RWQCB) will be obtained and any specifications, conditions, and measures identified in the certification will be implemented.									
Implementation of Measures NC-1 through NC-3 and MM-NC-4 as described in Natural Communities.									

Task and Brief Description		Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initials	Date		Initials	Date
Plant Species										
Project Features										
Implementation of Project Features PF-NC-1 through PF-NC-3 as described in Natural Communities.										
Avoidance, Minimization, and/or Mitigation Measures										
PS-1:	**Pre-Construction Botanical Surveys.** A qualified biologist/botanist shall conduct pre-construction surveys to confirm the absence of sensitive botanical resources within the work areas. The pre-construction surveys shall take place during the appropriately-timed blooming period (February through July) prior to the commencement of work activities. They will be conducted regularly, including prior to initiation of final design, until the start of construction. If special-status plant species are observed within the work area (or areas potentially indirectly affected by Project activities as determined by the qualified biologist), Caltrans would consult with the United States Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW), as applicable, to determine whether any permits or authorizations are required, prior to conducting work that would affect the species.										
PS-2:	**Special-Status Plant Species Avoidance and Minimization Measure.** If special-status plant species can be avoided, exclusionary fencing shall be installed around the avoidance area by a qualified biologist/botanist. No ground-disturbing activities, including construction of new facilities, construction staging, or other temporary work areas shall take place within the exclusionary areas. If special-status plant species cannot be avoided, unavoidable impacts will be addressed through MM-PS-3.									
MM-PS-3:	**Compensatory Mitigation for Special-Status Plants.** Where avoidance of impacts on a special-status plant species is not feasible, impacts will be mitigated through the development of a project-specific Special-Status Plant Species Mitigation Plan. If a plant listed under the FESA, CESA or unlisted special-status plant is found within the direct impact area, the Applicant will obtain authorization from the appropriate agency prior to impacts and prior to implementing measures specific to that species. Compensatory mitigation will be provided in accordance with resource agency requirements and/or one or more of the following methods: a) The acquisition, protection, and in-perpetuity management of other existing plant species occurrences/populations at a minimum 1:1 conservation-to-impact ratio. b) The salvage of seed and/or plant material for translocation and/or planting at suitable on-site location(s), with monitoring, and management requirements that ensure the translocated or seeded individuals are self-sustaining for a minimum of 5 years at a minimum 1:1 compensation-to-impact ratio. c) The salvage of seed and/or plant material for translocation and/or planting at suitable off-site location(s), with long-term protections, monitoring,									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
and management requirements that ensure the translocated or seeded individuals are self-sustaining for a minimum of 5 years at a minimum 1:1 compensation-to-impact ratio.									
Implementation of Measures NC-1 through NC-3, MM-NC-4, and NC-5 through NC-8 as described in Natural Communities.									
Animal Species									
Project Features									
PF-AS-1: **Avoidance of Breeding Season and Nesting Bird Surveys.** Vegetation clearing shall occur outside the nesting season (February 1–September 1) to the fullest practicable extent. If vegetation clearing shall occur during nesting season, at least 2 weeks prior to the initiation of Project activities during the nesting bird/raptor season, a qualified biologist with experience in conducting breeding bird surveys will conduct weekly bird surveys with the last survey being conducted no more than 3 days prior to the initiation of Project activities to detect the presence/absence of migratory and resident bird species occurring in suitable nesting habitat. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction or clearing will not be conducted in this zone until the biologist determines that the young have fledged or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area.									
PF-AS-2: **Construction Equipment Staging.** To the extent practicable, internal combustion equipment (e.g., generators and vehicles) is not to be parked or operated beneath or adjacent to the structures unless it is required for Project-related work on that structure.									
Implementation of Project Features PF-NC-1 through PF-NC-3 as described in Natural Communities.									
Avoidance, Minimization, and/or Mitigation Measures									
MM-AS-1: **Bat Habitat Mitigation and Monitoring Plan (BHMMP).** If construction activities are proposed on or within 100 feet of the Interstate 405 (I-405) Van Nuys Overhead (Bridge 53-1362), a BHMMP would be prepared by a CDFW-approved biologist with demonstrated success in designing effective minimization and mitigation measures for bats. This BHMMP would include site- and project-specific impact minimization measures that include, but are not limited to, humane eviction/exclusion if warranted, roosting habitat mitigation associated with any eviction/exclusion, noise abatement, and construction monitoring of roosting bats.									
AS-2: **Pre-Construction Nighttime Bat Surveys.** At bridge and culvert structures identified as potential maternity roosts where construction activities are proposed on those structures, nighttime bat surveys would be performed by a qualified bat biologist during the peak period (June or July) of the bat maternity season (April 1–August 31) to confirm whether maternity colonies are present. These surveys would be performed by a qualified bat biologist at									

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						Initials	Date		Initials	Date
	least one year in advance of construction so that appropriate site-specific and species-specific minimization measures can be developed in coordination with the CDFW and a qualified bat biologist. If any maternity colonies are found, a BHMMP would be prepared by a CDFW-approved biologist with demonstrated success in designing effective minimization and mitigation measures for bats. This BHMMP would include site- and project-specific impact minimization measures that include, but are not limited to, humane eviction/exclusion if warranted, roosting habitat mitigation associated with any eviction/exclusion, noise abatement, and construction monitoring of roosting bats.									
AS-3:	**Avoidance of the Bat Maternity Season.** Within 500 feet of structures where maternity roosting is confirmed, activities that pose adverse impacts to roosting bats through elevated noise and vibration, such as demolition and pile-driving activities, would avoid the recognized bat maternity season (April 1–August 31) to prevent potential mortality of flightless young bats. Any such construction activities at structures housing maternity colonies would be coordinated with a qualified bat biologist and the CDFW prior to work within the bat maternity season.									
AS-4:	**Humane Eviction and Exclusion.** If direct impacts to bat-roosting habitat are anticipated, humane evictions and exclusions of roosting bats would be performed under the supervision of a qualified bat biologist in the fall (September or October) prior to any work activities that would result in direct impacts or direct mortality to roosting bats. This action would be performed in coordination with the CDFW. To avoid potential mortality of flightless juvenile bats, evictions and exclusions of bats cannot be performed during the maternity season (April 1–August 31). Winter months are also inappropriate for bat eviction because not all individuals in a roost would emerge on any given night. In addition, long-distance movements to other roost sites are more difficult during the winter, when prey availability is scarce, resulting in high mortality rates of evicted bats.									
AS-5:	**Night Work Lighting.** If night work (i.e., between dusk and dawn) is anticipated within 100 feet of structures where bat roosting is confirmed, night lighting would be used only in areas of active work and shall be focused on the direct area(s) of work and away from the culvert entrances to the greatest extent practicable.									
AS-6:	**Obstruction of Weep Hole Features.** If bridge weep holes are covered to exclude birds from nesting in bridges during Project construction, this action would be coordinated with a CDFW-approved bat biologist to ensure that appropriate one-way doors usable by both birds and bats are installed to prevent potential entrapment of roosting bats.									

Task and Brief Description		Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
						Initials	Date		Initials	Date
AS-7:	**Obstruction of Bat Roosting Features.** Airspace access to and from the roost features of the structures shall not be obstructed except in direct work areas, and construction personnel shall not be present in non-active areas beneath the structures or near the entrances to the structures.									
AS-8:	**Replacement Lighting Locations.** If the project proposes replacement of lighting in various areas, siting of these replacement lights should avoid overspill into bat-roosting sites, and light shields should be installed for lights adjacent to suitable foraging habitat to avoid permanent impacts to roosting and foraging bats.									
AS-9:	**Swallow Nest Removal.** If swallow nests are removed to prevent swallows from nesting in the Project Corridor during construction activities, the nests would be inspected for roosting bats by a CDFW-approved bat biologist and removed in the fall (September or October) in a manner that ensures they do not fall to the ground before lack of occupancy has been established.									
AS-10:	**Tree Trimming and Removal.** To the greatest extent feasible, tree trimming/removal activities would be performed outside the bat maternity season (April 1 through August 31) to avoid direct impacts to nonvolant (flightless) young that may roost in palm trees within the study area. This period also coincides with the bird nesting season of February 1 through September 1. If trimming or removal of palm trees during the bat maternity season (April 1 through August 31) cannot be avoided, any trees that have also been identified as containing suitable bat roosting habitat would be surveyed at night within three days prior to removal to identify any maternity roosts and avoid “take” of juvenile bats. These surveys would include acoustic monitoring and observation with night vision equipment to adequately confirm absence of bats. Any trees confirmed during those surveys as housing bat maternity colonies would be avoided until the end of the maternity season to avoid potential mortality of juvenile bats.									
AS-11:	**Construction Night Lighting.** If night work (i.e., between dusk and dawn) is anticipated within 100 feet of structures where bat roosting is confirmed, night lighting would be used only in areas of active work and focused on the direct area(s) of work, and away from the culvert entrances or bridges to the greatest extent practicable.									
MM-AS-12:	**Compensation for Direct Impacts to Bats.** If permanent, direct impacts to bat-roosting habitat are anticipated and/or a humane eviction/exclusion is performed, alternate roosting habitat would be provided to ensure no net loss of bat-roosting habitat. The design, numbers, and locations of these roost structures would be determined in consultation with a qualified bat biologist. This action shall be coordinated with Caltrans, the CDFW, and a qualified bat biologist to ensure that the installed habitat will provide adequate mitigation for impacts.									
Implementation of Measures NC-1 through NC-3, and MM-NC-4, as described in Natural Communities and Plant Species.										

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
Threatened and Endangered Species									
Project Features									
Implementation of Project Features PF-NC-1 through PF-NC-3 and PF-AS-1 as described in Natural Communities and Animal Species, above.									
Avoidance, Minimization, and/or Mitigation Measures									
TE-1: **Pre-Construction Survey for Mountain Lion Dens.** Prior to any ground-disturbing activity, a qualified biologist would conduct pre-construction surveys for known or potential mountain lion dens within suitable habitat located within the work area and within 600 meters of the work area. These surveys will be conducted no less than 14 days and no more than 30 days prior to the start of ground-disturbing activities in a work area. If known or potential mountain lion dens are identified or observed during pre-construction surveys, the qualified biologist would implement an appropriate no disturbance buffer until the den is determined to be no longer occupied. No work may occur within the disturbance buffer.									
TE-2: **Crotch's Bumble Bee Pre-Construction Clearance Surveys.** A qualified biologist will conduct up to three on-site surveys (2 to 4 weeks apart) prior to ground disturbance following the California Department of Fish and Wildlife (CDFW) methodology as outlined in *Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species Surveys* (CDFW 2023b) during the optimal activity period (i.e., April through August). Surveys should occur during the day (at least 1 hour after sunrise and at least 2 hours before sunset, although ideally between 9:00 a.m. and 1:00 p.m.) on warm, but not hot, sunny days (65°F to 90°F) with low wind (less than 8 miles per hour [mph]). Surveying during partially cloudy days or overcast conditions is permissible if the surveyors can still see their own shadows. If Crotch's bumble bees or potential Crotch's bumble bees (since bumble bees can be difficult to identify in the field) are observed within the site, a plan to protect Crotch's bumble bee nests and individuals would be developed and implemented in consultation with the CDFW. The plan would include, but not be limited to, the following measures: • If no protected bumble bees are found during the multiple rounds of focused surveys, but the habitat assessment identified suitable nesting, foraging, or overwintering habitat within the Project site, ensure that a biological monitor is on site during vegetation or ground-disturbing activities that take place during the optimal activity period (i.e., April through August); • Specifications for construction timing and sequencing requirements (e.g., avoidance of raking, mowing, tilling, or other ground disturbance until late March to protect overwintering queen bumble bees); • Establishment of appropriate no-disturbance buffers for bumble bee nest sites to avoid impacts to the bees and construction monitoring by a qualified biologist to ensure compliance if bumble bee nests are identified; • Restrictions associated with construction practices, equipment, or materials that may harm bumble bees (e.g., avoidance of pesticides/ herbicides, Best Management Practices (BMPs) to minimize the spread									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
of invasive plant species); • Provisions to avoid Crotch's bumble bee or potential Crotch's bumble bees if observed away from a bumble bee nest during Project activity (e.g., ceasing of Project activities until the animal has left the active work area of its own volition; and • Prescription of an appropriate restoration seed mix targeted for the Crotch's bumble bee, including native plant species known to be visited by native bumble bee species and containing a mix of flowering plant species with continual floral availability through the entire active season of Crotch's bumble bee (March through September).									
Implementation of Measures NC-1 through NC-3 and MM-NC-4 and Measures PS-1 through PS-2 and MM-PS-3 as described in Natural Communities and Plant Species, above.									
Invasive Species									
Project Features									
PF-IS-1: **Weed Abatement Program.** In compliance with Executive Order 13112, and guidance from the Federal Highway Administration (FHWA), the landscaping and erosion control plans included in the Project will not use species listed as invasive. A weed abatement program shall be developed for the Project and incorporated into the Plans, Specifications, and Estimates (PS&E) package to avoid and/or minimize the importation of non-native plant material during and after construction. At a minimum, the program shall include the following measures: • During all site preparation, disturbance, grading, and construction activities, invasive plant material that is found growing within the Project impact area, designated by the California Invasive Plant Council (Cal-IPC), will be removed from the Project work area, as defined by areas subjected to direct and indirect impacts. All removed invasive plant material will be disposed of properly in a landfill or other suitable facility. • During constriction, the Construction Contractor shall inspect and clean construction equipment at the beginning of each day and prior to transporting equipment from Project location to another. • During construction, soil and vegetation disturbances will be minimized to the greatest extent feasible. • During construction, soil, gravel, and rock will be obtained from weed-free sources. • Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. • After constriction, affected areas adjacent to native vegetation will be revegetated with plant species that are native to the vicinity as approved by the District Biologist. • After construction, all revegetated areas will avoid the use of species listed on the Cal-IPC California Invasive									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
Plant that have a High or Moderate rating. • Erosion control and/or revegetation sites will be monitored after construction to detect and control the introduction/invasion of nonnative species. The monitoring period will be determined in consultation with resource agencies. • Eradication procedures (e.g., spraying and/or hand weeding) will be outlined should an infestation occur; the use of herbicides will be prohibited within and adjacent to native vegetation, except as specifically authorized and monitored by the District Biologist. • All woody invasive species will be removed from the proposed Project limits.									
Avoidance, Minimization, and/or Mitigation Measures									
No measures are required.									
Greenhouse Gas Emissions									
Project Features									
Implementation of Project Features PF-AQ-1, PF-AQ-2, PF-UES-1 through PF-UES-3, and PF-GEO-1									
Avoidance, Minimization, and/or Mitigation Measures									

GHG-1: The contractor shall implement the following greenhouse gas (GHG) reduction measures from *GHG Reduction Measures Toolbox For Internal Use in Caltrans Project Development* (Caltrans, June 2021) during construction:
• Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).
• Schedule truck trips outside of peak morning and evening commute hours.
• Schedule longer-duration lane closures to reduce the number of equipment mobilization efforts. (Combine with public information efforts for congested areas.)
• For improved fuel efficiency from construction equipment:
  ○ Maintain equipment in proper tune and working condition
  ○ Use right sized equipment for the job
  ○ Use equipment with new technologies.
• Use alternative fuels such as renewable diesel for construction equipment.
• Use solar-powered construction equipment.
• Earthwork balance: Reduce the need for transport of earthen materials by balancing cut and fill quantities (available at: www.sustainable highways.org/764/178/earthwork-balance.htm
• Supplement existing construction environmental training with information on methods to reduce GHG emissions related to construction (available at: www.sustainablehighways.org/122/project-development.html).									

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					Initials	Date		Initials	Date
• Maximize use of recycled materials (tire rubber for example. • Recycle existing project features on-site. (For example, Metal Beam Guardrail [MBGR], light standards, Sub-base Granular Material, or native material that meets Caltrans specifications for incorporation into new work.) • Reduce construction waste. For example, reuse or recycle construction and demolition waste (reduces consumption of raw materials, reducing waste and transportation to landfill; saves costs). • Use recycled water or reduce consumption of potable water for construction. • Select pavement materials that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards. • Specify Long-Life Pavement. Minimize life-cycle costs by designing long-lasting pavement structures. Consider future climate conditions in decisions. (For example, areas that are expected to experience increased temperatures and extreme heat days may have different pavement needs than areas expecting more frequent freezing temperatures) (available at: www.sustainablehighways.org/764/179/long-life-pavement.html). • Specify cold in-place recycling. This pavement rehabilitation treatment is used on low traffic-volume, Hot Mix Asphalt (HMA) pavements to extend the pavement service life and to recycle natural resources. The treatment also reduces emissions and energy use associated with processing and hauling these materials (available at: www.dot.ny.gov/programs/climate-change/activities). • Produce HMA using warm mix technology (available at: www.fhwa.dot.gov/pavement/asphalt/wma.cfm). • Replace lighting with ultra-reflective sign materials that are illuminated by headlights to reduce energy used by electric lighting.									
GHG-2: The contractor shall implement the following GHG reduction measures from *GHG Reduction Measures Toolbox For Internal Use in Caltrans Project Development* (Caltrans, June 2021) during operation: • Use water-efficient technologies for landscaping, building operations, etc. such as drought-tolerant landscaping, drip irrigation with moisture sensors, and water-saving fixtures such as low-flow toilets in structures. • Complete Streets components that make non-auto									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date

modes of transportation more attractive.
• Measures to support multi modal transportation that will offset project climate impacts: additional Park & Ride lots, bike lockers, bus-only lanes.
• Install solar power source to supply power to highway facility components or buildings.
• Maximize use of solar cells for point-of-use energy sources. Give consideration to compatibility with existing structures.
• Select project features that minimize the need for irrigation and nonnative plants.
• Install urban planting/vegetation, especially canopy trees, to reduce “heat island” effects.
• Include project features that maximize planting of native tree species.
• Incorporate native plants and vegetation to the project design. Replace more vegetation than was removed to increase carbon sequestration.
• Avoid an ultimate (new trees at projected maturity) net loss of tree canopy within the project limits through a combination of preservation and new planting. Trees sequester carbon and provide cooling shade:
  ○ Replaced the trees at a minimum 1 to 1 ratio.
  ○ If overall available planting area has been reduced, compensate for trees lost with trees either nearby or off site.
• Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.
• Include mulch application around new and existing plants to retain soil moisture.
• Include green infrastructure (planted areas such as swales and sidewalk planting areas) to treat storm water and facilitate infiltration on site. Green infrastructure uses less raw material as compared to “gray” storm water treatment facilities (concrete, steel, plastic etc.) and has other livability and sustainability co-benefits. Local infiltration also reduces energy costs related to conveying and treating storm water through municipal systems.
• Select the project alternative that minimizes disturbance of undeveloped land.
• Design and install long-life pavement structures to minimize life-cycle costs. Consider future climate conditions in decisions (e.g., areas that are expected to experience increased temperatures and extreme heat days may have different pavement needs than areas expecting more frequent freezing temperatures).									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
• Incorporation of permeable pavements to reduce urban heat islands. The void structure of pervious concrete acts as insulation and prevents the pavement from storing heat that would otherwise raise air temperatures (resulting in a greater use of air conditioning in nearby buildings). • Alternatives with balanced earthwork are desirable; reduces import/export of fill. Design goal of balanced earthwork projected within 10%. • Alternatives that match existing grade as much as possible are preferred; reduces earthwork. • Balance alternatives against competing environmental constraints. (For example, a longer alignment may have a reduced overall impact on biological resources but may increase vehicle miles traveled [VMT] and GHG emissions.)									
VMT Reduction									
Project Features									
No project features are required.									
Avoidance, Minimization, and/or Mitigation Measures									
MM-TR-1*: Implementation of VMT Mitigation Plan. The Project shall implement measures from the Draft VMT Mitigation Plan to reduce VMT impacts, which would include increasing existing bus service frequency and time-of-day span, Metrolink service expansion, implementing a new Express Bus Line on the I-405 corridor and continuing the expansion of the LA Metro One Car Challenge and Metro Vanpool Programs through enhanced subsidies and outreach using net toll revenue generated by I-405 ExpressLanes.									
Cumulative Impacts									
Project Features									
No project features are required.									
Avoidance, Minimization, and/or Mitigation Measures									
CMM-UTL-1*: Compliance with SCAG Connect SoCal 2024 RTP/SCS Project-Level Mitigation Measure PMM-UTIL-2. In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the CEQA Guidelines, Caltrans and Metro can and should consider mitigation measures to ensure sufficient water supplies, as applicable and feasible. Such measures may include the following or other comparable measures identified by Caltrans and/or Metro: a) Reduce exterior consumptive uses of water in public areas, and should promote reductions in private homes and businesses, by shifting to drought-tolerant native landscape plantings, using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives. CHAPTER 3 Environmental Setting, Impacts, and Mitigation Measures 3.19 Utilities and									

Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Req.	Action Taken to Comply with Task	Task Completed		Remarks	Environmental Compliance	
					Initials	Date		Initials	Date
Service Systems SCAG Connect SoCal 2024 3.19-47 Program Environmental Impact Report ESA / D202001078.00 November 2023 b) Promote the availability of drought-resistant landscaping options and provide information on where these can be purchased. Use of reclaimed water especially in median landscaping and hillside landscaping can and should be implemented where feasible. c) Implement water conservation best practices such as low-flow toilets, water-efficient clothes washers, water system audits, and leak detection and repair. *d)* For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.									
Vibration Impacts									
Project Features									
No project features are required.									
Avoidance, Minimization, and/or Mitigation Measures									
MM-N-10*: The Contractor shall restrict heavy construction equipment (e.g., large bulldozers) or require the use of light construction equipment (e.g., small bulldozers and trucks) within 13 feet of residential structures.									

Appendix F – List of Acronyms and Abbreviation

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Appendix F: List of Acronyms and Abbreviations

Abbreviation/ Acronym	Definition
°F	degrees Fahrenheit
AADT	annual average daily traffic
AB 52	Assembly Bill 52
ACHP	Advisory Council on Historic Preservation
ACM	asbestos containing materials
Acq	Acquisition
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
ADT	average daily traffic
AE	Aerial Easement
AELUP	Airport Environs Land Use Plan
Agreement	Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils
Alt	alternative
ALUC	Airport Land Use Commission
AMC	Airport Metro Connector
ANSI	American National Standards Institute
APE	Area of Potential Effects
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASBS	Areas of Special Biological Significance
ASR	Archaeological Survey Report
AT&T	American Telephone & Telegraph
ATA	additional treated area
AVE	Area of Visual Effect
Ave	Avenue
Basin	South Coast Air Basin
Basin Plan	Los Angeles RWQCB Water Quality Control Plan
BGHD	Brentwood Glen Historic District

Abbreviation/ Acronym	Definition
bgs	below ground surface
BHMMP	Bat Habitat Mitigation and Monitoring Plan
Blvd	Boulevard
BMP	Best Management Practice
BRT	Bus Rapid Transit
BSA	biological study area
BSW	bio infiltration swale
BTU	British thermal units
CA MUTCD	California Manual on Uniform Traffic Control Devices
CAFE	Corporate Average Fuel Economy
CAGN	California gnatcatcher
CAL-CET2021	Caltrans California Construction Emissions Tools 2021
Cal-IPC	California Invasive Plant Council
Cal-OSHA	California Division of Occupational Safety and Health
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CATV	Cable Television Service
CAV	Clean Air Vehicle
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFP	California Fully Protected Species
CFR	Code of Federal Regulations
CGP	Construction General Permit
CHIPS	California Highway Incident Processing System
CHP	California Highway Patrol

Abbreviation/ Acronym	Definition
CHRIS	California Historical Resources Information System
CIA	Community Impact Assessment
CIP	Capital Improvement Project
cm	centimeters
CM/GC	Construction Manager/General Contractor
CMPC	Comprehensive Multimodal Corridor Plan
CMS	changeable message signs
CNDDB	California Natural Diversity Database
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
COI	Change of Information
COZEEP	Caltrans Construction Zone Enhanced Enforcement Program
CRHR	California Register of Historical Resources
CROS	California Roadkill Observation System
CSMP	Construction Site Monitoring Program
CSS	coastal sage scrub
CT-EMFAC2021	Caltrans Emissions Factors Model
CTP	California Transportation Plan
CTP 2050	California Transportation Plan 2050
CUP	Conditional Use Permit
CWA	Clean Water Act
D	Dry
D	Delisted
DAR	direct access ramps
dBA	A-weighted decibel
dBA L_{eq}	equivalent continuous sound level measured in A-weighted decibels
DBH	diameter at breast height
DC	direct connectors
DCRMS	dynamic corridor ramp metering system
DDD	dichlorodiphenyldichloroethane
DDE	dichlorodiphenyldichloroethylene

Abbreviation/ Acronym	Definition
DDT	dichlorodiphenyl-trichloroethane
DHHS	Department of Health and Human Services
DOC	Department of Conservation
DOGGR	California Department of Conservation, Division of Oil, Gas, and Geothermal Resources
DOT	Department of Transportation
DPM	diesel exhaust particulate matter
DPPIA	design pollution prevention infiltration area
DPR	Department of Parks and Recreation
DPS	distinct population segment
Dr	Drive
DRIR	Draft Relocation Impact Report
DSA	Disturbed Soil Area
DTSC	California Department of Toxic Substances Control
DVHD	daily vehicle hours of delay
DWP	Los Angeles Department of Water and Power
DWR	California Department of Water Resource
EAP	Equity Assistance Plan
EB	eastbound
ECMP	Energy Conservation and Management Plan
ECSD	Environmental Compliance and Sustainability Department
ED	Environmental Document
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EIS	Environmental Impact Statement
EL	ExpressLane
EMFAC2021	Emission Factor Model, Version 2021
EO	Executive Order
EOI	Expression of Interest
ESA	Environmentally Sensitive Area
ESU	Evolutionarily Significant Unit
ETC	electronic toll collection
EW	existing wall

Abbreviation/ Acronym	Definition
F+I	Fatal + Injury
FAT	Fatalities
FC	Federal Candidate for Listing
FCAA	Federal Clean Air Act
FD	Federally Delisted
FE	Federally Endangered
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIFRA	Federal Insecticide, Fungicide, and Rodenticide Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping Monitoring Program
FOE	Finding of Effect
FSC	Federal Species of Concern
FSP	Freeway Service Patrol
ft	foot/feet
FT	Federally Threatened
ft^2	square feet
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
GIS	Geographic Information System
GP	General Purpose
GPS	global positioning system
GSA	Groundwater Sustainability Agency
H&SC	California State Health and Safety Code
H_2S	hydrogen sulfide
HA	Hydrologic Area
HAS	Hydrologic Subarea
HCP	Habitat Conservation Plan
HDM	Highway Design Manual

Abbreviation/ Acronym	Definition
HMMP	Habitat Mitigation and Monitoring Plan
HOT	High-Occupancy Toll
HOV	high-occupancy vehicle
HPSR	Historic Property Survey Report
HRER	Historical Resources Evaluation Report
HU	Hydrologic Unit
I-10	Interstate 10
I-405	Interstate 405
IAC	Interagency Consultation
in/sec	inches per second
ISA	Initial Site Assessment
ISA	International Society of Arboriculture
ITS	Intelligent Transportation Systems
JDSA	Jurisdictional Delineation Study Area
KV	Key View
kWh	kilowatt-hours
LA Metro	Los Angeles County Metropolitan Transportation Authority
LABOE	Los Angeles Bureau of Engineering
LACFCD	Los Angeles County Flood Control District
LADOT	Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
LBP	lead-based paint
lbs/day	pounds per day
LBVI	Least Bell's vireo
LCS	Lane Closure Systems
LED	light-emitting diode
LEDPA	least environmentally damaging practicable alternative
$L_{eq}(h)$	1-hour A-weighted equivalent continuous noise level
LOS	level of service
LOSSAN	Los Angeles-San Diego-San Luis Obispo Rail Corridor

Abbreviation/ Acronym	Definition
LOTB	Log of Test Boring
LRTP	Long-Range Transportation Plan
m	meter
MAT	Metro Active Transportation
MBS	Moving Beyond Sustainability/Metro's Sustainability Strategic Plan 2020
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
Metro 2017	Countywide ExpressLanes Strategic Plan
MFL	Mixed flow lane
mg/L	milligrams per liter
ML	managed lane
MLD	Most Likely Descendant
MMT	million metric tons
MOU	Memorandum of Understanding
mph	miles per hour
MPO	Metropolitan Planning Organization
MRCA	Mountains Recreation and Conservation Authority
MS4	municipal separate storm sewer system
MSA	Metropolitan Statistical Area
MSAT	Mobile Source Air Toxic
MSIP	Metro Sustainability Implementation Plan
MSMU	Mount Saint Mary's University
MSP	Metro Subregional Program
MVP	maintenance vehicle pullout
MWD	Metropolitan Water District of Southern California
N	north
N/A	not applicable
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission

Abbreviation/ Acronym	Definition
NAL	Numeric Action Level
NB	northbound
NB	noise barrier
NCCP	Natural Community Conservation Plan
NCST	National Center for Sustainable Transportation
NEL	Numeric Effluent Limit
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NESHAP	National Emission Standards for Hazardous Air Pollutants
NHMLAC	Natural History Museum of Los Angeles County
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic and Safety Administration
NNI	net new impervious surface area
NO_2	nitrogen dioxide
NOA	naturally occurring asbestos
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOT	Notice of Termination
NO_X	nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NPS	National Park Service
NRHP	National Register of Historic Places
NRPP	Natural Resources Protection Plan
NSA	Noise Study Area
NSR	Noise Study Report
O_3	ozone
OC	overcrossing
OCTA	Orange County Transportation Authority
OHWM	ordinary high water mark
OPR	Governor’s Office of Planning and Research
OSHA	Occupational Safety and Health Act

Abbreviation/ Acronym	Definition
OST	United States Department of Transportation Office of the Secretary of Transportation
PA	Programmatic Agreement
PAH	polycyclic aromatic hydrocarbons
PATH	People Assisting the Homeless
Pb	lead
PCB	polychlorinated biphenyl
PCTA	Post-Construction Treatment Area
PDT	Project Development Team
PE	Proposed Endangered
PF	Project Feature
PIP	Protect in Place
PIR/PER	Paleontological Identification Report/Paleontological Evaluation Report
PI	Place
PLACs	Permits, Licenses, Agreements, and Certifications
PM	particulate matter, also Post Mile
PM_{10}	particulate matter less than 10 microns in size
$PM_{2.5}$	particulate matter less than 2.5 microns in size
PMP	Paleontological Mitigation Plan
POAQC	Project of Air Quality Concern
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppb	parts per billion
PPDG	Project Planning and Design Guide
ppm	parts per million
PPV	peak-particle velocity
PRC	Public Resources Code
PRC	California Public Resources Code
PRD	Project Registration Document
PS&E	Plans, Specifications, and Estimates
QPE	Qualifying Precipitation Event
QSD	Qualified Stormwater Pollution Prevention Plan Developer

Abbreviation/ Acronym	Definition
QSP	Qualified Stormwater Pollution Prevention Plan Practitioner
R	Reverse Fault
RAP	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act
Rd	Road
REC	Recognized Environmental Condition
REST	Renewable Energy Screening Tool
RIS	replaced impervious surface area
RL	Risk Level
ROD	Record of Decision
ROG	reactive organic gas
ROW	right-of-way
RSA	Resource Study Area
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RUSLE	Revised Universal Soil Loss Equation
RWQCB	Regional Water Quality Control Board
SA	California Special Animal
SAA	Streambed Alteration Agreement
SB	southbound
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCCP	Solutions for Congested Corridors Program
SCE	Southern California Edison
SCE	State Candidate Endangered
scf	standard cubic feet
SCG	Southern California Gas
SCT	State Candidate Threatened
SD	State Delisted
SDC	Seismic Design Criteria

Abbreviation/ Acronym	Definition
sDPS	southern Distinct Population Segment
SE	State Endangered
sec	second
SER	Standard Environmental Reference
SGMA	Sustainable Groundwater Management Act
SHPO	California State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARTS	Stormwater Multiple Application and Report Tracking System
SMMC	Santa Monica Mountains Conservancy
SMMNRA	Santa Monica Mountains National Recreation Area
SO_2	sulfur dioxide
SOCHD	Sherman Oaks Circle Historic District
sq ft	square feet
SR	State Route
SR-2	State Route 2
SS	Strike Slip Fault
SSC	California Species of Special Concern
SSPs	Caltrans' Standard Special Provisions
ST	State Threatened
Sta	Station
STIP	Statewide Transportation Improvement Program
SVP	Society of Vertebrate Paleontology
SWMP	Statewide Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWWF	southwestern willow flycatcher
T	Thrust Fault
TAC	toxic air contaminant
TAC	Transportation Analysis under CEQA
TASAS	Caltrans Traffic Accident Surveillance and Analysis System
TCE	Temporary Construction Easement

Abbreviation/ Acronym	Definition
TCWG	Transportation Conformity Working Group
TDM	Transportation Demand Management
TDS	Total Dissolved Solid
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TMP	Transportation Management Plan
TOAR	Traffic Operations Analysis Report
TOPD	Traffic Operations Policy Directive
TOT	Total
TPH	Total Petroleum Hydrocarbons
TRAQ	Tree Risk Assessment Qualification
TSCA	Toxic Substances Control Act
TSM	Transportation Systems Management
TWW	treated wood waste
U.S.	United States
U.S. Census Bureau	United States Census Bureau
U.S. EPA	United States Environmental Protection Agency
UC	undercrossing
UCLA	University of California Los Angeles
UCRHD	University Crest Residential Historic District
Uniform Act	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
UPRR	Union Pacific Railroad
US-101	United States Highway 101
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

Abbreviation/ Acronym	Definition
V/C	volume-to-capacity
VA	Veterans Administration
Valley	San Fernando Valley
VAU	Visual Assessment Unit
VHD	vehicle hours of delay
VIA	Visual Impact Assessment
VMT	vehicle miles traveled
VNY	Van Nuys Airport
VOC	volatile organic compound
VPPP	Value Pricing Pilot Program
VTMS	Variable Toll Message Sign
W	west
WB	westbound
WDID	Waste Discharge Identification
WDR	Waste Discharge Requirement
WL	Watch List
WLAVAHD	West Los Angeles Veterans Affairs Historic District
WOTUS	waters of the United States
WPCP	Water Pollution Control Plan
WQAR	Water Quality Assessment Report
WVC	Wildlife-Vehicle Conflict
$\mu g/m^3$	micrograms per cubic meter

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Appendix G – Notice of Preparation and Notice of Intent

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NOTICE OF PREPARATION

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Notice of Preparation

To: Responsible and Trustee Agencies

(Address)

From: California Department of Transportation, District 7, Division of Environmental Planning

100 S Main Street, MS 16A

Los Angeles, CA 90012

(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

The California Department of Transportation (Caltrans) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☐ is ☒ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Ron Kosinski, Deputy District Director, Division of Environmental Planning at the address shown above. We will need the name for a contact person in your agency.

Project Title: I-405 Sepulveda Pass ExpressLanes

Project Applicant, if any:

Date August 2, 2021

Signature Karl Price

Title Senior Environmental Planner

Telephone (213) 266-3822

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

PROJECT DESCRIPTION

The Los Angeles County Metropolitan Transportation Authority (Metro), in cooperation with the California Department of Transportation (Caltrans) District 7 as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), propose to improve traffic conditions on Interstate 405 (I-405) starting in the south at Interstate 10 (I-10) and terminating in the north at U.S. Highway 101 (US-101) in Los Angeles County. The proposed project intends to reduce congestion, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose lanes, increase person throughput, and apply technology to help manage traffic.

Caltrans will prepare an Environmental Impact Report (EIR) for the proposed project which would construct improvements that may include, but not be limited to, the conversion of the existing high-occupancy vehicle (HOV) lane into a high-occupancy toll (HOT), or ExpressLane, in each direction, or the conversion of the existing HOV lane to an ExpressLane and also adding a second ExpressLane in each direction. The purpose and objective of the proposed project is to improve the utilization of freeway capacity while addressing impacts to the environment and surrounding communities, including historically disadvantaged communities, within the project area.

Caltrans will be the lead agency for the Proposed Project under CEQA and NEPA as assigned by the Federal Highway Administration (FHWA).

LOCATION OF STUDY AREA

The Study Area includes portions of the cities of Santa Monica, Los Angeles, Culver City, and unincorporated areas in Los Angeles County, as indicated on the figure below.

ALTERNATIVES

The alternatives currently under consideration are described below.

Alternative 1 (No Build):

The No Build Alternative does not include improvements to the existing lanes along I-405 between I-10 and US-101.

Alternative 2: Convert Existing HOV Lane to One ExpressLane (Standard Lane and Shoulder Widths)

This build alternative would convert the existing HOV lane in each direction, along I-405 between I-10 and US-101, to an ExpressLane. The northbound and southbound directions of the freeway would be restriped within the existing footprint to accommodate one 12-foot wide ExpressLane with a 4-foot wide buffer separating the ExpressLane from the 12-foot wide general-purpose lanes. Dynamic pricing would be deployed in the ExpressLane to ensure trip reliability and traffic flow. Installation of toll and communication infrastructure and modification/installation of overhead signs is required. Alternative 2 proposes to widen the freeway, where necessary, to accommodate an additional

weave lane at ExpressLane ingress/egress locations and maintain stopping sight distance at curves. Non-standard inside shoulders would be maintained in a few locations where constraints exist, and standard 10-foot outside shoulders would be provided where possible. Retaining walls will be provided where required to minimize and avoid right-of-way (ROW) acquisition.

Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

Alternative 3: Convert Existing HOV Lane to Two ExpressLanes (Non-Standard Lane and Shoulder Widths)

This build alternative would convert the existing HOV lane to an ExpressLane and add a second ExpressLane in each direction between I-10 and US-101. The freeway would be widened and restriped to accommodate the two ExpressLanes with a buffer separating the ExpressLanes from the general-purpose lanes. Dynamic pricing would be deployed in the ExpressLanes to ensure trip reliability and traffic flow. Installation of toll and communication infrastructure and modification/installation of overhead signs would be required. Alternative 3 proposes to widen the freeway to the outside in order to accommodate the proposed two-lane ExpressLane facility as described. Non-standard lanes and shoulders would be provided to accommodate for the addition of the new ExpressLanes as part of Alternative 3. Retaining walls would be provided where required to minimize and avoid ROW acquisition. The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane ExpressLane facility without significant proposed roadway widening. However, in locations with the following conditions, additional roadway widening may be required:

- 12-foot wide weaving lane at ExpressLane ingress/egress locations
- Widening of inside/outside shoulders to maintain sight distance

Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

Alternative 4: Convert Existing HOV Lane to Two ExpressLanes (Standard Lanes and Shoulder Widths)

This build alternative would convert the existing HOV lane, between I-10 and US-101, to an ExpressLane in each direction, and a second ExpressLane in each direction would also be added, while providing standard lane widths, shoulder widths and stopping sight distances. The freeway would be widened and restriped to accommodate the two ExpressLanes with a buffer separating the ExpressLanes from the general-purpose lanes. Dynamic pricing would be deployed in the ExpressLanes to ensure trip reliability and traffic flow. Installation of toll and communication infrastructure and modification/installation of overhead signs would be required. Alternative 4 proposes to widen the freeway to the outside in order to accommodate the proposed standard two-lane ExpressLane facility as described. Retaining walls would be provided where required to minimize and avoid ROW acquisition. Reconstruction of some existing freeway structures would be required to implement Alternative 4's standard roadway cross-section.

Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

Alternative 5: Add an Additional HOV Lane (Non-standard Lane and Shoulder Widths)

This build alternative would add an additional HOV lane, between I-10 and US-101, in each direction. The freeway would be widened and restriped to accommodate the two HOV lanes with a buffer separating the HOV lanes from the general-purpose lanes. Alternative 5 proposes to widen the freeway to the outside in order to accommodate the proposed two-lane HOV facility as described. Non-standard lanes and shoulders would be provided in order to accommodate for the addition of the new HOV lane as part of Alternative 5. Retaining walls would be provided where required to minimize and avoid ROW acquisition. The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane HOV facility without significant proposed roadway widening. However, in locations with the following conditions, additional roadway widening may be required:

- 12-foot wide weaving lane at HOV ingress/egress locations
- Widening of inside/outside shoulder to maintain sight distance

Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

POTENTIAL ENVIRONMENTAL EFFECTS:

Various environmental and community resources are known to exist within the limits of the study area and will be studied in the EIR. Environmental effects anticipated for study include, but are not limited to: Land Use, Growth, Community Impacts, Utilities and Emergency Services, Traffic and Transportation/Pedestrian and Bicycle Facilities, Visual/Aesthetics, Cultural Resources/Tribal Cultural Resources, Water Quality and Stormwater Runoff, Hydrology and Floodplains, Geology/Soils/Seismicity/Topography, Paleontology, Hazardous Waste/Materials, Air Quality/Greenhouse Gas Emissions/Climate Change, Noise, Wildfire, Energy, Biological Environment, and Cumulative Impacts.

PUBLIC SCOPING MEETINGS:

The formal scoping period will begin on August 3, 2021 and will close on September 1, 2021. Metro and Caltrans will be holding virtual public scoping meetings to provide an overview of the project, summary of the environmental process and issues addressed, and receive input regarding environmental issues and the suggested scope and content of the EIR. The virtual scoping meetings will be held on:

- Saturday, August 14, 2021, 10 a.m. – 12 p.m.;
- Tuesday, August 17, 2021, 6 – 8 p.m.;

- Wednesday, August 18, 2021, 11:30 a.m. – 1:30 p.m.

The link to the virtual public scoping meetings, as well as further information, can be found on the project website at www.metro.net/405expresslanes. Scoping comments can be submitted via regular mail, email, online via comment form, or by phone. Mail comments to: Ronald Kosinski, Caltrans District 7, Division of Environmental Planning, 100 S. Main St., MS 16A, Los Angeles, CA 90012. Email comments to 405expresslanes@metro.net. Submit comments online at www.metro.net/405expresslanes. Submit comments via phone at (213) 922-4860. Scoping comments must be submitted by September 1, 2021.

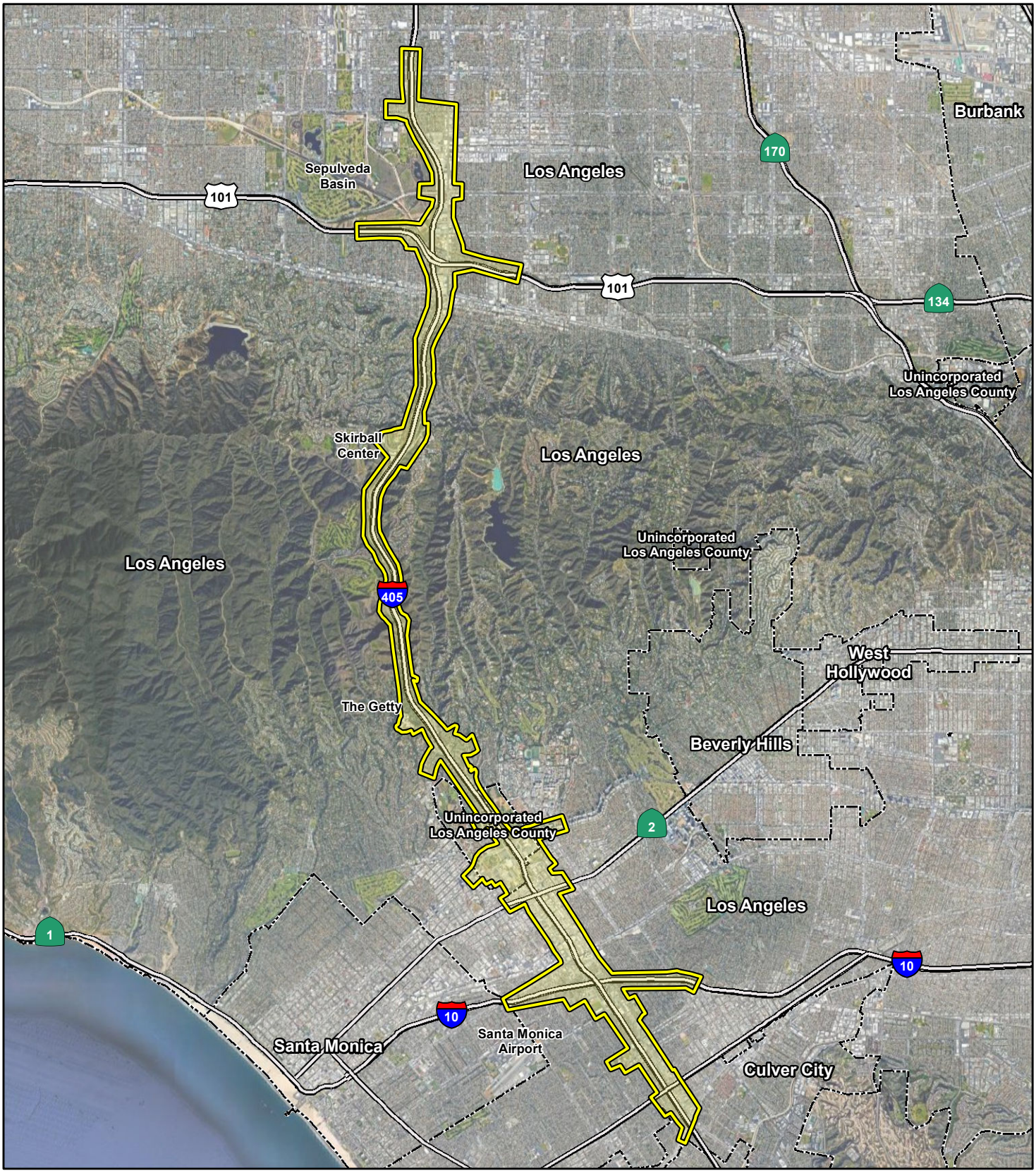

FIGURE 1

LEGEND

Project Study Area

City Boundary

N

0 4400 8800

FEET

SOURCE: Google Maps (2021); WSP (4/21/2020)

I:\WSP2003\GIS\MXD\Project_Area.mxd (6/22/2021)

Interstate 405 (I-405) Sepulveda Pass Express Lanes Project

Project Study Area

07-LA-405-PM 29.5/39.8

EA 354330; EFIS 0720000070

NOTICE OF INTENT

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NOTICE OF INTENT

DEPARTMENT OF TRANSPORTATION **[4910-22]**

Federal Highway Administration

Environmental Impact Statement: Los Angeles County, California

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT), Los Angeles County Metropolitan Transportation Authority (Metro)

ACTION: Notice of Intent.

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), is issuing this notice to advise the public that a Draft Environmental Impact Statement (EIS) will be prepared for a proposed highway project in Los Angeles County, California.

DATES: Formal scoping will occur from August 3 through September 1, 2021. The deadline for comments is 5:00 p.m. on September 1, 2021. Three virtual public scoping meetings will be held on:

- Saturday, August 14, 2021; 10 a.m. – 12 p.m.
- Tuesday, August 17, 2021; 6 – 8 p.m.
- Wednesday, August 18, 2021; 11:30 a.m. – 1:30 p.m.

ADDRESSES: The virtual meeting link will be made available on the project website at www.metro.net/405expresslanes.

FOR FURTHER INFORMATION CONTACT: Ronald Kosinski, Deputy District Director, Division of Environmental Planning, Caltrans District 7, 100 S. Main Street, MS 16A, Los Angeles, CA, 90012, (213) 507-4301.

SUPPLEMENTARY INFORMATION:

Effective July 1, 2007, the Federal Highway Administration (FHWA) assigned, and the California Department of Transportation (Caltrans) assumed, environmental responsibilities for this project pursuant to 23 U.S.C. 327. Caltrans, as the assigned National Environmental Policy Act (NEPA) agency, will prepare a Draft Environmental Impact Statement on a proposal for a highway improvement project in Los Angeles County, California.

The Project proposes to improve traffic conditions on Interstate 405 (I-405) starting in the south at Interstate 10 (I-10) and terminating in the north at U.S. Highway 101 (US-101). The proposed Project will reduce congestion, encourage carpooling and transit, improve trip reliability, reduce degradation of the carpool and general-purpose lanes, increase person throughput, and apply technology to help manage traffic. The range of improvements may include, but not be limited to, converting existing HOV lanes to ExpressLanes or adding an additional ExpressLane in each direction and converting existing HOV lanes to ExpressLanes.

Currently, the following alternatives are being considered, all approximately 10 miles in length:

- Alternative 1: The No-Build/No Action Alternative does not include improvements to the existing lanes along I-405 between I-10 and US-101.
- Alternative 2: Convert Existing HOV to One ExpressLane (Standard Lane and Shoulder Widths). This build alternative would convert the existing HOV lane in each direction, along I-405 between I-10 and US-101, to an ExpressLane.

The northbound and southbound directions of the freeway would be restriped within the existing footprint to accommodate one 12-foot wide ExpressLane with a 4-foot wide buffer separating the ExpressLane from the 12-foot wide general-purpose lanes. Dynamic pricing would be deployed in the ExpressLane to ensure trip reliability and traffic flow. Installation of toll and communication infrastructure and modification/installation of overhead signs would be required. Alternative 2 proposes to widen the freeway, where necessary, to accommodate an additional weave lane at ExpressLane ingress/egress locations and maintain stopping sight distance at curves. Non-standard inside shoulders would be maintained in a few locations where constraints exist, and standard 10-foot outside shoulders would be provided where possible. Retaining walls would be provided where required to minimize and avoid right-of-way (ROW) acquisition. Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

- Alternative 3: Convert Existing HOV Lane to Two ExpressLanes (Non-Standard Lane and Shoulder Widths). This build alternative would convert the existing HOV lane to an ExpressLane and add a second ExpressLane in each direction between I-10 and US-101. The freeway would be widened and restriped to accommodate the two ExpressLanes with a buffer separating the ExpressLanes from the general-purpose lanes. Dynamic pricing would be deployed in the ExpressLanes to ensure trip reliability and traffic flow. Installation of toll and communication infrastructure and

modification/installation of overhead signs would be required. Alternative 3 proposes to widen the freeway to the outside in order to accommodate the proposed two-lane ExpressLane facility as described. Non-standard lanes and shoulders would be provided to accommodate for the addition of the new ExpressLanes as part of Alternative 3. Retaining walls would be provided where required to minimize and avoid ROW acquisition. The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane ExpressLane facility without significant proposed roadway widening. However, in locations with the following conditions, additional roadway widening may be required:

- 12-foot wide weaving lane at ExpressLane ingress/egress locations
- Widening of inside/outside shoulders to maintain sight distance

Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

- Alternative 4: Convert Existing HOV Lane to Two ExpressLanes (Standard Lanes and Shoulder Widths). This build alternative would convert the existing HOV lane, between I-10 and US-101, to an ExpressLane in each direction, and a second ExpressLane in each direction would also be added, while providing standard lane widths, shoulder widths and stopping sight distances. The freeway would be widened and restriped to accommodate the two ExpressLanes with a buffer separating the ExpressLanes from the general-purpose lanes. Dynamic pricing would be deployed in the ExpressLanes to

ensure trip reliability and traffic flow. Installation of toll and communication infrastructure and modification/installation of overhead signs would be required. Alternative 4 proposes to widen the freeway to the outside in order to accommodate the proposed standard two-lane ExpressLane facility as described. Retaining walls would be provided where required to minimize and avoid ROW acquisition. Reconstruction of some existing freeway structures would be required to implement Alternative 4's standard roadway cross-section. Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

- Alternative 5: Add an Additional HOV Lane (Non-standard Lane and Shoulder Widths). This build alternative would add an additional HOV lane, between I-10 and US-101, in each direction. The freeway would be widened and restriped to accommodate the two HOV lanes with a buffer separating the HOV lanes from the general-purpose lanes. Alternative 5 proposes to widen the freeway to the outside in order to accommodate the proposed two-lane HOV facility as described. Non-standard lanes and shoulders would be provided in order to accommodate for the addition of the new HOV lane as part of Alternative 5. Retaining walls would be provided where required to minimize and avoid ROW acquisition. The reduction of shoulder and lane widths allows for accommodation of the proposed two-lane HOV facility without significant proposed roadway widening. However, in locations with the following conditions, additional roadway widening may be required:
    - 12-foot wide weaving lane at HOV ingress/egress locations

- Widening of inside/outside shoulder to maintain sight distance

Other improvements include construction of retaining walls and sound walls, utility improvements, and drainage improvements.

Anticipated Federal and State approvals include permits under the National Pollutant Discharge Elimination System (NPDES), Clean Water Act (CWA) Section 401 Water Quality, CWA Section 404 Nationwide Permit from the United States Army Corps of Engineers (USACE), California Fish and Game Code Section 1602 Lake or Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW), Section 7 Consultation with the United States Fish and Wildlife Service (USFWS) for listed species under the Federal Endangered Species Act (FESA), and CDFW 2080.1 Consistency Determination for listed species under the California Endangered Species Act (CESA).

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, Participating Agencies, Tribal governments and groups, local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. The public scoping process will officially begin in August 2021. Virtual public scoping meetings will be held in August 2021. Comments may be submitted during the public scoping period via mail, email, the project website comment form, or the project hotline. Submit comments by mail to the following address: Ron Kosinski, Deputy District Director, Caltrans District 7, 100 S. Main Street, MS 16A, Los Angeles, CA 90012. Submit comments by email to 405expresslanes@metro.net. Submit comments via comment form on the project

website at www.metro.net/405expresslanes. Submit oral comments by calling (213) 922-4860 to leave a voice recording. All comments must be received no later than September 1, 2021 at 5:00 p.m. In addition, a public hearing will be held once the Draft EIS is completed. Public notice will be given of the time and place of the meeting and hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to Caltrans at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Date: Enter date signed

_____

Vincent Mammano

Director, Enter program

Federal Highway Administration, California Division

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Appendix H – Noise Tables, Figures, and Graphs

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Appendix H. Noise Tables, Figures, and Graphs

List of Tables

Table 3.15.1: Noise Abatement Criteria **(INSERTED IN DOC)**

Table 3.15.2: Noise Levels of Common Activities **(INSERTED IN DOC)**

Table 3.15.3: Short-Term Ambient Noise Monitoring Results

Table 3.15.4: Exterior and Interior Monitoring Results

Table 3.15.5: Background Monitoring Results

Table 3.15.6: Long-Term 24-House Noise Level Measurement at LT-1

Table 3.15.7: Long-Term 24-House Noise Level Measurement at LT-2

Table 3.15.8: Long-Term 24-House Noise Level Measurement at LT-3

Table 3.15.9: Long-Term 24-House Noise Level Measurement at LT-4

Table 3.15.10: Long-Term 24-House Noise Level Measurement at LT-5

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Table 3.15.12: Long-Term 24-House Noise Level Measurement at LT-7

Table 3.15.13: Long-Term 24-House Noise Level Measurement at LT-8

Table 3.15.14: Long-Term 24-House Noise Level Measurement at LT-9

Table 3.15.15: Long-Term 24-House Noise Level Measurement at LT-10

Table 3.15.16: Long-Term 24-House Noise Level Measurement at LT-11

Table 3.15.17: Long-Term 24-House Noise Level Measurement at LT-12

Table 3.15.18: Long-Term 24-House Noise Level Measurement at LT-13

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Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-1	4/4/2023	8:00 AM	10 minutes	65.5	11178 Westminster Avenue, Los Angeles, CA. In the parking lot of the apartment complex. Westminster Village.	Residential	Traffic on I-405.	Existing wall height of 16 ft along I-405.
ST-2	4/4/2023	8:01 AM	10 minutes	62.0	3523 South Sepulveda Boulevard, Los Angeles, CA. At the multifamily car garage. Approximately 130 ft away from Westminster Avenue edge.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-3	4/4/2023	8:00 AM	10 minutes	69.4	3420 Sepulveda Boulevard, Los Angeles, CA. Approximately 9 ft east of sidewalk.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-4	4/4/2023	8:35 AM	10 minutes	61.2	3255 South Sepulveda Boulevard, Los Angeles, CA. At the playground.	Residential	Traffic on I-405.	None
ST-5	4/4/2023	9:36 AM	10 minutes	69.2	11120 Queensland Street, Los Angeles, CA. Southwest corner of building.	Residential	Traffic on Sepulveda Boulevard and I-405.	Patios have 6.25-7 ft high walls.
ST-6	4/4/2023	10:27 AM	10 minutes	62.7	3166 South Sepulveda Boulevard, Los Angeles, CA. In the parking lot to the south.	Residential	Traffic on I-405 and Sepulveda Boulevard.	Patio is on a 2.5 ft base foundation with an approximately 4-4.5 ft fence on top.
ST-7	4/5/2023	8:25 AM	10 minutes	60.5	Cul-de-sac of Sardis Avenue, Los Angeles, CA.	Residential	Traffic on I-405 and Sepulveda Boulevard.	Existing wall is approximately 14 ft high.
ST-8	4/5/2023	8:25 AM	10 minutes	58.3	2625 Sepulveda Boulevard, Los Angeles, CA. East of an apartment building.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-9	4/4/2023	8:25 AM	10 minutes	60.9	2598 Cotner Avenue, Los Angeles, CA. In an open area next to a four plex.	Residential	Traffic on I-405 and I-10	Existing wall is approximately 11 ft high along westbound I-10 to northbound I-405 connector.
ST-10	4/5/2023	8:24 AM	10 minutes	58.2	11247 Pickford Street, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405.	None
ST-11	4/5/2023	1:02 PM	10 minutes	61.3	2435 South Sepulveda Blvd, Los Angeles, CA. In the dog park.	Residential	Traffic on I-405.	None
ST-12	4/4/2023	11:13 AM	10 minutes	66.1	2218 Cotner Avenue, Los Angeles, CA. In front of building.	Commercial	Traffic on I-405 and Cotner Avenue.	None

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-13	4/4/2023	11:13 AM	10 minutes	72.2	1940 Cotner Avenue, Los Angeles, CA. In the parking lot.	Commercial	Traffic on I-405 and Cotner Avenue.	None
ST-14	4/5/2023	9:18 AM	10 minutes	72.0	1624 Cotner Avenue, Los Angeles, CA. In the parking lot.	Commercial	Traffic on I-405 ramp and Cotner Avenue.	None
ST-15	4/5/2023	10:09 AM	10 minutes	66.0	1411 South Sepulveda Boulevard, Los Angeles, CA. At Bad News Bears Field baseball field by the parking lot.	Residential	Traffic on I-405 and Ohio Avenue.	None
ST-16	4/5/2023	10:09 AM	10 minutes	71.0	1440 Sepulveda Boulevard, Los Angeles, CA. In front of the Fox Sports entrance.	Commercial	Traffic on I-405 and Sepulveda Boulevard.	None
ST-17	4/5/2023	10:09 AM	10 minutes	61.3	3166 South Sepulveda Boulevard, Los Angeles, CA. In the parking lot to the south.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-18	4/5/2023	10:00 AM	10 minutes	62.3	1341 South Sepulveda Boulevard, Los Angeles, CA. In the playground.	School	Traffic on I-405 and Sepulveda Boulevard.	None
ST-19	4/5/2023	11:20 AM	10 minutes	67.1	950 South Sepulveda Boulevard, Los Angeles, CA. In front of cemetery entrance.	Place of worship	Traffic on I-405 and Sepulveda Boulevard.	None
ST-20	4/5/2023	12:03 PM	10 minutes	60.7	521 South Bentley Avenue, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405.	None
ST-21	4/5/2023	12:03 PM	10 minutes	72.2	426 South Sepulveda Boulevard, Los Angeles, CA. On the sidewalk.	Residential	Traffic on I-405 and Sepulveda Boulevard.	Apartments have a 2 ft balcony depth with sliding doors.
ST-22	4/5/2023	12:04 PM	10 minutes	59.8	424 South Sepulveda Boulevard, Los Angeles, CA. In the courtyard.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-23	4/5/2023	12:03 PM	10 minutes	68.5	390 Sepulveda Boulevard, Los Angeles, CA. In the pool area.	Residential	Traffic on I-405 and Sepulveda Boulevard.	6 ft high retaining wall around pool area.
ST-24	5/16/2023	8:19 AM	10 minutes	68.2	343 South Thurston Avenue, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405.	Back yard wall is an approximately 5 ft 8-inch-high masonry block wall with 6 ft of Plexiglas on top.
ST-25	5/16/2023	8:18 AM	10 minutes	55.4	364 Dalkeith Avenue, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405 and Dalkeith Avenue.	None

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-26	5/16/2023	8:18 AM	10 minutes	76.2	130 South Sepulveda Boulevard, Los Angeles, CA. Approximately 5 ft from the edge of the sidewalk.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-27	5/16/2023	8:53 AM	10 minutes	63.0	135 South Thurston Avenue, Los Angeles California. In the backyard.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-28	5/16/2023	8:53 AM	10 minutes	63.2	11421 Thurston Place, Los Angeles, CA. Approximately 23 ft south of the driveway.	Residential	Traffic on I-405.	None
ST-29	5/16/2023	9:32 AM	10 minutes	63.3	11776 Bellagio Road, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405 and Sepulveda Boulevard.	Existing property wall is approximately 6.5 ft high. Existing wall along I-405 is approximately 14 ft high.
ST-30	5/16/2023	9:31 AM	10 minutes	60.7	11797 Bellagio Road, Los Angeles, CA. In front of the house on the sidewalk.	Residential	Traffic on I-405 and Bellagio Road.	None
ST-31	5/16/2023	9:31 AM	10 minutes	63.6	1024 North Sepulveda Blvd, Los Angeles, CA. In the pool area.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-32	5/16/2023	9:31 AM	10 minutes	67.4	1224 North Sepulveda Boulevard, Los Angeles CA. In the front yard.	Residential	Traffic on I-405 and Sepulveda Boulevard.	A 6 ft high wall surrounding the driveway.
ST-33	5/17/23	10:37 AM	10 minutes	65.7	1300 North Sepulveda Boulevard, Los Angeles, CA. At Leo Baeck Temple basketball court.	Church	Traffic on I-405 and Sepulveda Boulevard.	Existing wall along I-405 edge of shoulder is approximately 14 ft high.
ST-34	6/20/2023	11:44 AM	10 minutes	61.1	2195 Pembridge Court, Bel Air Crest, Los Angeles CA. In the backyard.	Residential	Traffic on I-405.	None
ST-35	6/20/23	11:44 AM	10 minutes	55.7	2239 Queensborough Lane, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405.	None
ST-36	6/20/23	12:49 AM	10 minutes	58.4	15600 Mulholland Drive, Los Angeles, CA. In the courtyard west of the Rivers Academy.	School	Traffic on I-405 and Mulholland Drive.	None
ST-37	5/17/2023	12:21 PM	10 minutes	50.3	15485 Longbow Drive, Sherman Oaks, CA. In the backyard.	Residential	Traffic on I-405 and Longbow Drive.	None
ST-38	5/16/2023	10:17 AM	10 minutes	59.5	3533 Scadlock Lane, Sherman Oaks, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405.	Backyard has an approximately 6 ft high wall (2 ft high wall plus 4 ft high Plexiglas).
ST-39	5/16/2023	10:17 AM	10 minutes	59.7	3731 Scadlock Lane, Los Angeles, CA. In the backyard.	Residential	Traffic noise on I-405.	None

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-40	5/16/2023	10:50 AM	10 minutes	74.7	Near 14560 Briarwood Drive, Sherman Oaks, Los Angeles, CA.	Residential	Traffic on I-405.	None
ST-41	5/16/2023	10:50 AM	10 minutes	65.1	15564 Briarwood Dr, Sherman Oaks, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405.	None
ST-42	5/16/2023	11:34 AM	10 minutes	64.5	Cul-de-sac of Del Gado Drive, Sherman Oaks, Los Angeles, CA. Near 15371 Del Gado Drive.	Residential	Traffic on I-405.	None
ST-43	5/16/2023	11:43 AM	10 minutes	65.3	15302 Sutton Street, Sherman Oaks, Los Angeles, CA. In the street northwest of the building.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-44	5/16/2023	11:55 AM	10 minutes	67.8	4426 Sepulveda Boulevard, Sherman Oaks, Los Angeles, CA. Near the sidewalk in a planter.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-45	5/16/2023	12:03 PM	10 minutes	59.9	15315 Dicken Street, Sherman Oaks, Los Angeles, CA. In front of the California Coach & Craft Auto Body Shop.	Commercial	Traffic on I-405.	None
ST-46	4/12/2023	3:03 PM	10 minutes	62.4	4735 Sepulveda Boulevard, Sherman Oaks, Los Angeles, CA. In an alley northwest of the building.	Residential	Traffic on I-405.	None
ST-47	4/12/2023	2:33 PM	10 minutes	68.5	15260 Ventura Boulevard, Sherman Oaks, Los Angeles, CA. In the sidewalk west of the building.	Commercial	Traffic on I-405 and Sepulveda Boulevard.	None
ST-48	4/12/2023	3:42 PM	10 minutes	62.3	15355 Morrison Street, Sherman Oaks, Los Angeles, CA. Located in the parking lot of the Ivy Bound Academy School playground.	School	Traffic on I-405 and US-101 highway connectors.	None
ST-49	4/12/2023	3:43 PM	10 minutes	59.6	15325 Magnolia Boulevard, Los Angeles, CA. Approximately 30 ft west of the driveway.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-50	4/12/2023	10:36 AM	10 minutes	65.7	15385 Weddington Street, Los Angeles, CA. Near the cul-de-sac on by the school's playground/sports courts.	Residential	Traffic on I-405 and cul-de-sac on Weddington Street.	None

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-51	4/12/2023	11:28 AM	10 minutes	65.6	15353 Weddington Street, Sherman Oaks, Los Angeles, CA. In the basketball court.	Residential	Traffic on I-405.	The existing wall is approximately 10.5 ft to 12 ft high.
ST-52	5/18/2023	9:03 AM	10 minutes	55.0	5329 Sepulveda Boulevard, Sherman Oaks, Los Angeles, CA. Western side of the St. Mary church building.	Place of worship	Traffic on I-405.	Approximately 6 ft from the facade of the wall.
ST-53	4/12/2023	11:28 AM	10 minutes	56.7	5433 Sepulveda Boulevard, Sherman Oaks, Los Angeles, CA. In the pool area.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-54	4/12/2023	11:29 AM	10 minutes	67.0	15328 Albers Street, Sherman Oaks, Los Angeles, CA. In the pool area.	Residential	Traffic on I-405.	None
ST-55	4/12/2023	11:28 AM	10 minutes	62.0	5525 Sepulveda Boulevard, Van Nuys, Los Angeles, CA. In the pool area of the Best Western Plus Carriage Inn Hotel.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-56	4/12/2023	12:16 PM	10 minutes	68.2	5651 Sepulveda Boulevard, Van Nuys, Los Angeles, CA. Located behind the building on the parking lot near the ADA parking. Meter positioned on the blue stripes at about 20 ft away from building.	Medical Facility	Traffic on I-405 and Sepulveda Boulevard.	None
ST-57	4/12/2023	11:28 AM	10 minutes	69.6	5700 Sepulveda Boulevard, Van Nuys, Los Angeles, CA. In front of the building on the sidewalk.	Residential	Traffic on Sepulveda Boulevard.	None
ST-58	4/12/2023	12:15 AM	10 minutes	70.1	78 Peach Avenue, Sherman Oaks, Los Angeles, CA. In front of a self-storage facility.	Commercial	Traffic on I-405.	None
ST-59	4/12/2023	12:55 PM	10 minutes	57.6	6243 Blucher Avenue, Van Nuys, Los Angeles, CA. In front of the house on the sidewalk.	Residential	Traffic on I-405, Blucher Avenue, and Orange Line Busway/Haskell Avenue.	None
ST-60	4/4/23	12:55 PM	10 minutes	58.7	15525 Sylvan Street, Van Nuys, Los Angeles, CA. In the front yard of a home.	Residential	Traffic on I-405.	None

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-61	4/12/2023	12:55 PM	10 minutes	60.9	6341 Blutcher Avenue, Van Nuys, Los Angeles, CA. In front of the home on the sidewalk.	Residential	Traffic on I-405.	None
ST-62	4/4/2023	8:01 AM	10 minutes	63.3	11251 Tabor Street, Los Angeles, CA. In the cul-de-sac of Tabor Street.	Residential	Traffic on I-405.	None
ST-63	4/4/2023	8:01 AM	10 minutes	68.9	3516 Sawtelle Boulevard, Los Angeles, CA. In the cul-de-sac of Westminster Avenue.	Residential	Traffic on I-405.	None
ST-64	4/4/2023	8:35 AM	10 minutes	70.1	3450 Sawtelle Boulevard, Los Angeles, CA. In the parking structure of the Palms Apartments.	Residential	Traffic on I-405.	None
ST-65	4/4/2023	8:35 AM	10 minutes	61.8	3540 Sawtelle Boulevard, Los Angeles, CA. In the pool area of the Palms Apartments.	Residential	Traffic on I-405.	None
ST-66	4/4/2023	8:35 AM	10 minutes	70.1	3400 Sawtelle Boulevard, Los Angeles, CA. In the parking lot of The Church of Jesus Christ of Latter-day Saints.	Place of worship	Traffic from I-405.	None
ST-67	4/4/2023	9:38 AM	10 minutes	62.8	3330 Sawtelle Boulevard, Los Angeles, CA. In the playground.	Residential	Traffic on I-405 and Sawtelle Boulevard.	None
ST-68	4/4/2023	9:36 AM	10 minutes	70.7	3255 Sawtelle Boulevard, Los Angeles, CA. In front of the building on the sidewalk.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-69	4/4/2023	9:36 AM	10 minutes	68.5	3165 Sawtelle Boulevard, Los Angeles, CA. In front of the apartment building's door.	Residential	Traffic on I-405 and Sawtelle Boulevard.	None
ST-70	4/4/2023	10:26 AM	10 minutes	69.1	3022 Sawtelle Boulevard, Los Angeles, CA. In the parking lot of the Kingdom Hall of Jehovah's Witnesses.	Place of worship	Traffic on I-405.	None
ST-71	4/4/2023	10:27 AM	10 minutes	63.9	2918 Sawtelle Boulevard, Los Angeles, CA. In the parking lot in front of a dry cleaner.	Medical Facility	Traffic on I-405.	None
ST-72	4/4/2023	9:36 AM	10 minutes	79.0	2820 Sawtelle Boulevard, Los Angeles, CA. Southeast corner of the building under the I-10 connector.	Residential	Traffic on I-405.	None

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-73	6/20/2023	8:37 AM	10 minutes	73.1	11330 Graham Place, Los Angeles CA. In the Daniel Webster Middle School near classroom 21168.	School	Traffic on I-405 and Sawtelle Boulevard.	None
ST-74	6/20/2023	8:37 AM	10 minutes	70.8	11330 Graham Place, Los Angeles, CA. In the Daniel Webster Middle School near a classroom facing 2716 Sawtelle Boulevard, Los Angeles, CA.	School	Traffic on Sepulveda Boulevard.	None
ST-75	4/5/23	8:24 AM	10 minutes	71.5	11283 Brookhaven, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405.	None
ST-76	4/5/23	1:02 PM	10 minutes	56.1	2490 Corinth Avenue, Los Angeles, CA. In the back parking lot.	Residential	Traffic on I-405.	None
ST-77	4/5/2023	1:06 PM	10 minutes	70.8	2477 Sawtelle Boulevard, Los Angeles, CA. In the front yard.	Residential	Traffic on I-405 and Sawtelle Boulevard.	None
ST-78	4/5/23	1:02 PM	10 minutes	68.8	11289 West Pico Boulevard, Los Angeles, CA. In the parking lot of Big Tomy's.	Restaurant	Traffic on I-405 and Sawtelle Boulevard.	Outdoor eating area is surrounded by a 5 ft to 5.5 ft high masonry block and plexiglass wall.
ST-79	4/4/23	11:13 AM	10 minutes	65.0	2121 Beloit Avenue, Los Angeles, CA. In front of the apartment building at the edge of the sidewalk.	Residential	Traffic on I-405 and some traffic on Beloit Avenue.	None
ST-80	4/4/23	11:16 AM	10 minutes	65.4	2041 Beloit Avenue, Los Angeles, CA. In front of the building. Approximately 5.5 ft west of the sidewalk.	Residential	Traffic on I-405 and Avenue.	None
ST-81	4/4/23	11:13 AM	10 minutes	68.8	1929 Beloit Avenue, Los Angeles, CA. In front of apartment complex on the sidewalk.	Residential	Traffic on I-405 and Beloit Avenue.	Existing wall along I-405 is approximately 14 ft high.
ST-82	4/4/23	11:58 AM	10 minutes	64.5	1829 Beloit Avenue, Los Angeles, CA. In front of the house on the sidewalk.	Residential	Traffic on I-405 and some traffic on Beloit Avenue.	Existing wall along I-405 is approximately 14 ft high.
ST-83	4/4/2023	11:58 AM	10 minutes	57.1	1700 Sawtelle Boulevard, Los Angeles, CA. In an alley on the east side of building.	Residential	Traffic on I-405.	None
ST-84	4/4/2023	11:58 AM	10 minutes	57.1	1733 Beloit Avenue, Los Angeles, CA. In the pool area of LA Furnished Apartments.	Residential	Traffic on I-405.	None

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-85	4/4/2023	11:58 AM	10 minutes	68.9	1719 Beloit Avenue, Los Angeles, CA. In the front yard on the sidewalk.	Residential	Traffic on I-405 and Beloit Avenue.	None
ST-86	4/4/2023	11:57 AM	10 minutes	72.5	11272 Santa Monica Boulevard, Los Angeles, CA. In front of the Nuart Theatre on the sidewalk.	Amphitheater	Traffic on I-405 and Santa Monica Boulevard.	None
ST-87	4/5/2023	9:18 AM	10 minutes	64.9	1521 Beloit Avenue, Los Angeles, CA. In front of the apartment building on the sidewalk.	Residential	Traffic on I-405 and Beloit Avenue.	None
ST-88	4/5/2023	9:18 AM	10 minutes	57.3	1516 Sawtelle Boulevard, Los Angeles, CA. In the back alley behind the New Vista Post-Acute Care Center.	Medical Facility	Traffic on I-405.	None
ST-89	4/5/2023	9:19 AM	10 minutes	63.5	11301 Wilshire Blvd, Los Angeles, CA. At the Greater LA Fisher House. Approximately 15 ft south of the building, near the patio.	Residential	Traffic on I-405.	None
ST-90	8/9/2023	8:46 AM	10 minutes	65.7	11301 Wilshire Boulevard, Los Angeles, CA. At the entrance of the Veterans Affairs Medical Center.	Hospital	Traffic on I-405 and Dowlen Drive.	None
ST-91	8/9/2023	8:46 AM	10 minutes	68.2	U.S. Department of Veteran Affairs in Los Angeles. At the fueling facility near the VA motor pool facility.	Hospital	Traffic on I-405.	None
ST-92	4/5/23	11:38 AM	10 minutes	68.3	11332 Chenault Street, Los Angeles, CA. In front of the home on the sidewalk.	Residential	Traffic on I-405, Church Lane and Chenault Street.	None
ST-93	4/5/2023	11:20 AM	10 minutes	65.1	11326 Albata Street, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405 and Church Lane.	None
ST-94	4/5/2023	11:20 AM	10 minutes	65.6	11330 Denair Street, Los Angeles, CA. In the backyard by the pool.	Residential	Traffic on I-405 and South Church Lane.	None
ST-95	5/16/2023	8:19 AM	10 minutes	69.6	237 South Church Lane, Los Angeles, CA. In the front yard of the apartment building.	Residential	Traffic on I-405 and South Church Lane.	None
ST-96	5/16/2023	8:19 AM	10 minutes	60.7	11401 Ayrshire Road, Los Angeles, CA. In the cul-de-sac on Ayrshire Road.	Residential	Traffic on I-405.	None

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-97	5/16/2023	8:53 AM	10 minutes	68.9	11461 Sunset Boulevard, Los Angeles, CA. At Luz Sunset Boulevard Hotel. In the back area near the loading dock.	Residential	Traffic on I-405 and Church Lane.	None
ST-98	5/16/2023	8:53 AM	10 minutes	73.1	171 North Church Lane, Los Angeles, CA. Near the apartment entrance. Approximately 35 ft from North Church Lane centerline.	Residential	Traffic on I-405 and North Church Lane.	None
ST-99	5/17/23	9:15 AM	10 minutes	60.9	1200 Getty Center Drive, Los Angeles, CA. In the Getty Art Museum's South Pavilion terrace.	Nonprofit institutional structure	Traffic on I-405.	None
ST-100	5/17/23	9:16 AM	10 minutes	62.0	1200 Getty Center Drive, Los Angeles, CA. Terrace facing I-405 at the Getty north building.	Nonprofit institutional structure	Traffic on I-405.	None
ST-101	5/17/23	9:15 AM	10 minutes	63.2	Located north of the Getty tram station near the bench seating area.	Nonprofit institutional structure	Traffic on I-405.	None
ST-102	5/17/23	9:16 AM	10 minutes	67.3	1200 Getty Center Drive, Los Angeles, CA. North of the Getty parking lot structure. Approximately 230 ft away from I-405 centerline.	Nonprofit institutional structure	Traffic on I-405.	None
ST-103	5/17/23	11:05 AM	10 minutes	74.4	Near 2086 Ridge Drive, Los Angeles, CA. Along the path to the east of the backyard.	Residential	Traffic on I-405.	None
ST-104	5/17/23	12:21 PM	10 minutes	61.4	2701 N. Sepulveda Boulevard, Los Angeles, CA. At the Skirball Cultural Center. Outdoor area near Ziegler Amphitheater.	Nonprofit institutional structure	Traffic on I-405 and Sepulveda Boulevard.	None
ST-105	5/17/23	7:34 AM	10 minutes	69.4	15800 Zeldins Way, Los Angeles, CA. At Milken Community School's Building 1. Approximately 10 ft from the window.	School	Traffic on I-405.	None
ST-106	5/17/2023	7:32 AM	10 minutes	62.7	15871 Mulholland Drive, Los Angeles, CA. In the Curtis School playground.	School	Traffic on I-405 and Mulholland Drive.	None

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-107	5/17/2023	7:06 AM	10 minutes	70.9	15871 Mulholland Drive, Los Angeles CA. Approximately 20 ft from the Curtis School gym and family pavilion building.	School	Traffic on I-405.	None
ST-108	5/16/23	10:16 AM	10 minutes	54.1	15655 Castlewoods Drive, Sherman Oaks, Los Angeles, CA. In front of a home on the sidewalk.	Residential	Traffic on I-405.	None
ST-109	5/16/23	10:17 AM	10 minutes	57.2	3510 Royal Woods Drive, Sherman Oaks, CA. In front of the home on the sidewalk.	Residential	Traffic on I-405.	None
ST-110	5/16/2023	10:17 AM	10 minutes	54.6	3564 Royal Woods Drive, Sherman Oaks, Los Angeles, CA. In the backyard near a pool.	Residential	Traffic on I-405.	Approximately 6 ft high wall.
ST-111	5/16/2023	10:50 AM	10 minutes	52.4	15508 Royal Ridge Road, Sherman Oaks, Los Angeles, CA. In the backyard near a pool.	Residential	Traffic on I-405.	Existing wall along I-405 edge of shoulder is approximately 14 ft high.
ST-112	5/16/2023	10:50 AM	10 minutes	53.4	3746 Royal Woods Drive, Sherman Oaks, Los Angeles, CA. In the backyard of the home near the pool.	Residential	Traffic on I-405.	None
ST-113	5/16/2023	10:50 AM	10 minutes	58.8	15535 Woodcrest Drive, Sherman Oaks, Los Angeles, CA. In the front yard.	Residential	Traffic on I-405.	None
ST-114	5/16/2023	11:27 AM	10 minutes	55.0	15473 Del Gado Drive, Sherman Oaks, CA. In the backyard near the swimming pool and hot tub.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-115	5/16/2023	11:34 AM	10 minutes	71.0	4200 Sepulveda Boulevard, Sherman Oaks, Los Angeles, CA. In front of the house on the sidewalk.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-116	5/16/2023	11:34 AM	10 minutes	67.8	4265 Sepulveda Boulevard, Los Angeles, CA. In the front yard of the home. Approximately 70 ft away from Sepulveda Boulevard centerline.	Residential	Traffic on I-405 and Sepulveda Boulevard.	None
ST-117	5/16/2023	12:04 PM	10 minutes	65.6	15354 Sutton Street, Sherman Oaks, Los Angeles, CA. In the backyard of the home.	Residential	Traffic on I-405.	Existing wall along I-405 edge of shoulder is approximately 14 ft high.

Table 3.15.3. Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources	Notes
ST-118	5/16/2023	12:03 PM	10 minutes	62.1	4450 Sherman Oaks, Sherman Oaks, Los Angeles, CA. In a cul-de-sac on Varden Street.	Residential	Traffic on I-405 and Sherman Oaks.	Existing wall along I-405 edge of shoulder is approximately 14 ft high.
ST-119	5/16/2023	12:03 PM	10 minutes	60.4	4475 Sherman Oaks Circle, Sherman Oaks, Los Angeles, CA. In the front yard. Approximately 65 ft away from the Sherman Oaks Circle centerline.	Residential	Traffic on I-405 and Sherman Oaks Circle.	None
ST-120	4/12/23	2:33 PM	10 minutes	60.2	15349 Greenleaf Street, Sherman Oaks, Los Angeles, CA. In the back alley. Approximately 12 ft away from garage/storage unit and 10 ft away from backyard wall.	Residential	Traffic on I-405.	None
ST-121	4/12/23	8:37 AM	10 minutes	66.3	4702 Orion Avenue, Sherman Oaks, Los Angeles, CA. In the pool area of the apartment building.	Residential	Traffic on I-405.	None
ST-122	4/12/23	3:03 PM	10 minutes	65.3	4715 Orion Avenue, Sherman Oaks, Los Angeles, CA. In front of the apartment on the parking lot driveway.	Residential	Traffic on I-405, Orion Avenue, and Ventura Boulevard.	None
ST-123	4/11/23	8:29 AM	10 minutes	60.0	15425 La Maida Street, Van Nuys, Los Angeles, CA. In the backyard.	Residential	Traffic on I-405.	None
ST-124	4/4/23	3:00 PM	10 minutes	60.0	15451 Morrison Street, Sherman Oaks, Los Angeles, CA. In the front yard near the driveway.	Residential	Traffic on I-405.	None
ST-125	4/12/23	12:55 PM	10 minutes	65.0	6100 Woodley Avenue, Van Nuys, Los Angeles, CA. Sepulveda Basin Wildlife Reserve at the southeast corner of the Woodley Park Archery Range.	Recreation area	Traffic on I-405.	None

Source: Compiled by LSA (2024).
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels
EW = existing wall
ft = foot/feet
I-405 = Interstate 405

Table 3.15.4. Exterior and Interior Monitoring Results

Monitor No.	Location Description	Date	Start Time	Duration	Noise Level (dBA L_{eq})		Noise Reduction (DBA)	Noise Sources	Notes
					Exterior	Interior			
EI-1	950 South Sepulveda Boulevard, Los Angeles, CA. Chapel at the Los Angeles National Cemetery.	8/9/23	9:25 AM	10 minutes	70.2	47.8	22	Traffic on I-405 and Sepulveda Boulevard.	None
EI-2	1300 N. Sepulveda Boulevard, Los Angeles CA. Leonard l. Beerman Early Childhood Center at the Leo Baeck Temple. In the middle of the lobby.	5/17/23	10:27 am	10 minutes	66.5	45.8	20	Traffic on I-405 and Sepulveda Boulevard. Interior noise includes faint noise from constant movement of chairs, tables, and toys.	None
EI-3	1300 North Sepulveda Boulevard, Los Angeles, CA. Leo Baeck Temple. Front entrance of Price Hall (southern building) facing I-405.	5/17/23	10:27 am	10 minutes	63.7	45.0	18	Traffic on I-405 and some traffic on Sepulveda Boulevard.	None
EI-4	1300 North Sepulveda Boulevard, Los Angeles, CA. Sanctuary and Social Hall building at the Leo Baeck Temple.	5/17/23	10:52 am	10 minutes	68.3	46.4	21	Traffic on I-405 and some traffic on Sepulveda Boulevard. Interior noise includes faint noise from people talking down the hall and kitchen activity.	None
EI-5	15600 Mulholland Drive, Los Angeles, CA. American Jewish University. In a classroom near I-405.	6/20/23	12:33 pm	10 minutes	61.0	39.4	21	Traffic on I-405 and Mulholland Drive. Some noise from kids passing through and kids playing in the outside patio/ garden.	None
EI-6	15260 Ventura Boulevard, Sherman Oaks, Los Angeles, CA. Premiere Radio Networks. Studio M (5th floor). Exterior noise measurement conducted at the ground floor.	5/18/23	10:30 am	10 minutes	67.0	42.3	24	Traffic on Sepulveda Boulevard. Faint traffic on I-405. Interior noise includes low frequency hum from equipment, lights, and HVAC.	None

Table 3.15.4. Exterior and Interior Monitoring Results

Monitor No.	Location Description	Date	Start Time	Duration	Noise Level (dBA L_{eq})		Noise Reduction (DBA)	Noise Sources	Notes
					Exterior	Interior			
EI-7	15355 Morrison Street, Sherman Oaks, Los Angeles, CA. Ivy Bound Academy. In classroom near the tiled patio (basketball courts) right in front of the classroom entrance. Near southeast corner of the building.	6/20/23	10:22 am	10 minutes	65.7	40.6	25	Traffic on I-405 and westbound US-101 connector.	None
EI-8	15365 Magnolia Boulevard, Sherman Oaks, Los Angeles, CA. At the Emek Hebrew Academy next to a playground. Approximately 2 ft east of the canopy.	4/25/23	7:16 am	10 minutes	69.4	36.5	32	Traffic on I-405. Faint aircraft noise.	None
EI-9	5329 Sepulveda Boulevard, Sherman Oaks, Los Angeles, CA. Proto-Cathedral of St. Mary Byzantine Catholic Church. At the western side of the building.	5/18/23	9:03 am	10 minutes	55.0	37.3	20[1]	Faint traffic on I-405 and faint HVAC noise.	None
EI-10	5651 Sepulveda Boulevard, Van Nuys, Los Angeles, CA. Synapse Orthopedic Group. At the handicap parking spot southwest corner of the building.	4/25/23	11:13 am	10 minutes	67.4	42.5	24	Traffic on I-405.	None
EI-11	11330 Graham Place, Los Angeles, CA. Magnolia Science Academy. Second classroom building from the south end of the school. Located adjacent to Sawtelle Boulevard.	6/20/23	8:37 am	10 minutes	73.1	41.6	31	Traffic on I-405 and Sawtelle Boulevard.	None
EI-12	11330 Graham Place, Los Angeles, CA. Daniel Webster Middle School. In a classroom. Center of the classroom and approximately 10 ft from classroom walls.	5/17/23	9:12 am	10 minutes	72.7	51.0	21	Traffic on I-405 and Sawtelle Boulevard. HVAC noise.	None
EI-13	11330 Graham Place, Los Angeles, CA. Daniel Webster Middle School. In the auditorium.	6/20/23	9:15 am	10 minutes	71.2	39.9	31	Traffic on I-405, I-10, and Sawtelle Boulevard.	None
EI-14	2457 Sawtelle Boulevard, Los Angeles, CA. Wonder Years Preschool.	5/18/23	1:30 pm	10 minutes	71.3	48.2	23	Traffic on I-405 and Sawtelle Boulevard.	None

Table 3.15.4. Exterior and Interior Monitoring Results

Monitor No.	Location Description	Date	Start Time	Duration	Noise Level (dBA L_{eq})		Noise Reduction (DBA)	Noise Sources	Notes
					Exterior	Interior			
EI-15	11301 Wilshire Boulevard, Los Angeles, CA. VA Hospital. Exterior measurement is approximately 10 ft from the hospital building facing I-405.	8/9/23	8:46 am	10 minutes	65.7	37.3	28	Traffic on I-405 and Dowlen Drive. Bus activity.	None
EI-16	1200 Getty Center Drive, Los Angeles, CA. Getty Museum. South Hall in the south Pavilion (Plaza Level). South terrace on the second floor.	5/17/23	9:16 am	10 minutes	60.9	40.1	20	Faint traffic on I-405.	None
EI-17	2701 North Sepulveda Boulevard, Los Angeles, CA. Skirball Cultural Center. At the Skirball Tower on the east side.	5/17/23	12:14 pm	10 minutes	65.8	45.8	20	Traffic on I-405 and Sepulveda Boulevard. Interior noise include noise from museum guests.	None
EI-18	15800 Zeldins Way, Los Angeles, CA. Milken Community School. In the music room (Room I-104) at the southwest corner of Building 1.	5/17/23	7:34 am	10 minutes	69.4	38.3	31	Traffic on I-405.	None
EI-19	15871 Mulholland Drive, Los Angeles CA. Curtis Elementary School. In the classroom.	5/17/23	7:31 am	10 minutes	63.2	43.3	20	Traffic on I-405.	None
EI-20	15871 Mulholland Drive, Los Angeles CA. Curtis Elementary School. In the lobby of the gym.	5/17/23	7:06 am	10 minutes	70.9	45.6	25	Traffic on I-405.	None

Source: Compiled by LSA (2024).

[1] The standard exterior-to-interior reduction of 20 dBA was assumed because the exterior noise level at this location was not high enough to accurately determine the exterior-to-interior reduction.

dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

EW = existing wall

ft = foot/feet

I-405 = Interstate 405

Table 3.15.5. Background Monitoring Results

Monitor No.	Location Description	Date	Start Time	Duration	Noise Level (dBA L_{eq})	Land Use	Noise Sources
BG-1	3536 Bentley Avenue, Los Angeles, CA. In the front of the residence on the sidewalk.	4/11/23	10:04 am	10 minutes	51.3	Residential	Faint traffic on I-405.
BG-2	3250 Tilden Avenue, Los Angeles, CA. Located in front of the residence on the sidewalk.	4/11/23	10:56 am	10 minutes	50.0	Residential	Faint traffic on I-405.
BG-3	2913 Bentley Avenue, Los Angeles, CA. In front of the residence on the sidewalk.	4/11/23	11:18 am	10 minutes	51.4	Residential	Faint traffic on I-405 and Bentley Avenue.
BG-4	2542 S Bentley Avenue, Los Angeles, CA. Located in front of near an empty plot of land on the sidewalk.	4/11/23	12:08 pm	10 minutes	57.1	Vacant Land	Traffic on I-405.
BG-5	1406 Camden Avenue, Los Angeles, CA. Located in front of the apartment building on the sidewalk.	4/11/23	12:49 pm	10 minutes	53.2	Residential	Traffic on I-405 and Camden Avenue.
BG-6	308 Glenroy Avenue, Los Angeles, CA. Located in front of the residence on the sidewalk.	4/11/23	1:15 pm	10 minutes	51.0	Residential	Traffic on I-405 and Glenroy Avenue.
BG-7	11484 Thurston Circle, Los Angeles, CA. Located in front of residence at the edge of the street.	4/11/23	1:44 pm	10 minutes	58.1	Residential	Traffic on I-405.
BG-8	1061 Moraga Drive, Los Angeles, CA. Located in front of the residence at the edge of the street.	4/11/23	2:19 pm	10 minutes	51.9	Residential	Traffic on I-405.
BG-9	1094 Moraga Drive, Los Angeles, CA. In front of the residence at the edge of the street.	4/11/23	2:39 pm	10 minutes	51.1	Residential	Traffic on Moraga Drive.
BG-10	2239 Queensborough Lane, Los Angeles. CA. In the front yard between the property line and sidewalk.	4/11/23	12:04 pm	10 minutes	50.8	Residential	Traffic on Queensborough Lane and faint traffic on I-405.
BG-11	3637 Meadville Drive, Sherman Oaks, Los Angeles, CA. Located just west of the residence at the edge of the street.	4/11/23	3:37 pm	10 minutes	47.4	Residential	Faint traffic on Vista Haven and Meadville Drive.
BG-12	Between 3828 and 3834 Woodcliff Road, Van Nuys, Los Angeles, CA. On the sidewalk approximately 10 ft from the home.	4/11/23	9:43 am	10 minutes	61.1	Residential	Traffic on Woodcliff Road. Faint traffic on I-405.
BG-13	4058 Woodcliff Road, Los Angeles, CA. On the sidewalk in front of the home. Approximately 20 ft from the home.	4/11/23	10:23 am	10 minutes	61.1	Residential	Traffic on Woodcliff Road. Faint traffic on I-405.
BG-14	15237 Greenleaf Street, Sherman Oaks, Los Angeles, CA. On the home driveway. Approximately 20 ft from the home.	4/11/23	10:50 am	10 minutes	52.8	Residential	Traffic on Greenleaf Street and I-405.
BG-15	6334 Orion Avenue, Van Nuys, Los Angeles, CA. In front of the home on the sidewalk. Approximately 50 ft from the home.	4/11/23	11:30 am	10 minutes	53.8	Residential	Traffic from Orion Avenue and Victory Avenue. Faint traffic on I-405.

Table 3.15.5. Background Monitoring Results

Monitor No.	Location Description	Date	Start Time	Duration	Noise Level (dBA L_{eq})	Land Use	Noise Sources
BG-16	3548 Purdue Avenue, Los Angeles, CA. On the sidewalk approximately 20 ft from the home and approximately 10 ft from the edge of sidewalk.	4/11/23	12:22 pm	10 minutes	49.5	Residential	Traffic on Purdue Avenue.
BG-17	3242 Purdue Avenue, Los Angeles, CA. On the sidewalk in front of the home. Approximately 10 ft from the home.	4/11/23	12:54 pm	10 minutes	48.7	Residential	Light traffic on Purdue Avenue and faint traffic on I-405. Landscaping activity and aircraft noise.
BG-18	11330 Graham Place, Los Angeles, CA. On the sidewalk at the corner of Purdue Avenue and Graham Place next to the school driveway of Daniel Webster Middle School. Approximately 10 ft from gate and 10 ft from the edge of the sidewalk.	4/11/23	1:23 pm	10 minutes	56.6	Residential	Traffic on I-405 and I-405 connectors. Light traffic on Graham Place
BG-19	2015 Corinth Avenue, Los Angeles, CA. On the sidewalk in front of the home. Approximately 15 ft from the house and approximately 10 ft from the edge of sidewalk.	4/11/23	1:50 pm	10 minutes	53.2	Residential	Traffic on Corinth Avenue and I-405.
BG-20	1731 Corinth Avenue, Los Angeles, CA. In front of an apartment building on the sidewalk next to the back entrance.	4/11/23	2:20 pm	10 minutes	51.8	Residential	Traffic on Corinth Avenue. Noise from kids playing at school playground.
BG-21	1527 Corinth Avenue, Los Angeles, CA. On the sidewalk in front of the home. Approximately 10 ft away from the multifamily residence.	4/11/23	2:49 pm	10 minutes	52.6	Residential	Traffic on Corinth Avenue and I-405.
BG-22	11450 Chenault Street, Los Angeles, CA. At the cul-de-sac of Chenault Street. Approximately 15 ft from the green fence.	4/11/23	3:26 pm	10 minutes	47.1	Residential	Faint traffic on I-405.
BG-23	Between 11432 and 11433 Albata Street, Los Angeles, CA. On the street.	4/11/23	9:06 am	10 minutes	50.7	Residential	Traffic on I-405, bird noise, and some neighborhood activity
BG-24	11361 Isleta Street, Los Angeles, CA. On the street.	4/11/23	9:28 am	10 minutes	56.3	Residential	Traffic on I-405 and some bird noise.
BG-25	Cul-de-sac of Regal Woods Place. Near 15751, 15750, 15754 Regal Woods Place, Sherman Oaks, Los Angeles, CA.	4/11/23	10:05 am	10 minutes	49.7	Residential	Ambient noise, bird noise, and aircraft noise.
BG-26	15656 Crownridge Place, Los Angeles, CA. In the middle of the cul-de-sac.	4/11/23	10:32 am	10 minutes	53.9	Residential	Traffic on I-405.

Table 3.15.5. Background Monitoring Results

Monitor No.	Location Description	Date	Start Time	Duration	Noise Level (dBA L_{eq})	Land Use	Noise Sources
BG-27	Cul-de-sac of Woodfield Place. Near 15660 Woodfield Place, Sherman Oaks, Los Angeles, CA.	4/11/23	12:54 pm	10 minutes	53.7	Residential	Traffic on I-405 and faint traffic on Sepulveda Boulevard. Faint aircraft noise.
BG-28	15656 Vandorf Place, Encino, Los Angeles, CA. In the middle of the cul-de-sac.	4/11/23	11:09 am	10 minutes	56.8	Residential	Traffic on I-405 and aircraft noise.
BG-29	15537 Meadowgate Road, Encino, Los Angeles, CA. In front of the house on the side of the street.	4/11/23	12:33 pm	10 minutes	55.9	Residential	Traffic on I-405, aircraft noise, and bird nose.
BG-30	15460 Varden Street, Los Angeles, CA. In front of the home on the sidewalk.	4/11/23	11:37 am	10 minutes	57.3	Residential	Traffic on I-405 and aircraft noise.
BG-31	15462 Camarillo Street, Los Angeles, CA. In front of the home on the side of the street.	4/11/23	11:58 am	10 minutes	53.5	Residential	Traffic on I-405, aircraft noise, and bird noise.

Source: Compiled by LSA (2024).
dBA = A-weighted decibels
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels
I-405 = Interstate 405

Table 3.15.6. Long-Term 24-Hour Noise Level Measurement at LT-1

	Start Time	Date	Noise Level (dBA L_{eq})
1	12:00 AM	4/4/23	67
2	1:00 AM	4/4/23	66
3	2:00 AM	4/4/23	66
4	3:00 AM	4/4/23	67
5	4:00 AM	4/4/23	71
6	5:00 AM	4/4/23	73
7	6:00 AM	4/4/23	**74**[1]
8	7:00 AM	4/4/23	73
9	8:00 AM	4/4/23	73
10	9:00 AM	4/4/23	72
11	10:00 AM	4/4/23	72
12	11:00 AM	4/4/23	72
13	12:00 PM	4/4/23	71
14	1:00 PM	4/4/23	70
15	2:00 PM	4/4/23	68
16	3:00 PM	4/4/23	71
17	4:00 PM	4/4/23	71
18	5:00 PM	4/4/23	71
19	6:00 PM	4/4/23	71
20	7:00 PM	4/4/23	73
21	8:00 PM	4/4/23	73
22	9:00 PM	4/4/23	73
23	10:00 PM	4/4/23	73
24	11:00 PM	4/4/23	72

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 1 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

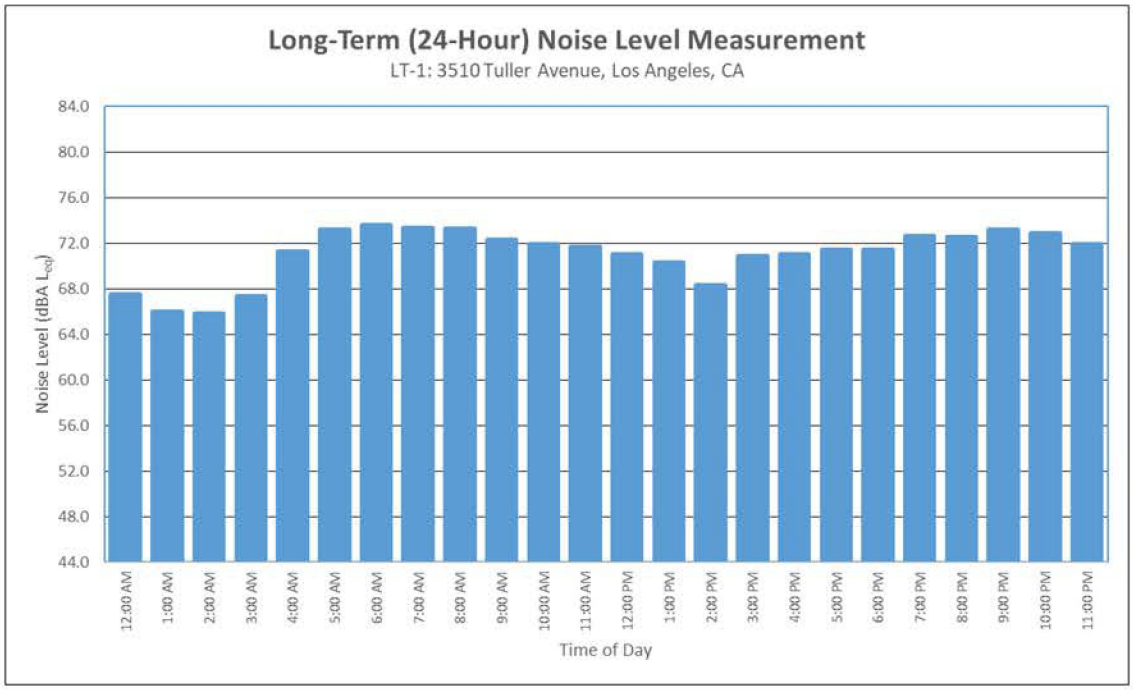


Table 3.15.7. Long-Term 24-Hour Noise Level Measurement at LT-2

	Start Time	Date	Noise Level (dBA L_{eq})
1	12:00 AM	4/5/23	63
2	1:00 AM	4/5/23	61
3	2:00 AM	4/5/23	61
4	3:00 AM	4/5/23	62
5	4:00 AM	4/5/23	65
6	5:00 AM	4/5/23	**68**[1]
7	6:00 AM	4/5/23	**68**
8	7:00 AM	4/5/23	64
9	8:00 AM	4/5/23	62
10	9:00 AM	4/5/23	64
11	10:00 AM	4/5/23	66
12	11:00 AM	4/5/23	65
13	12:00 PM	4/5/23	61
14	1:00 PM	4/5/23	59
15	2:00 PM	4/5/23	57
16	3:00 PM	4/5/23	56
17	4:00 PM	4/5/23	55
18	5:00 PM	4/5/23	56
19	6:00 PM	4/5/23	56
20	7:00 PM	4/5/23	66
21	8:00 PM	4/5/23	66
22	9:00 PM	4/5/23	67
23	10:00 PM	4/5/23	67
24	11:00 PM	4/5/23	66

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 3 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

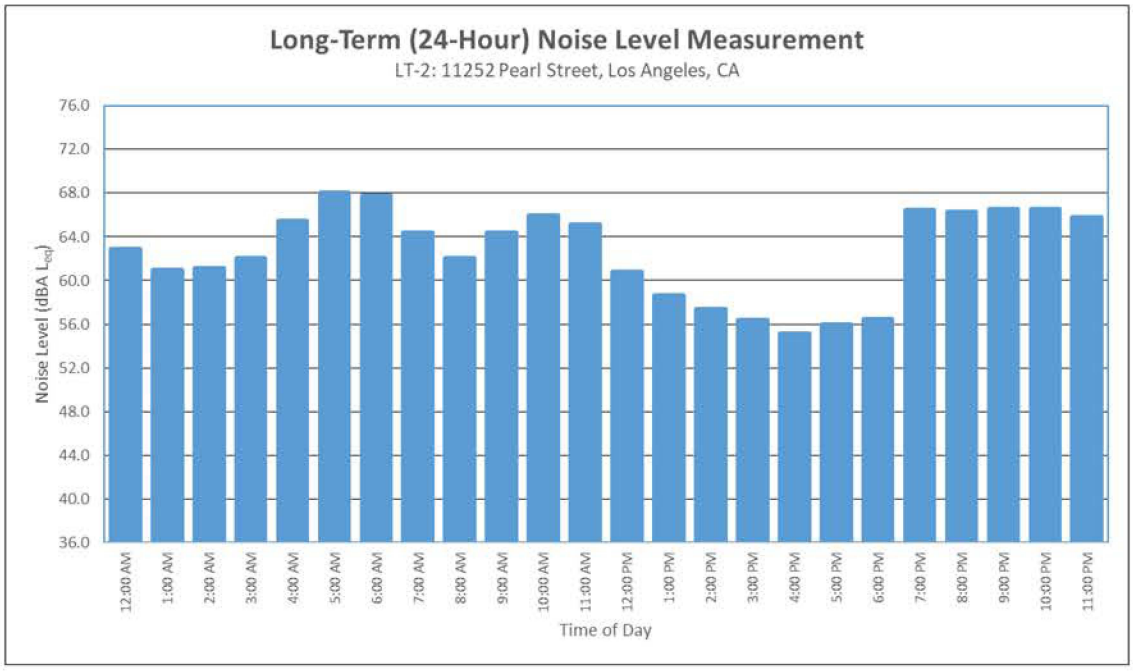


Table 3.15.8. Long-Term 24-Hour Noise Level Measurement at LT-3

	Start Time	Date	Noise Level (dBA L_{eq})
1	12:00 AM	4/5/23	63
2	1:00 AM	4/5/23	60
3	2:00 AM	4/5/23	58
4	3:00 AM	4/5/23	61
5	4:00 AM	4/5/23	65
6	5:00 AM	4/5/23	**68**[1]
7	6:00 AM	4/5/23	**68**
8	7:00 AM	4/5/23	67
9	8:00 AM	4/5/23	66
10	9:00 AM	4/5/23	66
11	10:00 AM	4/5/23	66
12	11:00 AM	4/5/23	66
13	12:00 PM	4/5/23	66
14	1:00 PM	4/5/23	**68**
15	2:00 PM	4/5/23	64
16	3:00 PM	4/5/23	63
17	4:00 PM	4/5/23	63
18	5:00 PM	4/5/23	66
19	6:00 PM	4/5/23	**68**
20	7:00 PM	4/5/23	67
21	8:00 PM	4/5/23	67
22	9:00 PM	4/5/23	66
23	10:00 PM	4/5/23	64
24	11:00 PM	4/5/23	65

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 6 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

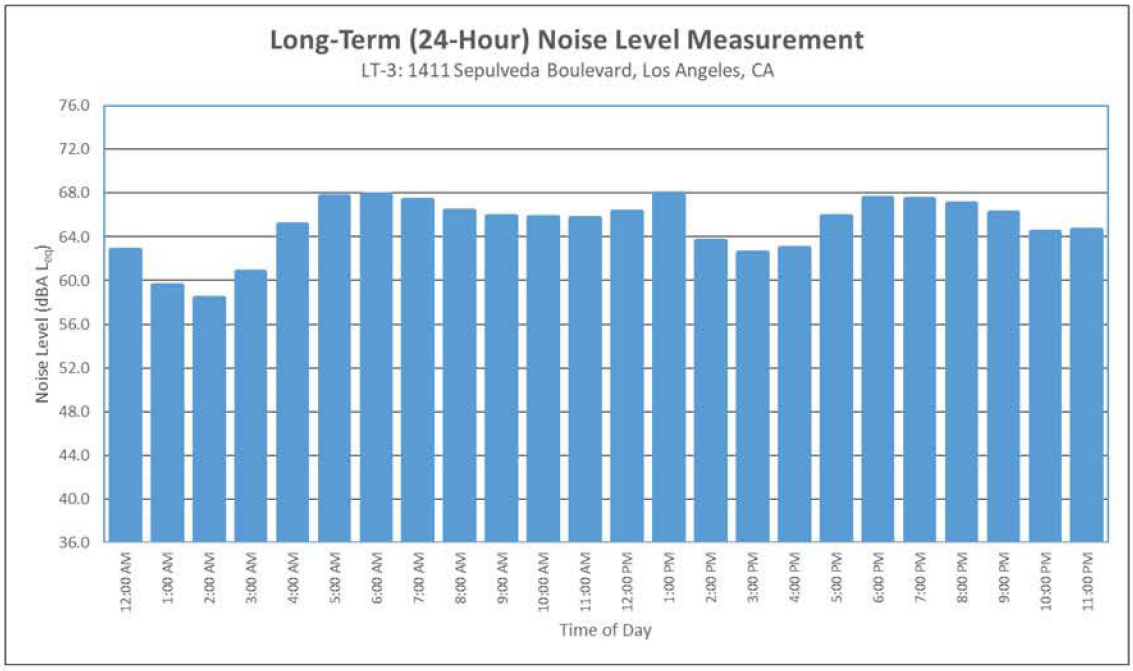


Table 3.15.9. Long-Term 24-Hour Noise Level Measurement at LT-4

	Start Time	Date	Noise Level (dBA L_{eq})
1	12:00 AM	4/5/23	57
2	1:00 AM	4/5/23	56
3	2:00 AM	4/5/23	58
4	3:00 AM	4/5/23	62
5	4:00 AM	4/5/23	64
6	5:00 AM	4/5/23	**65**[1]
7	6:00 AM	4/5/23	64
8	7:00 AM	4/5/23	62
9	8:00 AM	4/5/23	59
10	9:00 AM	4/5/23	57
11	10:00 AM	4/5/23	57
12	11:00 AM	4/5/23	60
13	12:00 PM	4/5/23	63
14	1:00 PM	4/5/23	64
15	2:00 PM	4/5/23	63
16	3:00 PM	4/5/23	62
17	4:00 PM	4/5/23	62
18	5:00 PM	4/5/23	61
19	6:00 PM	4/5/23	61
20	7:00 PM	4/5/23	63
21	8:00 PM	4/5/23	64
22	9:00 PM	4/5/23	63
23	10:00 PM	4/5/23	62
24	11:00 PM	4/5/23	61

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 8 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

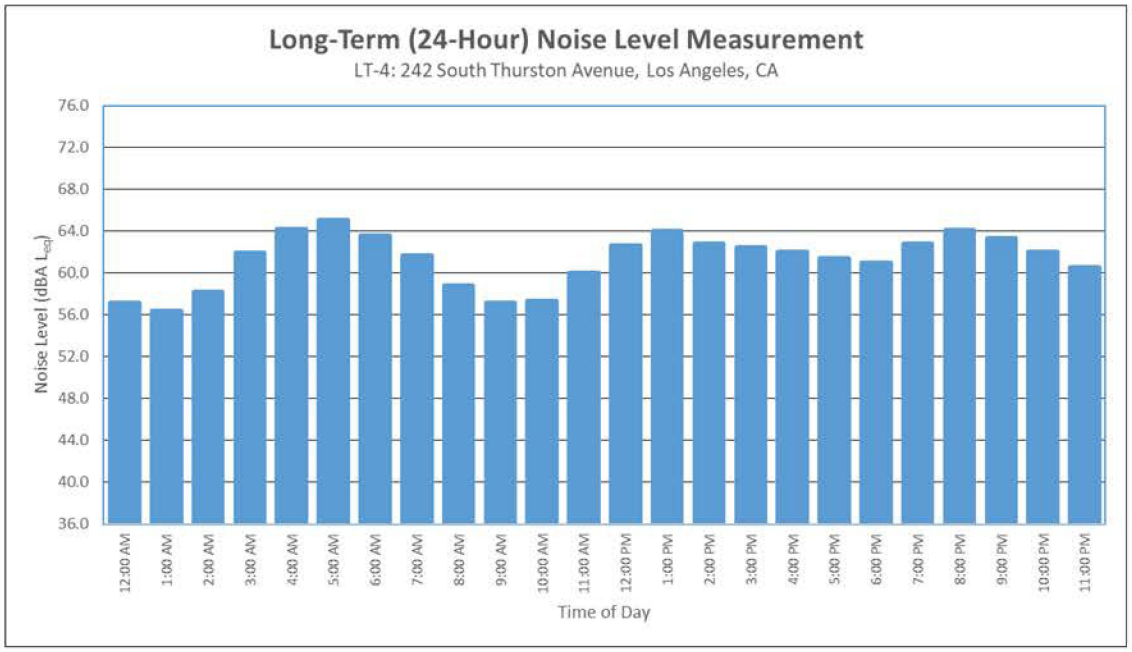


Table 3.15.10. Long-Term 24-Hour Noise Level Measurement at LT-5

	Start Time	Date	Noise Level (dBA L_{eq})
1	1:00 PM	5/15/23	60
2	2:00 PM	5/15/23	61
3	3:00 PM	5/15/23	62
4	4:00 PM	5/15/23	61
5	5:00 PM	5/15/23	60
6	6:00 PM	5/15/23	60
7	7:00 PM	5/15/23	61
8	8:00 PM	5/15/23	61
9	9:00 PM	5/15/23	61
10	10:00 PM	5/15/23	60
11	11:00 PM	5/15/23	59
12	12:00 AM	5/16/23	57
13	1:00 AM	5/16/23	55
14	2:00 AM	5/16/23	54
15	3:00 AM	5/16/23	55
16	4:00 AM	5/16/23	58
17	5:00 AM	5/16/23	61
18	6:00 AM	5/16/23	62
19	7:00 AM	5/16/23	**63**[1]
20	8:00 AM	5/16/23	**63**
21	9:00 AM	5/16/23	**63**
22	10:00 AM	5/16/23	62
23	11:00 AM	5/16/23	61
24	12:00 PM	5/16/23	62

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 10 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

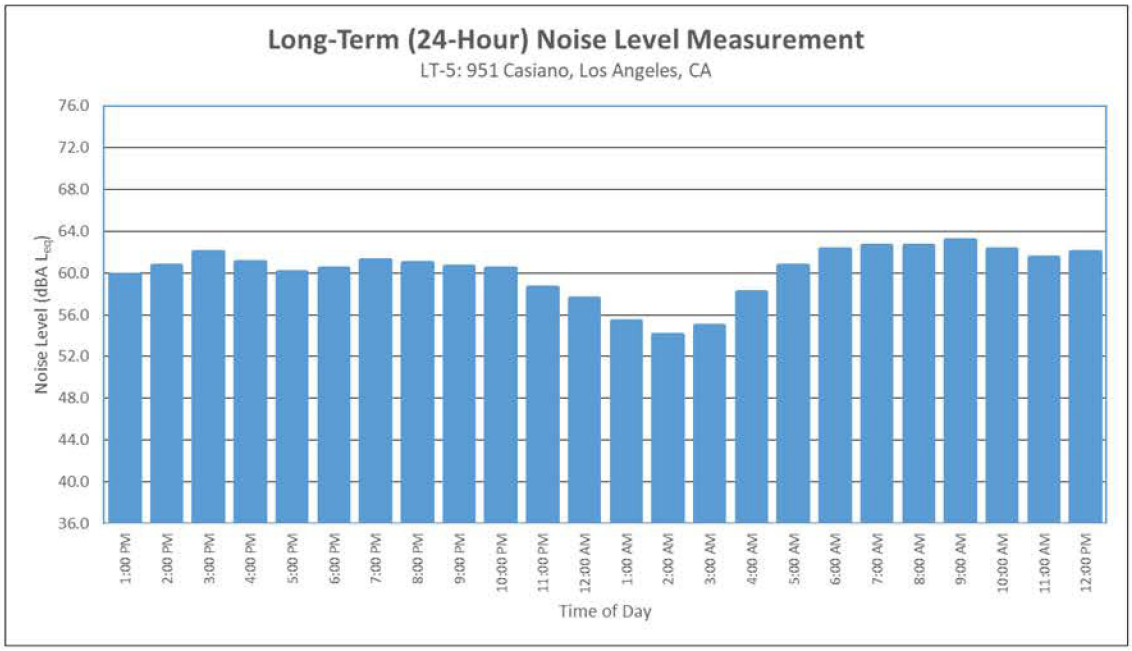


Table 3.15.11. Long-Term 24-Hour Noise Level Measurement at LT-6

	Start Time	Date	Noise Level (dBA L_{eq})
1	1:00 PM	6/20/23	55
2	2:00 PM	6/20/23	56
3	3:00 PM	6/20/23	57
4	4:00 PM	6/20/23	56
5	5:00 PM	6/20/23	55
6	6:00 PM	6/20/23	55
7	7:00 PM	6/20/23	56
8	8:00 PM	6/20/23	56
9	9:00 PM	6/20/23	57
10	10:00 PM	6/20/23	56
11	11:00 PM	6/20/23	57
12	12:00 AM	6/21/23	56
13	1:00 AM	6/21/23	56
14	2:00 AM	6/21/23	55
15	3:00 AM	6/21/23	58
16	4:00 AM	6/21/23	61
17	5:00 AM	6/21/23	**63**[1]
18	6:00 AM	6/21/23	61
19	7:00 AM	6/21/23	56
20	8:00 AM	6/21/23	58
21	9:00 AM	6/21/23	55
22	10:00 AM	6/21/23	54
23	11:00 AM	6/21/23	54
24	12:00 PM	6/21/23	54

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 13 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

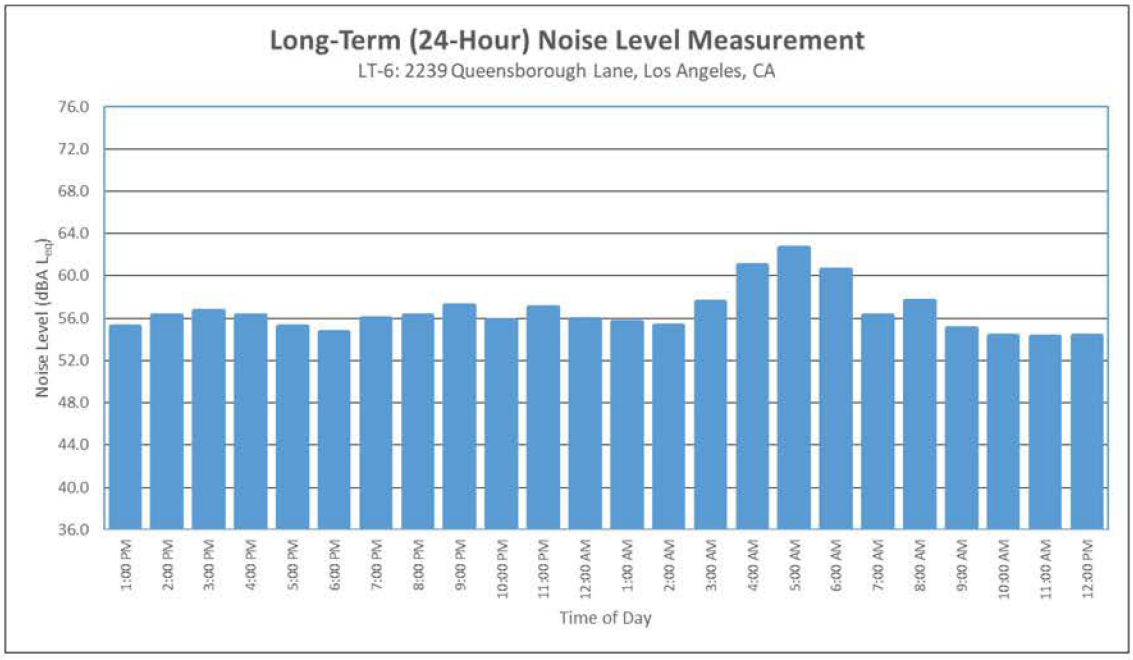


Table 3.15.12. Long-Term 24-Hour Noise Level Measurement at LT-7

	Start Time	Date	Noise Level (dBA L_{eq})
1	12:00 AM	4/4/23	61
2	1:00 AM	4/4/23	61
3	2:00 AM	4/4/23	63
4	3:00 AM	4/4/23	67
5	4:00 AM	4/4/23	69
6	5:00 AM	4/4/23	66
7	6:00 AM	4/4/23	64
8	7:00 AM	4/4/23	64
9	8:00 AM	4/4/23	64
10	9:00 AM	4/4/23	65
11	10:00 AM	4/4/23	65
12	11:00 AM	4/4/23	65
13	12:00 PM	4/4/23	66
14	1:00 PM	4/4/23	67
15	2:00 PM	4/4/23	67
16	3:00 PM	4/4/23	68
17	4:00 PM	4/4/23	**69**[1]
18	5:00 PM	4/4/23	**69**
19	6:00 PM	4/4/23	**69**
20	7:00 PM	4/4/23	**69**
21	8:00 PM	4/4/23	68
22	9:00 PM	4/4/23	66
23	10:00 PM	4/4/23	65
24	11:00 PM	4/4/23	63

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 18 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

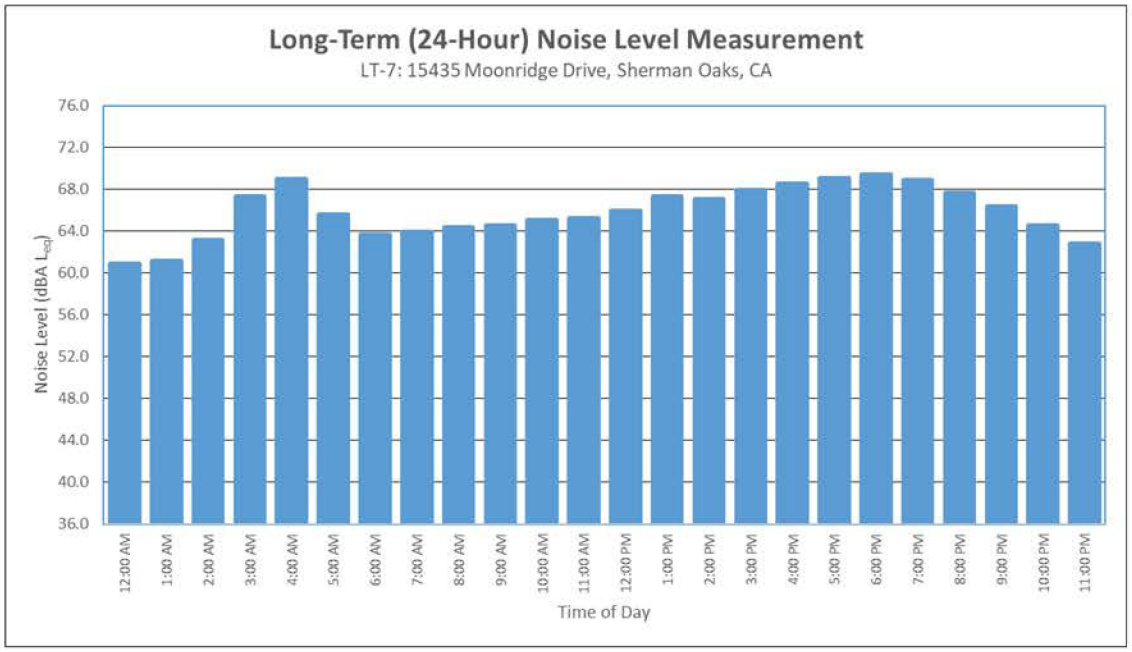


Table 3.15.13. Long-Term 24-Hour Noise Level Measurement at LT-8

	Start Time	Date	Noise Level (dBA L_{eq})
1	5:00 PM	4/11/23	63
2	6:00 PM	4/11/23	65
3	7:00 PM	4/11/23	68
4	8:00 PM	4/11/23	68
5	9:00 PM	4/11/23	68
6	10:00 PM	4/11/23	67
7	11:00 PM	4/11/23	66
8	12:00 AM	4/12/23	64
9	1:00 AM	4/12/23	63
10	2:00 AM	4/12/23	63
11	3:00 AM	4/12/23	64
12	4:00 AM	4/12/23	67
13	5:00 AM	4/12/23	69
14	6:00 AM	4/12/23	67
15	7:00 AM	4/12/23	68
16	8:00 AM	4/12/23	68
17	9:00 AM	4/12/23	68
18	10:00 AM	4/12/23	70
19	11:00 AM	4/12/23	**71**[1]
20	12:00 PM	4/12/23	70
21	1:00 PM	4/12/23	70
22	2:00 PM	4/12/23	67
23	3:00 PM	4/12/23	64
24	4:00 PM	4/12/23	65

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 21 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

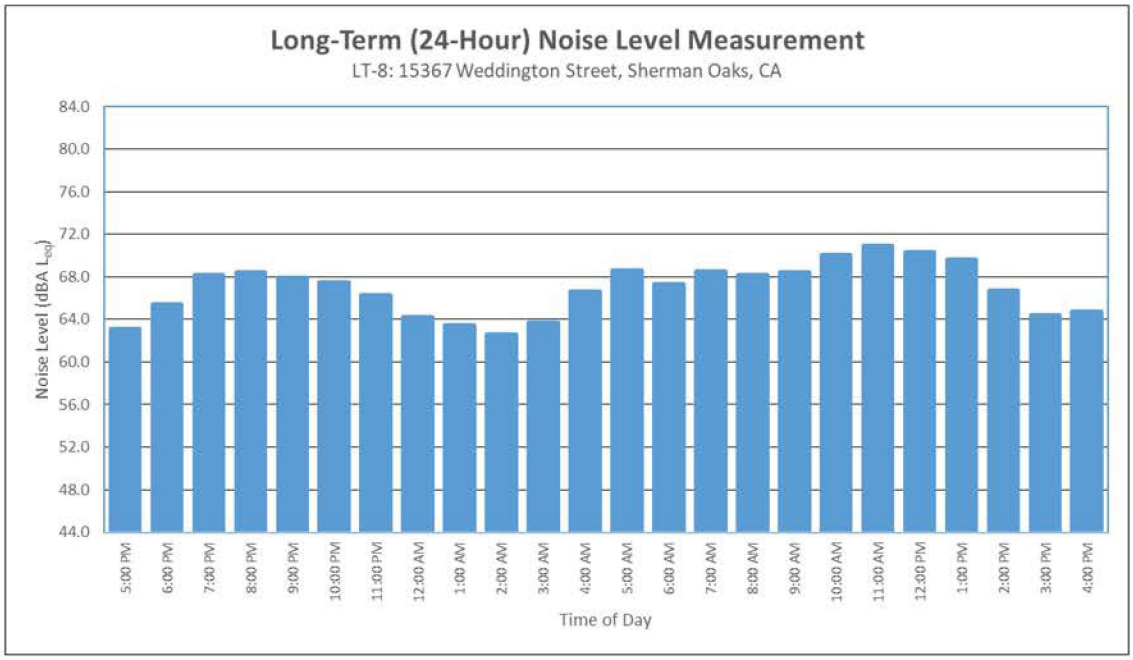


Table 3.15.14. Long-Term 24-Hour Noise Level Measurement at LT-9

	Start Time	Date	Noise Level (dBA L_{eq})
1	12:00 AM	4/11/23	**61**[1]
2	1:00 AM	4/11/23	59
3	2:00 AM	4/11/23	59
4	3:00 AM	4/11/23	59
5	4:00 AM	4/11/23	57
6	5:00 AM	4/11/23	58
7	6:00 AM	4/11/23	60
8	7:00 AM	4/11/23	59
9	8:00 AM	4/11/23	58
10	9:00 AM	4/11/23	57
11	10:00 AM	4/11/23	56
12	11:00 AM	4/12/23	54
13	12:00 PM	4/12/23	53
14	1:00 PM	4/12/23	53
15	2:00 PM	4/12/23	53
16	3:00 PM	4/12/23	56
17	4:00 PM	4/12/23	58
18	5:00 PM	4/12/23	57
19	6:00 PM	4/12/23	57
20	7:00 PM	4/12/23	57
21	8:00 PM	4/12/23	58
22	9:00 PM	4/12/23	59
23	10:00 PM	4/12/23	59
24	11:00 PM	4/12/23	59

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheets 23 and 24 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

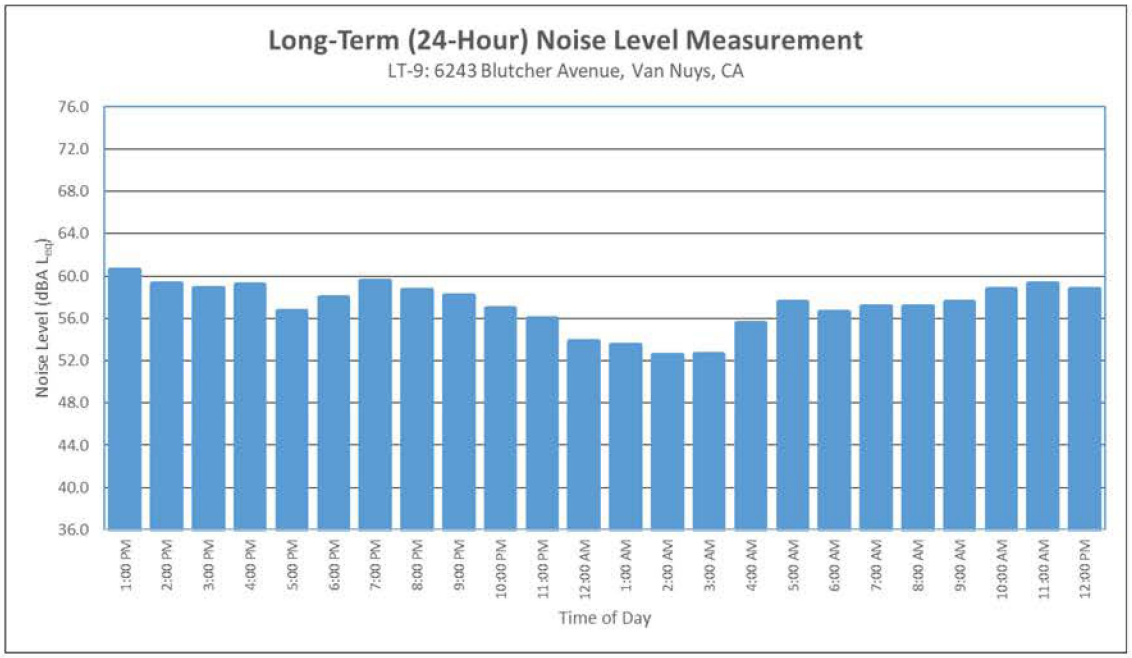


Table 3.15.15. Long-Term 24-Hour Noise Level Measurement at LT-10

	Start Time	Date	Noise Level (dBA L_{eq})
1	12:00 AM	4/4/23	67
2	1:00 AM	4/4/23	66
3	2:00 AM	4/4/23	65
4	3:00 AM	4/4/23	68
5	4:00 AM	4/4/23	71
6	5:00 AM	4/4/23	73
7	6:00 AM	4/4/23	**74**[1]
8	7:00 AM	4/4/23	73
9	8:00 AM	4/4/23	73
10	9:00 AM	4/4/23	73
11	10:00 AM	4/4/23	72
12	11:00 AM	4/4/23	71
13	12:00 PM	4/4/23	67
14	1:00 PM	4/4/23	65
15	2:00 PM	4/4/23	65
16	3:00 PM	4/4/23	64
17	4:00 PM	4/4/23	65
18	5:00 PM	4/4/23	64
19	6:00 PM	4/4/23	66
20	7:00 PM	4/4/23	68
21	8:00 PM	4/4/23	70
22	9:00 PM	4/4/23	70
23	10:00 PM	4/4/23	70
24	11:00 PM	4/4/23	70

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 3 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

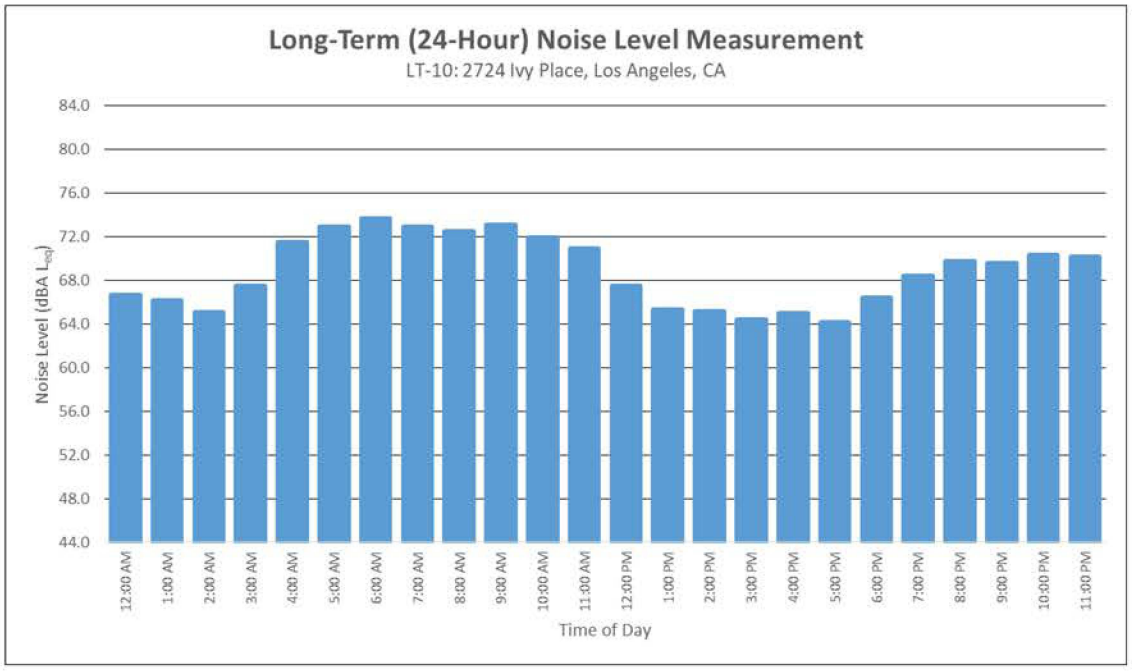


Table 3.15.16. Long-Term 24-Hour Noise Level Measurement at LT-11

	Start Time	Date	Noise Level (dBA L_{eq})
1	12:00 AM	4/5/23	67
2	1:00 AM	4/5/23	64
3	2:00 AM	4/5/23	65
4	3:00 AM	4/5/23	66
5	4:00 AM	4/5/23	69
6	5:00 AM	4/5/23	72
7	6:00 AM	4/5/23	**73**[1]
8	7:00 AM	4/5/23	72
9	8:00 AM	4/5/23	71
10	9:00 AM	4/5/23	71
11	10:00 AM	4/5/23	70
12	11:00 AM	4/5/23	67
13	12:00 PM	4/5/23	65
14	1:00 PM	4/5/23	64
15	2:00 PM	4/5/23	63
16	3:00 PM	4/5/23	62
17	4:00 PM	4/5/23	63
18	5:00 PM	4/5/23	63
19	6:00 PM	4/5/23	67
20	7:00 PM	4/5/23	70
21	8:00 PM	4/5/23	70
22	9:00 PM	4/5/23	71
23	10:00 PM	4/5/23	71
24	11:00 PM	4/5/23	70

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheets 4 and 11 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

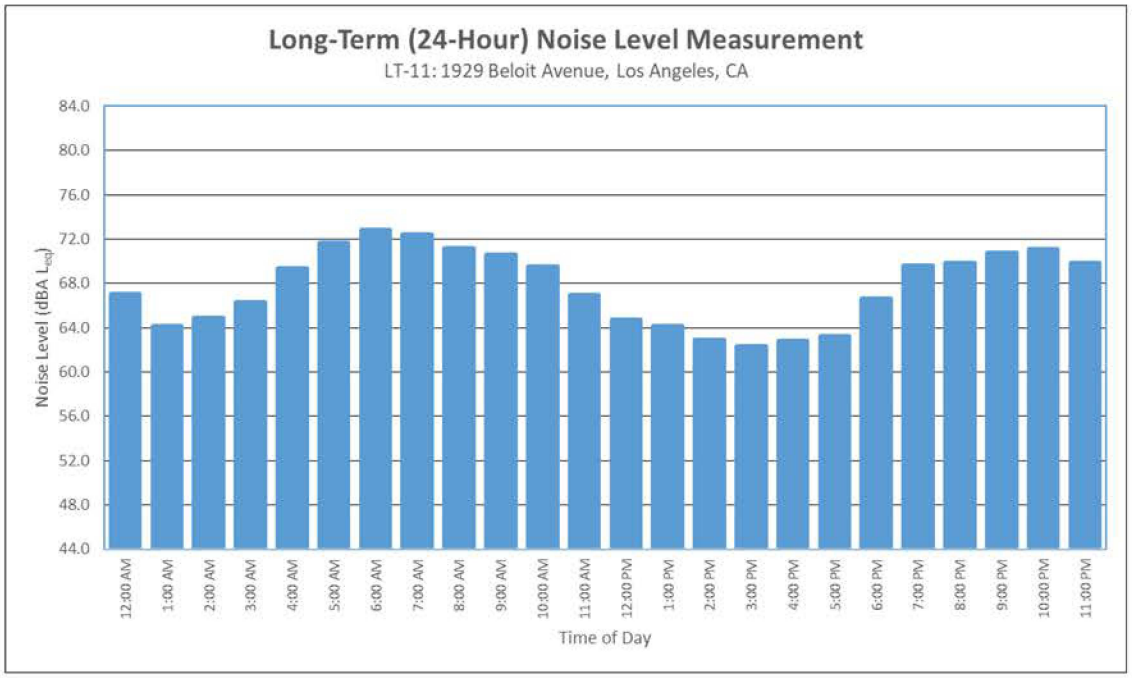


Table 3.15.17. Long-Term 24-Hour Noise Level Measurement at LT-12

	Start Time	Date	Noise Level (dBA L_{eq})
1	12:00 AM	4/5/23	69
2	1:00 AM	4/5/23	66
3	2:00 AM	4/5/23	66
4	3:00 AM	4/5/23	68
5	4:00 AM	4/5/23	71
6	5:00 AM	4/5/23	73
7	6:00 AM	4/5/23	**74**[1]
8	7:00 AM	4/5/23	73
9	8:00 AM	4/5/23	73
10	9:00 AM	4/5/23	72
11	10:00 AM	4/5/23	70
12	11:00 AM	4/5/23	69
13	12:00 PM	4/5/23	70
14	1:00 PM	4/5/23	70
15	2:00 PM	4/5/23	70
16	3:00 PM	4/5/23	70
17	4:00 PM	4/5/23	71
18	5:00 PM	4/5/23	71
19	6:00 PM	4/5/23	71
20	7:00 PM	4/5/23	72
21	8:00 PM	4/5/23	72
22	9:00 PM	4/5/23	73
23	10:00 PM	4/5/23	72
24	11:00 PM	4/5/23	71

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 8 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

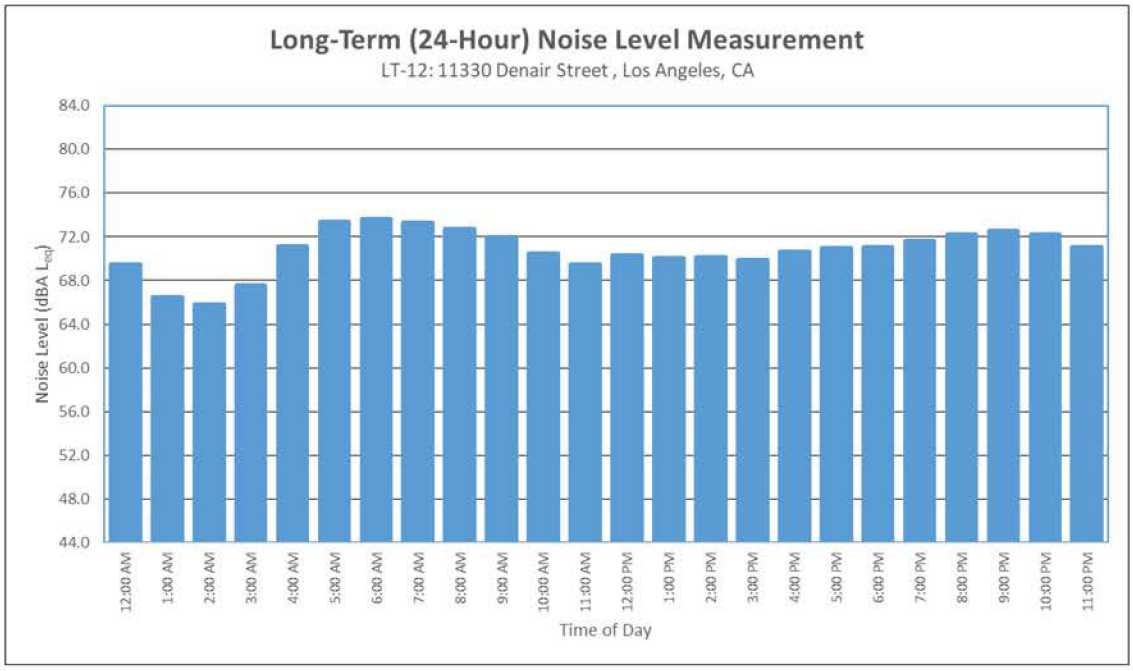


Table 3.15.18. Long-Term 24-Hour Noise Level Measurement at LT-13

	Start Time	Date	Noise Level (dBA L_{eq})
1	3:00 PM	5/16/23	59
2	4:00 PM	5/16/23	58
3	5:00 PM	5/16/23	59
4	6:00 PM	5/16/23	59
5	7:00 PM	5/16/23	**60**[1]
6	8:00 PM	5/16/23	59
7	9:00 PM	5/16/23	59
8	10:00 PM	5/16/23	59
9	11:00 PM	5/16/23	56
10	12:00 AM	5/17/23	55
11	1:00 AM	5/17/23	53
12	2:00 AM	5/17/23	53
13	3:00 AM	5/17/23	54
14	4:00 AM	5/17/23	57
15	5:00 AM	5/17/23	59
16	6:00 AM	5/17/23	57
17	7:00 AM	5/17/23	56
18	8:00 AM	5/17/23	56
19	9:00 AM	5/17/23	56
20	10:00 AM	5/17/23	56
21	11:00 AM	5/17/23	57
22	12:00 PM	5/17/23	55
23	1:00 PM	5/17/23	58
24	2:00 PM	5/17/23	59

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 18 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

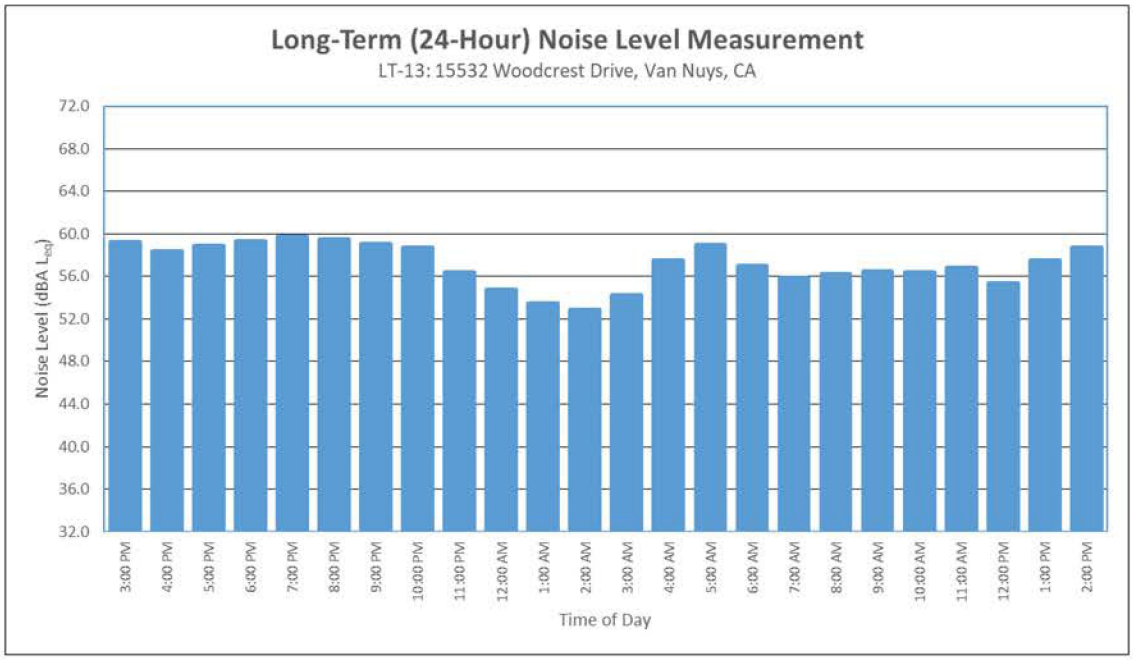


Table 3.15.19. Long-Term 24-Hour Noise Level Measurement at LT-14

	Start Time	Date	Noise Level (dBA L_{eq})
1	2:00 PM	5/16/23	**67**[1]
2	3:00 PM	5/16/23	**67**
3	4:00 PM	5/16/23	**67**
4	5:00 PM	5/16/23	**67**
5	6:00 PM	5/16/23	66
6	7:00 PM	5/16/23	**67**
7	8:00 PM	5/16/23	65
8	9:00 PM	5/16/23	64
9	10:00 PM	5/16/23	64
10	11:00 PM	5/16/23	61
11	12:00 AM	5/17/23	60
12	1:00 AM	5/17/23	59
13	2:00 AM	5/17/23	58
14	3:00 AM	5/17/23	60
15	4:00 AM	5/17/23	64
16	5:00 AM	5/17/23	65
17	6:00 AM	5/17/23	60
18	7:00 AM	5/17/23	62
19	8:00 AM	5/17/23	61
20	9:00 AM	5/17/23	65
21	10:00 AM	5/17/23	63
22	11:00 AM	5/17/23	64
23	12:00 PM	5/17/23	63
24	1:00 PM	5/17/23	65

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 19 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

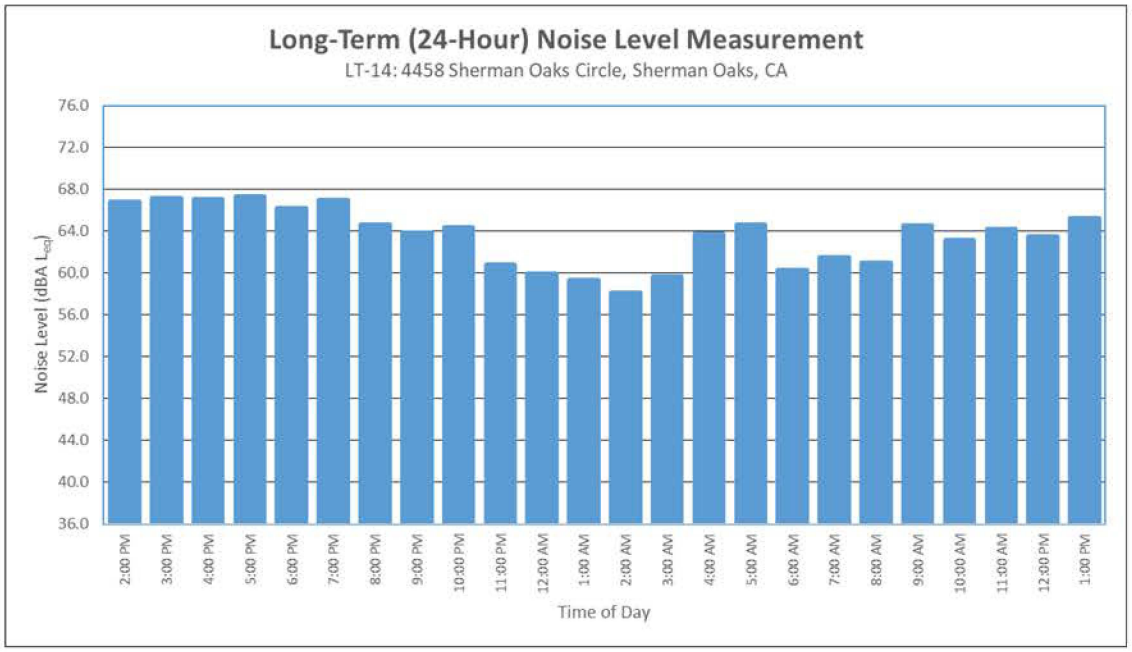


Table 3.15.20. Long-Term 24-Hour Noise Level Measurement at LT-15

	Start Time	Date	Noise Level (dBA L_{eq})
1	4:00 PM	4/11/23	70
2	5:00 PM	4/11/23	70
3	6:00 PM	4/11/23	70
4	7:00 PM	4/11/23	70
5	8:00 PM	4/11/23	69
6	9:00 PM	4/11/23	69
7	10:00 PM	4/11/23	67
8	11:00 PM	4/11/23	67
9	12:00 AM	4/12/23	65
10	1:00 AM	4/12/23	63
11	2:00 AM	4/12/23	63
12	3:00 AM	4/12/23	65
13	4:00 AM	4/12/23	69
14	5:00 AM	4/12/23	70
15	6:00 AM	4/12/23	65
16	7:00 AM	4/12/23	64
17	8:00 AM	4/12/23	65
18	9:00 AM	4/12/23	64
19	10:00 AM	4/12/23	66
20	11:00 AM	4/12/23	66
21	12:00 PM	4/12/23	68
22	1:00 PM	4/12/23	70
23	2:00 PM	4/12/23	**71**[1]
24	3:00 PM	4/12/23	70

Source: LSA (2024).
Note: Refer to Figure 3.15-1 (sheet 20 of 24).
[1] **Bold** numbers represent the peak traffic noise hour.
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels

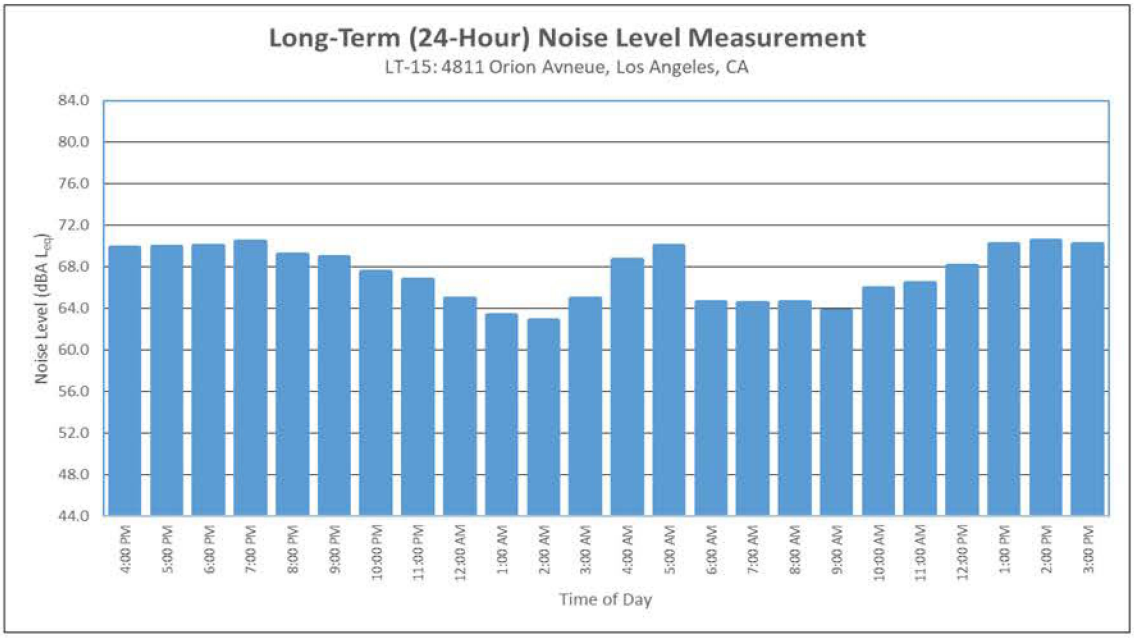


Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-1.1	EW 1-2	NB No. 1-1	Charnock Road	MFR	2		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	65	3	0
R-1.2	EW 1-2	NB No. 1-1	Charnock Road	SFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0
R-1.3	EW 1-2	NB No. 1-1	Charnock Road	MFR	4		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0
R-1.4	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		64	64	64	64	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0
R-1.5	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		65	65	65	65	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0
R-1.6	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		65	65	65	65	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0
R-1.7	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		63	63	63	63	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-1.8	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		61	61	61	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0
R-1.9	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		52	52	52	47	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0
R-1.10	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		62	62	62	47	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0
R-1.11	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		61	61	61	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0
R-1.12	EW 1-2	NB No. 1-1	Westminster Avenue	MFR	1		51	51	51	49	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0
R-1.13	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	4		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	**66**	2	0
R-1.14	EW 1-2	NB No. 1-1	Tuller Avenue	Vacant Land	1		68	68	68	68	0	0	G	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	1	0	67	1	0	66	2	0
R-1.15	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-1.16	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-1.17	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-1.18	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	3		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-1.19	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	2		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	61	1	0
R-1.20	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		**67**	**67**	**67**	64	0	0	B(67)	--**	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-1.21	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		65	65	65	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0
R-1.22	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	2		63	63	64	60	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0
R-1.23	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	2		62	62	62	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0
R-1.24	EW 1-2	NB No. 1-1	Sepulveda Boulevard	Restaurant	1		68	68	68	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0
R-1.25			Sepulveda Boulevard	Commercial	1		79	80	80	80	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.26			Sepulveda Boulevard	Office	1		77	77	77	76	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.27-1			Sepulveda Boulevard	MFR	2		**66**	**66**	**66**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.27-2			Sepulveda Boulevard	MFR	2		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.28-1			Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.28-2			Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.29-1			Sepulveda Boulevard	MFR	3		**71**	**71**	**71**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.29-2			Sepulveda Boulevard	MFR	4		**72**	**72**	**72**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.30-2			Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.31-2			Sepulveda Boulevard	MFR	1		65	65	65	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.32-2			Sepulveda Boulevard	MFR	3		**72**	**72**	**72**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.33-2			Sepulveda Boulevard	MFR	1		**67**	**67**	**68**	63	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.34			Rose Avenue	MFR	1		57	57	57	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.35			Sepulveda Boulevard	Commercial/Light Industrial	1		76	76	77	77	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.36	EW 1-3		Sepulveda Boulevard	MFR	1		64	64	63	63	-1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.37	EW 1-3	NB No. 1-2	Sepulveda Boulevard	MFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0
R-1.38	EW 1-3	NB No. 1-2	Sepulveda Boulevard	Preschool	1		**69/49**	**69/49**	**69/49**	**69/49**	0	0	C(67)/D(52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**67/47**	2	0	**66/46**	3	0	65/45	4	0	65/45	4	0	64/44	5	1	64/44	5	1
R-1.39	EW 1-3	NB No. 1-2	Sepulveda Boulevard	Preschool	1		62/42	62/42	62/42	61/41	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	60/40	2	0	59/39	3	0	58/38	4	0	58/38	4	0	58/38	4	0	58/38	4	0
R-1.40	EW 1-3	NB No. 1-2	Sepulveda Boulevard	Preschool	1		61/41	61/41	61/41	60/40	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	59/39	2	0	58/38	3	0	58/38	3	0	58/38	3	0	58/38	3	0	58/38	3	0
R-1.41	EW 1-3		Sepulveda Boulevard	Preschool	1		64/44	65/45	65/45	60/40	0	1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.42	EW 1-3		Sepulveda Boulevard	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.43	EW 1-3		Sepulveda Boulevard	MFR	1		61	61	62	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.44	EW 1-3		Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.45-1	EW 1-3		Queensland Street	MFR	2		**70**	**70**	**70**	56	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.45-2	EW 1-3		Queensland Street	MFR	1		**70**	**70**	**70**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.46	EW 1-3		Queensland Street	MFR	1		54	54	54	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.47-1	EW 1-3		Queensland Street	MFR	1		54	54	54	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.47-2	EW 1-3		Queensland Street	MFR	1		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.48-1	EW 1-3		Queensland Street	MFR	4		**70**	**70**	**70**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.48-2	EW 1-3		Queensland Street	MFR	3		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.49-1	EW 1-3		Queensland Street	MFR	4		56	56	56	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.49-2	EW 1-3		Queensland Street	MFR	4		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.50	EW 1-3		Queensland Street	MFR	1		63	63	63	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.51-1	EW 1-3		Queensland Street	MFR	4		**70**	**70**	**70**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.51-2	EW 1-3		Queensland Street	MFR	3		**70**	**70**	**70**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.52-1	EW 1-3		Queensland Street	MFR	6		55	55	56	52	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.52-2	EW 1-3		Queensland Street	MFR	6		59	59	60	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.53-1	EW 1-3		Queensland Street	MFR	1		54	54	54	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.53-2	EW 1-3		Queensland Street	MFR	1		62	62	62	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.54-1	EW 1-3		Queensland Street	MFR	4		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.54-2	EW 1-3		Queensland Street	MFR	4		**67**	**67**	**67**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.55-1	EW 1-3		Queensland Street	MFR	5		53	53	53	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.55-2	EW 1-3		Queensland Street	MFR	5		56	56	56	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.56-1	EW 1-3		Queensland Street	MFR	1		59	59	59	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.56-2	EW 1-3		Queensland Street	MFR	1		61	61	61	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.57	EW 1-3		Queensland Street	MFR	1		**66**	**66**	**66**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.58	EW 1-3		Queensland Street	MFR	1		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.59-2	EW 1-3		Queensland Street	MFR	4		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.60-1	EW 1-3		Queensland Street	MFR	1		54	54	54	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.60-2	EW 1-3		Queensland Street	MFR	1		59	59	59	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.61-1	EW 1-3		Queensland Street	MFR	3		51	51	51	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.61-2	EW 1-3		Queensland Street	MFR	3		53	53	54	52	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.62-1	EW 1-3		Sepulveda Boulevard	MFR	1		63	63	63	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.62-2	EW 1-3		Sepulveda Boulevard	MFR	1		63	63	63	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.63	EW 1-3		Sepulveda Boulevard	MFR	1		52	52	52	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.64-1	EW 1-3		Sepulveda Boulevard	MFR	1		64	64	64	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.64-2	EW 1-3		Sepulveda Boulevard	MFR	1		64	64	65	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.65			Sepulveda Boulevard	Commercial	1		72	73	73	73	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.66	EW 1-3		Sepulveda Boulevard	Commercial	1		69	69	69	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.1			Sepulveda Boulevard	Commercial	1		68	68	69	67	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	Commercial	1		64	64	65	64	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0
R-2.3-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		65	65	**66**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-2.3-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0
R-2.4-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**66**	**66**	**67**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0
R-2.4-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]: 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-2.5-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-2.5-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		**69**	**69**	**69**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-2.6	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		51	52	52	49	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	51	1	0	51	1	0	51	1	0
R-2.7-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		50	50	50	47	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	50	0	0
R-2.7-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		52	52	52	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.7-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		56	56	56	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0
R-2.8-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		51	51	52	49	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	51	1	0	51	1	0
R-2.8-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.8-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		56	57	57	54	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	56	1	0	56	1	0
R-2.9-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		49	50	50	48	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	50	0	0
R-2.9-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		51	51	52	50	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	51	1	0	51	1	0
R-2.9-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		54	54	55	53	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	54	1	0
R-2.10-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		51	51	52	49	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	51	1	0	51	1	0
R-2.10-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		55	55	55	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-2.11-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.11-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		55	55	56	53	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	55	1	0	55	1	0
R-2.12-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	6		**69**	**69**	**69**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-2.12-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	6		**70**	**70**	**70**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-2.12-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	6		**70**	**70**	**71**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-2.13-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-2.13-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-2.13-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**69**	**69**	**69**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-2.14-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		47	47	48	45	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	1	0	47	1	0	47	1	0	47	1	0
R-2.14-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		51	51	52	50	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	51	1	0	51	1	0
R-2.14-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		55	55	56	53	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	55	1	0	55	1	0
R-2.15-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		47	48	48	46	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	48	0	0	47	1	0	47	1	0	47	1	0
R-2.15-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		51	51	51	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-2.15-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		56	56	56	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0
R-2.16-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		49	49	50	46	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	1	0	49	1	0	49	1	0	49	1	0
R-2.16-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		52	52	53	49	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	1	0	52	1	0	52	1	0	52	1	0
R-2.16-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		60	60	60	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-2.17-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	4		49	49	50	46	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	1	0	49	1	0	49	1	0	49	1	0
R-2.17-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	4		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.18-1	EW 2-1		Sepulveda Boulevard	MFR	1		47	47	47	44	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.18-2	EW 2-1		Sepulveda Boulevard	MFR	1		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.19-1	EW 2-1		Sepulveda Boulevard	MFR	3		49	49	49	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.19-2	EW 2-1		Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.20-1	EW 2-1		Sepulveda Boulevard	MFR	3		48	48	49	46	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.20-2	EW 2-1		Sepulveda Boulevard	MFR	3		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.21-1	EW 2-1		Sepulveda Boulevard	MFR	4		49	49	49	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.21-2	EW 2-1		Sepulveda Boulevard	MFR	4		51	51	52	49	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.22-1	EW 2-1		Sepulveda Boulevard	MFR	1		48	48	48	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.22-2	EW 2-1		Sepulveda Boulevard	MFR	1		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.23-1	EW 2-1		Sepulveda Boulevard	MFR	1		47	47	47	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.23-2	EW 2-1		Sepulveda Boulevard	MFR	1		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.24-1	EW 2-1		Sepulveda Boulevard	MFR	3		48	48	49	46	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.24-2	EW 2-1		Sepulveda Boulevard	MFR	3		52	52	52	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.25-1	EW 2-1		Sepulveda Boulevard	MFR	4		48	48	48	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.25-2	EW 2-1		Sepulveda Boulevard	MFR	4		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.26-1	EW 2-1		Sepulveda Boulevard	MFR	2		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.26-2	EW 2-1		Sepulveda Boulevard	MFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.26-3	EW 2-1		Sepulveda Boulevard	MFR	2		**66**	**66**	**66**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.27-1	EW 2-1		Sepulveda Boulevard	MFR	2		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.27-2	EW 2-1		Sepulveda Boulevard	MFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.28-1	EW 2-1		Sepulveda Boulevard	MFR	2		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.28-2	EW 2-1		Sepulveda Boulevard	MFR	2		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.29-2	EW 2-1		Sepulveda Boulevard	MFR	3		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.30-2	EW 2-1		Sepulveda Boulevard	MFR	3		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.31-2			Sardis Avenue	MFR	1		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.32-1			Sardis Avenue	MFR	1		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.32-2			Sardis Avenue	MFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.33-1			Sardis Avenue	MFR	1		64	64	64	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.33-2			Sardis Avenue	MFR	1		**67**	**67**	**67**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.34			Sardis Avenue	MFR	2		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.35			Sepulveda Boulevard	MFR	1		57	57	57	56	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.36			Sepulveda Boulevard	MFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.37			Sepulveda Boulevard	SFR	1		65	65	65	63	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.38			Sepulveda Boulevard	Garbage Transfer Station	1		76	76	77	77	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.1	EW 3-1		Richland Avenue	MFR	1		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.2	EW 3-1		Richland Avenue	SFR	1		62	62	62	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.3	EW 3-1		Richland Avenue	SFR	1		61	61	62	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.4	EW 3-1		Sepulveda Boulevard	MFR	2		**66**	**66**	**66**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.5	EW 3-1		Sepulveda Boulevard	MFR	2		**67**	**67**	**68**	63	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.6-1	EW 3-1		Sepulveda Boulevard	MFR	3		65	65	65	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.6-2	EW 3-1		Sepulveda Boulevard	MFR	3		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.7-1	EW 3-1		Sepulveda Boulevard	MFR	2		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.7-2	EW 3-1		Sepulveda Boulevard	MFR	2		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.8	EW 3-1		Richland Avenue	MFR	3		65	65	**66**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.9	EW 3-1		Richland Avenue	MFR	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.10	EW 3-1		Richland Avenue	MFR	4		55	55	55	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.11	EW 3-1		Richland Avenue	MFR	1		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.12	EW 3-1		Richland Avenue	MFR	1		60	60	61	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.13-1	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.13-2	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.14-1	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**71**	**71**	60	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.14-2	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**71**	**71**	60	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.15-1	EW 3-1		Sepulveda Boulevard	MFR	1		62	61	61	57	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.15-2	EW 3-1		Sepulveda Boulevard	MFR	1		63	63	63	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.16	EW 3-1		Sepulveda Boulevard	MFR	1		58	59	59	53	0	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level				Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
														Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
														6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-3.17-1	EW 3-1		Sepulveda Boulevard	MFR	4		59	58	58	49	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.17-2	EW 3-1		Sepulveda Boulevard	MFR	4		63	62	62	53	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.18-1	EW 3-1		Sepulveda Boulevard	MFR	4		60	59	60	55	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.18-2	EW 3-1		Sepulveda Boulevard	MFR	4		64	63	63	58	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.19-1	EW 3-1		Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.19-2	EW 3-1		Sepulveda Boulevard	MFR	2		**71**	**70**	**70**	58	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.20-2	EW 3-1		Sepulveda Boulevard	MFR	2		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.21	EW 3-1		Cotner Avenue	MFR	1		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.22-1	EW 3-1		Richland Avenue	MFR	1		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.22-2	EW 3-1		Richland Avenue	MFR	1		64	64	65	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.23-1	EW 3-1		Richland Avenue	MFR	1		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.23-2	EW 3-1		Richland Avenue	MFR	2		62	62	63	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.23-3	EW 3-1		Richland Avenue	MFR	2		**69**	**69**	**69**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.24-1	EW 3-1		Richland Avenue	MFR	2		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.24-2	EW 3-1		Richland Avenue	MFR	2		62	62	62	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.24-3	EW 3-1		Richland Avenue	MFR	2		**68**	**68**	**68**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.25-2	EW 3-1		Richland Avenue	MFR	1		63	63	63	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.25-3	EW 3-1		Richland Avenue	MFR	1		**67**	**67**	**68**	60	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.26	EW 3-1		Cotner Avenue	SFR	1		58	58	59	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.27	EW 3-1		Cotner Avenue	SFR	1		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.28	EW 3-1		Richland Avenue	MFR	1		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.29	EW 3-1		Pickford Street	SFR	2		58	59	59	59	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.30-1	EW 3-1		Richland Avenue	MFR	1		53	53	53	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.30-2	EW 3-1		Richland Avenue	MFR	1		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.30-3	EW 3-1		Richland Avenue	MFR	1		**68**	**68**	**68**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.31-1	EW 3-1		Richland Avenue	MFR	4		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.31-2	EW 3-1		Richland Avenue	MFR	4		60	60	61	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.31-3	EW 3-1		Richland Avenue	MFR	4		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.32-1	EW 3-1		Richland Avenue	MFR	3		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.32-2	EW 3-1		Richland Avenue	MFR	3		60	60	61	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.32-3	EW 3-1		Richland Avenue	MFR	3		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.33	EW 3-1		Pickford Street	SFR	1		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.34	EW 3-1		Cotner Avenue	SFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.35	EW 3-1		Pickford Street	SFR	2		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.36	EW 3-1		Pearl Street	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.37	EW 3-1		Pickford Street	SFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.38	EW 3-1		Pearl Street	SFR	3		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.39	EW 3-1		Pickford Street	SFR	2		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.40	EW 3-1		Pickford Street	SFR	1		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.41	EW 3-1		Cotner Avenue	SFR	1		59	60	60	59	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.42	EW 3-1		Pearl Street	SFR	1		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.43	EW 3-1		Pearl Street	SFR	1		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.44	EW 3-1		Pearl Street	SFR	1		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.45	EW 3-1		Pearl Street	SFR	1		57	57	58	56	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.46	EW 3-1		Pearl Street	SFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.47			Exposition Boulevard	Commercial	1		68	68	68	68	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.48			Pico Boulevard	Storage Facility	1		68	68	69	68	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.49			Sepulveda Boulevard	MFR	1		68	68	68	68	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.50-6			Sepulveda Boulevard	MFR	4		**74**	**75**	**75**	**74**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.50-7			Pico Boulevard	MFR	4		**75**	**75**	**75**	**75**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.51			Cotner Avenue	Commercial	1		65	65	65	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.52			Cotner Avenue	Commercial	1		70	70	70	64	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.53			Cotner Avenue	Commercial	1		68	68	67	62	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.54			Cotner Avenue	Commercial	1		68	68	68	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.55			Cotner Avenue	Commercial	1		69	69	68	67	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.56			Pontius Avenue	Commercial	1		66	66	66	64	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.1			Cotner Avenue	SFR	1		66	66	66	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.2			Cotner Avenue	Commercial	1		68	68	68	67	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.3			Cotner Avenue	Commercial	1		71	71	72	71	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.4			Olympic Boulevard	Commercial	1		69	69	69	59	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.5			Pontius Avenue	Commercial	1		61	61	62	61	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.6			Pontius Avenue	Commercial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.7			Olympic Boulevard	Office	1		61	61	61	56	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.8			Pontius Avenue	Daycare	1		62/42	61/41	61/41	49/29	0	-1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.9			Pontius Avenue	Daycare	1		61/41	61/41	62/42	61/41	1	1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.10			Pontius Avenue	Industrial	1		60	60	61	60	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.11			Mississippi Avenue	Industrial	1		74	74	74	74	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.12			Cotner Avenue	Industrial	1		73	73	73	73	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.13			Cotner Avenue	Industrial	1		72	72	73	72	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.14			Pontius Avenue	Industrial	1		60	60	60	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.15			Pontius Avenue	Industrial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.16			Cotner Avenue	Industrial	1		72	72	72	72	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.17			Missouri Avenue	Utilities/Office	1		68	68	69	68	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.18			Pontius Avenue	Animal Hospital	1		64/44	64/44	64/44	64/44	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.19			Pontius Avenue	Industrial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.20			Pontius Avenue	Industrial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.21			Cotner Avenue	Utilities	1		71	71	71	71	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.22			Cotner Avenue	Utility	1		74	74	74	74	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.23			Nebraska Avenue	Utilities	1		76	76	76	76	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.24			Pontius Avenue	Commercial	1		63	63	63	63	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.25			Pontius Avenue	Commercial	1		69	69	69	69	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.26			Sepulveda Boulevard	Fitness	1		65	64	64	60	0	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.27			Santa Monica Boulevard	Office	1		57	56	56	56	0	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.28			Santa Monica Boulevard	Office	1		63	63	63	62	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.29			Santa Monica Boulevard	Office	1		72	72	72	72	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.1			Cotner Avenue	Industrial	1		71	71	71	71	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.2			Cotner Avenue	Utility	1		69	69	70	70	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.3			Cotner Avenue	Commercial	1		70	70	71	71	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.4			Pontius Avenue	Commercial/Industrial	1		61	61	61	61	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — 2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10] — 6 feet $L_{eq}(h)$	6 feet I.L.	6 feet NBR	8 feet $L_{eq}(h)$	8 feet I.L.	8 feet NBR	10 feet $L_{eq}(h)$	10 feet I.L.	10 feet NBR	12 feet $L_{eq}(h)$	12 feet I.L.	12 feet NBR	14 feet $L_{eq}(h)$	14 feet I.L.	14 feet NBR	16 feet $L_{eq}(h)$	16 feet I.L.	16 feet NBR	18 feet $L_{eq}(h)$	18 feet I.L.	18 feet NBR	20 feet $L_{eq}(h)$	20 feet I.L.	20 feet NBR	22 feet $L_{eq}(h)$	22 feet I.L.	22 feet NBR
R-5.5			Massachusetts Avenue	MFR	1		68	68	68	68	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.6			Pontius Avenue	Commercial	1		56	56	56	55	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.7			Pontius Avenue	MFR	1		61	61	61	61	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.8			Ohio Avenue	Meeting Room	1		70/50	70/50	70/50	65/45	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.9	EW 5-1		Sepulveda Boulevard	Recreation	1		65	65	65	65	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.10	EW 5-1		Sepulveda Boulevard	Recreation	1		64	64	64	62	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.11	EW 5-1		Sepulveda Boulevard	Recreation	1		64	64	64	61	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.12	EW 5-1		Sepulveda Boulevard	MFR	1		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.13	EW 5-1		Sepulveda Boulevard	Preschool	1		61/41	61/41	62/42	58/38	1	1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.14	EW 5-1		Sepulveda Boulevard	Recording Studio	1		73/49	73/49	73/49	63/39	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.15	EW 5-1		Sepulveda Boulevard	Utilities	1		71	72	72	63	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.16			Sepulveda Boulevard	Recreation	1		61	61	61	58	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.17			Wilshire Boulevard	Federal	1		64	64	65	63	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.1			Sepulveda Boulevard	Cemetery	1		66	66	66	66	0	0	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.2			Sepulveda Boulevard	Chapel	1		72/50	72/50	72/50	70/48	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.3			Sepulveda Boulevard	Cemetery	1		72	72	72	72	0	0	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.4	EW 6-1	NB No. 6-1	Sepulveda Boulevard	Office	1		73	73	73	66	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	73	0	0	73	0	0	73	0	0	73	0	0
R-6.5	EW 6-1	NB No. 6-1	Bentley Avenue	SFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-6.6	EW 6-1	NB No. 6-1	Bentley Avenue	SFR	2		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0
R-6.7	EW 6-1	NB No. 6-1	Bentley Avenue	SFR	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-6.8-1	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	3		73	73	73	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	73	0	0	73	0	0	73	0	0	73	0	0
R-6.8-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	3		73	73	73	67	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	73	0	0	73	0	0	73	0	0	73	0	0
R-6.8-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	3		73	73	74	69	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	74	0	0	74	0	0	74	0	0	74	0	0
R-6.9	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		70	70	70	70	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	70	0	0	70	0	0	70	0	0	70	0	0
R-6.10-1	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		68	68	68	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0	68	0	0
R-6.10-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		68	68	68	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0	68	0	0
R-6.11-1	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		50	50	50	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	50	0	0
R-6.11-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		58	58	58	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.12	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		67	67	67	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	0	0	67	0	0	67	0	0	67	0	0
R-6.13	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		63	63	63	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-6.14	EW 6-1	NB No. 6-1	Montana Avenue	MFR	1		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-6.15	EW 6-1	NB No. 6-1	Bentley Avenue	SFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.16	EW 6-1	NB No. 6-1	Bentley Avenue	SFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.17	EW 6-1	NB No. 6-1	Bentley Avenue	SFR	2		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.18	EW 6-1	NB No. 6-1	Montana Avenue	SFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-6.19	EW 6-1	NB No. 6-1	Montana Avenue	SFR	3		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-6.20-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		76	76	76	67	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	76	0	0	76	0	0	76	0	0	76	0	0
R-6.20-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		75	75	75	68	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	75	0	0	75	0	0	75	0	0	75	0	0
R-6.20-4	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		74	74	74	70	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	74	0	0	74	0	0	74	0	0	74	0	0
R-6.21-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		71	71	71	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	71	0	0	71	0	0	71	0	0	71	0	0
R-6.21-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		72	72	72	67	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	72	0	0	72	0	0	72	0	0	72	0	0
R-6.21-4	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		73	73	73	69	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	73	0	0	73	0	0	73	0	0	73	0	0
R-6.22-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	5		77	77	77	69	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	77	0	0	77	0	0	77	0	0	77	0	0
R-6.22-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	5		78	78	78	71	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	78	0	0	78	0	0	78	0	0	78	0	0
R-6.22-4	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	5		79	79	79	76	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	79	0	0	79	0	0	79	0	0	79	0	0
R-6.23	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		69	69	69	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	69	0	0	69	0	0	69	0	0	69	0	0
R-6.24	EW 6-1	NB No. 6-1	Montana Avenue	SFR	2		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-6.25	EW 6-1	NB No. 6-1	Dalkeith Avenue	SFR	1		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-6.26	EW 6-1	NB No. 6-1	Dalkeith Avenue	SFR	1		67	67	67	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	0	0	67	0	0	67	0	0	67	0	0
R-6.27	EW 6-1	NB No. 6-1	Montana Avenue	SFR	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-6.28	EW 6-1	NB No. 6-1	Dalkeith Avenue	SFR	5		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-6.29	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	6		68	68	69	68	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	1	0	68	1	0	68	1	0	68	1	0
R-6.30	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	3		68	68	68	68	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	67	1	0	67	1	0	66	2	0
R-6.31	EW 6-1	NB No. 6-1	Dalkeith Avenue	SFR	4		55	55	55	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-6.32	EW 6-1	NB No. 6-1	Dalkeith Avenue	SFR	4		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-6.33	EW 6-1	NB No. 6-1	Dalkeith Avenue	SFR	4		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	57	0	0	57	0	0
R-6.34	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	4		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0
R-6.35	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	4		61	62	62	62	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0
R-6.36	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	60	2	0
R-6.37	EW 6-1	NB No. 6-1	Homedale Street	SFR	4		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	61	3	0	61	3	0	61	3	0
R-6.38	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	1		66	66	67	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	0	0	67	0	0	67	0	0	67	0	0
R-6.39	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	2		71	71	71	71	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	70	1	0	69	2	0	69	2	0	69	2	0
R-6.40	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	2		69	69	70	69	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	69	1	0	69	1	0	69	1	0	69	1	0
R-6.41	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	2		67	67	67	67	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	0	0	67	0	0	67	0	0	66	1	0
R-6.42	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	1		55	55	55	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-6.43	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.44	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0
R-6.45	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-6.46	EW 6-1	NB No. 6-1	Homedale Street	SFR	5		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	59	1	0	59	1	0
R-6.47	EW 6-1	NB No. 6-1	Homedale Street	SFR	2		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	62	1	0
R-6.48	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	1		69	70	70	69	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	69	1	0	69	1	0	69	1	0	69	1	0
R-6.49	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0	64	1	0
R-6.50	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	1		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	62	1	0
R-6.51	EW 6-1	NB No. 6-1	Bronwood Avenue	SFR	2		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-6.52	EW 6-1	NB No. 6-1	Thurston Avenue	SFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-6.53-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		71	71	71	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	70	1	0	70	1	0	70	1	0	70	1	0
R-6.53-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		72	72	72	69	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	71	1	0	71	1	0	71	1	0	71	1	0
R-6.53-4	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		74	75	75	73	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	74	1	0	73	2	0	73	2	0	73	2	0
R-6.54-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		67	67	67	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	0	0	67	0	0	67	0	0	67	0	0
R-6.54-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		68	68	68	66	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	67	1	0	67	1	0
R-6.54-4	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		70	71	71	69	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	70	1	0	69	2	0	69	2	0	69	2	0
R-6.55-1	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		77	77	77	70	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	77	0	0	77	0	0	77	0	0	77	0	0
R-6.55-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	3		78	78	78	73	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	78	0	0	78	0	0	78	0	0	78	0	0
R-6.55-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	3		80	81	81	79	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	81	0	0	80	1	0	80	1	0	80	1	0
R-6.55-4	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	3		82	82	82	81	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	82	0	0	82	0	0	81	1	0	81	1	0
R-6.56-1	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		77	77	77	72	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	77	0	0	77	0	0	77	0	0	77	0	0
R-6.56-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		78	78	78	74	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	78	0	0	78	0	0	78	0	0	78	0	0
R-6.56-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		79	80	80	77	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	80	0	0	79	1	0	79	1	0	79	1	0
R-6.56-4	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		81	81	82	80	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	82	0	0	82	0	0	81	1	0	81	1	0

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-6.57-1	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		**75**	**75**	**75**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-6.57-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		**75**	**75**	**75**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-6.57-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	1		**78**	**78**	**78**	**77**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**78**	0	0	**78**	0	0
R-6.58-1	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-6.58-2	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		**72**	**72**	**72**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0
R-6.58-3	EW 6-1	NB No. 6-1	Sepulveda Boulevard	MFR	2		**74**	**74**	**74**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-6.59	EW 6-1		Bronwood Avenue	MFR	1		77	77	77	71	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.60	EW 6-1		Bronwood Avenue	SFR	2		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.61	EW 6-1		Bronwood Avenue	SFR	2		61	62	62	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.62	EW 6-1		Thurston Avenue	SFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.63	EW 6-1		Thurston Avenue	SFR	1		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.64	EW 6-1		Sunset Boulevard	SFR	1		62	62	62	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.65	EW 6-1		Sunset Boulevard	SFR	1		61	61	61	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.66	EW 6-1		Sunset Boulevard	SFR	1		60	61	60	56	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.1	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**68**	2	0	**67**	3	0
R-7.2	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**73**	**73**	**73**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	2	0	**70**	3	0	**70**	3	0	**69**	4	0
R-7.3	EW 7-1	NB No. 7-1	Thurston Circle	SFR	3		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0	64	1	0
R-7.4	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		**68**	**68**	**68**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0
R-7.5	EW 7-1	NB No. 7-1	Sepulveda Boulevard	Utility	1		65	65	65	58	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-7.6	EW 6-1	NB No. 7-1	Thurston Circle	SFR	1		**66**	**67**	**66**	58	-1	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-7.7	EW 6-1	NB No. 7-1	Thurston Circle	SFR	1		60	60	60	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-7.8	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	1	0	58	2	0	57	3	0	57	3	0
R-7.9	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	57	1	0
R-7.10	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		58	59	59	56	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-7.11	EW 7-1	NB No. 7-1	Thurston Place	SFR	2		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	2	0	60	3	0	59	4	0	58	5	2
R-7.12	EW 7-1	NB No. 7-1	Thurston Place	SFR	2		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	59	2	0	59	2	0	58	3	0
R-7.13	EW 7-1	NB No. 7-1	Thurston Place	SFR	2		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	62	3	0
R-7.14	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-7.15	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		62	62	62	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0
R-7.16	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	63	3	0	62	4	0
R-7.17	EW 7-1	NB No. 7-1	Ovada Place	SFR	1		53	54	54	53	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	52	2	0	52	2	0
R-7.18	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	63	3	0	62	4	0
R-7.19	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	2	0	63	3	0	63	3	0	62	4	0
R-7.20	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		47	47	48	47	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	1	0	46	2	0	46	2	0	46	2	0
R-7.21	EW 7-1	NB No. 7-1	Sepulveda Boulevard	Office/Commercial	1		59	59	59	52	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-7.22	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		61	63	61	59	-2	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-7.23	EW 7-1	NB No. 7-1	Acanto Street	MFR	5		59	60	59	58	-1	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0	58	1	0
R-7.24	EW 7-1	NB No. 7-1	Bellagio Road	MFR	1		55	55	55	54	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	54	1	0	54	1	0
R-7.25	EW 7-1	NB No. 7-1	Bellagio Road	SFR	1		56	56	56	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0
R-7.26-2	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		60	61	60	59	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0	59	1	0
R-7.26-3	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		62	63	62	61	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-7.27	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		53	54	53	53	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	0	0	52	1	0	52	1	0	52	1	0
R-7.28	EW 7-1	NB No. 7-1	Bellagio Road	SFR	2		61	62	61	60	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0	60	1	0
R-7.29	EW 7-1	NB No. 7-1	Bellagio Road	SFR	2		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-7.30	EW 7-1	NB No. 7-1	Sepulveda Boulevard	Restaurant	1		**71**	**71**	**71**	54	0	0	E(72)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-7.31	EW 7-2		Sepulveda Boulevard	Commercial	1		69	69	69	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.32	EW 7-3		Sepulveda Boulevard	Commercial	1		67	67	67	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.33	EW 7-3		Bellagio Road	MFR	1		50	50	50	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.34	EW 7-3		Bellagio Road	MFR	1		62	62	62	56	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.35	EW 7-3		Bellagio Road	SFR	4		65	65	65	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.36	EW 7-3		Bellagio Road	SFR	4		62	62	62	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.37	EW 7-3		Moraga Drive	Office	1		60	60	60	57	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.38	EW 7-3		Bellagio Road	MFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.39-1	EW 7-3		Bellagio Road	MFR	4		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.39-2	EW 7-3		Bellagio Road	MFR	3		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.39-3	EW 7-3		Bellagio Road	MFR	4		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.40-1	EW 7-3		Bellagio Road	MFR	1		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.40-2	EW 7-3		Bellagio Road	MFR	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.41	EW 7-3		Bellagio Road	MFR	1		57	57	57	57	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.42	EW 7-3		Bellagio Road	SFR	4		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.43	EW 7-3		Bellagio Road	SFR	4		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.44	EW 7-3		Bellagio Road	SFR	3		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.45	EW 7-3		Bellagio Road	SFR	3		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.46	EW 7-3		Casiano Road	SFR	3		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.47	EW 7-3		Casiano Road	SFR	1		64	64	64	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.48	EW 7-3		Sepulveda Boulevard	SFR	2		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.49	EW 7-3		Casiano Road	SFR	1		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.50	EW 7-3		Acanto Place	SFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.51	EW 7-3		Acanto Place	Assisted Living	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.52	EW 7-3		Sepulveda Boulevard	Assisted Living	1		65	65	65	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.53	EW 7-3		Acanto Place	SFR	1		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.54	EW 7-3		Acanto Place	SFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.55	EW 7-3	NB No. 7-2	Acanto Place	SFR	2		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	62	1	0
R-7.56	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		62	62	62	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0
R-7.57	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	58	1	0	58	1	0
R-7.58	EW 7-3	NB No. 7-2	Acanto Place	SFR	2		60	60	60	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0
R-7.59	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-7.60	EW 7-3		Acanto Place	SFR	4		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.61	EW 7-3	NB No. 7-2	Acanto Place	SFR	2		56	56	56	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	55	1	0
R-7.62	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0	58	1	0
R-7.63	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0
R-7.64	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0
R-7.65	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0
R-7.66	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		65	65	65	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0	64	1	0
R-7.67	EW 7-3	NB No. 7-2	Sepulveda Boulevard	SFR	2		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0
R-7.68	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0
R-7.69	EW 7-3	NB No. 7-2	Sepulveda Boulevard	SFR	1		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0
R-7.70	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Daycare	1		68/48	68/48	69/49	62/42	1	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68/48	1	0	68/48	1	0	68/48	1	0	68/48	1	0
R-7.71	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Daycare	1		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0	63	1	0

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

| Receptor No. | Existing Wall No.[1] | Noise Barrier No. | Location | Land Use | No. of Receptors/Units | Background Noise Level | Existing Noise Level, dBA $L_{eq}(h)$[2,3] | 2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3] | 2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4] | 2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5] | 2050 Noise Level: Build Alternative Minus No Build Conditions | 2050 Noise Level: Build Alternative Minus Existing Conditions | Activity Category (NAC)[6] | Impact Type[7] | Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10] | | |

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level				Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
														Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
														6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-9.64-4	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	7		**75**	**75**	**75**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0
R-9.65		NB No. 9-6	Sepulveda Boulevard	MFR	1		**70**	**70**	**69**	**67**	-1	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-9.66	EW 9-1		Saugus Avenue	MFR	1		49	49	49	46	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.67-2	EW 9-1		Saugus Avenue	MFR	6		49	49	49	47	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.67-3	EW 9-1		Saugus Avenue	MFR	6		53	53	53	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.67-4	EW 9-1		Saugus Avenue	MFR	6		52	52	52	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.68	EW 9-1		Saugus Avenue	MFR	2		51	51	51	47	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.69			Sepulveda Boulevard	Commercial	1		74	74	74	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.70			Sepulveda Boulevard	Restaurant	1		65	65	65	65	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.71			Sepulveda Boulevard	Restaurant	1		63	63	63	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.72-1			Saugus Avenue	MFR	4		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.72-2			Saugus Avenue	MFR	5		65	65	64	62	-1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.73			Saugus Avenue	Restaurant	1		65	65	65	59	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.74			Saugus Avenue	Restaurant/Commercial	0		70	69	69	61	0	-1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.75			Ventura Boulevard	Commercial	1		65	65	65	61	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.76			Ventura Boulevard	Recording Studios	1		74/50	73/49	73/49	58/34	0	-1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.1	EW 9-2		Ventura Boulevard	Office	1		63	63	63	50	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.2			Sepulveda Boulevard	MFR	1		58	58	60	60	2	2	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.3	EW 10-1		Sepulveda Boulevard	Motel	1		66	66	67	61	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR Pool	1		**73**	**74**	**74**	**74**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**73**	1	0	**72**	2	0	**71**	3	0	**70**	4	0
R-10.5-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		62	63	65	65	2	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
R-10.5-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**71**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**69**	2	0
R-10.6-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		65	**66**	**68**	**68**	2	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-10.6-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**69**	2	0	**68**	3	0
R-10.7-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		**66**	**66**	**68**	**68**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-10.7-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**71**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0
R-10.8-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**76**	**76**	**76**	**76**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**76**	0	0	**75**	1	0	**74**	2	0	**70**	6	2	**67**	9	2
R-10.8-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**77**	**78**	**78**	**78**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0
R-10.9-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**76**	**76**	**76**	**76**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**76**	0	0	**76**	0	0	**75**	1	0	**70**	6	2	**68**	8	2
R-10.9-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0
R-10.10-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	4		**76**	**77**	**76**	**76**	-1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**76**	0	0	**76**	0	0	**75**	1	0	**71**	5	4	**68**	8	4
R-10.10-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**77**	1	0
R-11.1		NB No. 11-1	Morrison Street	School	1		**69/44**	**69/44**	**69/44**	**67/42**	0	0	C(67)/D(52)	A/E	**66/41**	3	0	65/40	4	0	64/39	5	1	63/38	6	1	62/37	7	1	62/37	7	1	62/37	7	1	61/36	8	1	61/36	8	1
R-11.2		NB No. 11-1	Morrison Street	Office	1		66	66	66	63	0	0	E	--	65	1	0	64	2	0	64	2	0	63	3	0	62	4	0	62	4	0	61	5	1	61	5	1	61	5	1
R-11.3		NB No. 11-1	Morrison Street	Commercial	1		73	73	73	73	0	0	E	--	70	3	0	69	4	0	68	5	1	68	5	1	67	6	1	67	6	1	67	6	1	67	6	1	67	6	1
R-11.4			Morrison Street	Commercial	1		74	74	74	74	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.5			Morrison Street	Fire Dept	1		70	70	70	69	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.6			Morrison Street	Fire Station	1		60	60	60	56	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.7			Morrison Street	Army Reserve	1		64	64	64	60	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.8	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	School	1		**69/37**	**69/37**	**69/37**	**69/37**	0	0	C(67)/D(52)	A/E	--	--	--	--	--	--	**69/37**	0	0	**69/37**	0	0	**68/36**	1	0	**68/36**	1	0	**68/36**	1	0	**67/35**	2	0	**67/35**	2	0
R-11.9-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-11.9-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**71**	**71**	**71**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0
R-11.10-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		**69**	**69**	**69**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-11.10-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-11.11-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-11.11-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**70**	**70**	**70**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-11.12-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	24		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0
R-11.12-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	24		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0
R-11.13-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	58	2	0	58	2	0	58	2	0	58	2	0
R-11.13-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0
R-11.14-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	58	2	0
R-11.14-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-11.15-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0
R-11.15-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		61	62	62	62	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-11.16-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		56	56	56	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	56	0	0	55	1	0	55	1	0	55	1	0	55	1	0	54	2	0
R-11.16-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0	58	2	0
R-11.17	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0
R-11.18	EW 11-2	NB Nos. 11-2a & 11-2b	Weddington Street	MFR	1		50	50	50	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	49	1	0	49	1	0	49	1	0
R-11.19	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	School	1		64/44	64/44	64/44	64/44	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	64/44	0	0	64/44	0	0	64/44	0	0	64/44	0	0	64/44	0	0	64/44	0	0
R-11.20	EW 11-2	NB Nos. 11-2a & 11-2b	Weddington Street	MFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0
R-11.21	EW 11-2	NB Nos. 11-2a & 11-2b	Weddington Street	MFR	1		51	51	51	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0	50	1	0	50	1	0	49	2	0
R-11.22-1	EW 11-3		Weddington Street	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.22-2	EW 11-3		Weddington Street	MFR	2		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.23	EW 11-3		Weddington Street	MFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.24	EW 11-3		Weddington Street	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.25	EW 11-3		Weddington Street	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.26-2	EW 11-3		Weddington Street	MFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.26-3	EW 11-3		Weddington Street	MFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.27	EW 11-3		Weddington Street	MFR	1		49	49	49	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.28	EW 11-3		Sepulveda Boulevard	Church	1		57/37	57/37	57/37	55/35	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.29	EW 11-3		Sepulveda Boulevard	Church	1		57/37	57/37	57/37	54/34	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.30	EW 11-3		Sepulveda Boulevard	MFR	1		55	55	55	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.31	EW 11-3		Sepulveda Boulevard	MFR	1		54	54	54	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.32	EW 11-3		Sepulveda Boulevard	MFR	1		56	56	56	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.33	EW 11-3		Sepulveda Boulevard	MFR Pool	1		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.34	EW 11-3	NB No. 11-3	Sepulveda Boulevard	MFR	1		54	54	54	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0
R-11.35-1	EW 11-3	NB No. 11-3	Albers Street	MFR	2		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0
R-11.35-2	EW 11-3	NB No. 11-3	Albers Street	MFR	2		63	64	64	64	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
R-11.36-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0
R-11.36-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
R-11.37-1	EW 11-3	NB No. 11-3	Albers Street	MFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	61	2	0	61	2	0	61	2	0
R-11.37-2	EW 11-3	NB No. 11-3	Albers Street	MFR	2		62	63	63	63	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	62	1	0	61	2	0	61	2	0	60	3	0	60	3	0	59	4	0
R-11.38-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0	54	4	0
R-11.38-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0
R-11.39-1	EW 11-3	NB No. 11-3	Albers Street	MFR	2		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0	61	3	0	61	3	0
R-11.39-2	EW 11-3	NB No. 11-3	Albers Street	MFR	2		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	61	3	0	60	4	0	59	5	2	58	6	2
R-11.40-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0
R-11.40-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	57	2	0	56	3	0	55	4	0	55	4	0
R-11.41-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	61	2	0	61	2	0	60	3	0	60	3	0

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-11.41-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		**70**	**70**	**70**	**70**	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	63	7	4	62	8	4	62	8	4	61	9	4	60	10	4	60	10	4
R-11.42	EW 11-3	NB No. 11-3	Albers Street	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0
R-11.43	EW 11-3	NB No. 11-3	Sepulveda Boulevard	MFR	1		56	56	56	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0
R-11.44	EW 11-3	NB No. 11-3	Sepulveda Boulevard	MFR	1		56	56	56	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0	54	2	0
R-11.45		NB No. 11-3	Sepulveda Boulevard	MFR	1		64	64	64	58	0	0	B(67)	--	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
R-11.46			Sepulveda Boulevard	Hotel	1		61	61	61	58	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.47-1			Sepulveda Boulevard	MFR	4		**71**	**70**	**70**	56	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.47-2			Sepulveda Boulevard	MFR	6		**71**	**70**	**70**	59	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.47-3			Sepulveda Boulevard	MFR	7		**71**	**71**	**71**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.1			Sepulveda Boulevard	Commercial	1		65	66	66	63	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.2			Sepulveda Boulevard	Medical Facility	1		65/41	65/41	65/41	65/41	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.3			Sepulveda Boulevard	Commercial	1		70	70	70	70	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.4			Sepulveda Boulevard	Commercial	1		71	71	72	72	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.5			Sepulveda Boulevard	Hotel	1		70	70	70	57	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.6			Sepulveda Boulevard	Restaurant/Retail	1		70	70	70	55	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.7-2			Sepulveda Boulevard	MFR	2		**69**	**69**	**69**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.7-3			Sepulveda Boulevard	MFR	5		**69**	**69**	**69**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.8			Sepulveda Boulevard	MFR	1		68	69	69	51	0	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.9			Sepulveda Boulevard	MFR	1		69	69	69	49	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.10			Sepulveda Boulevard	MFR	1		69	69	69	50	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.11			Sepulveda Boulevard	MFR	1		70	70	70	55	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.12			Sepulveda Boulevard	Office	1		65	65	66	66	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.13			Peach Avenue	Commercial	1		71	71	70	70	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.14			Oxnard Street	Commercial	1		71	71	69	69	-2	-2	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.15			Oxnard Street	Commercial	1		73	73	72	72	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.16			Oxnard Street	Commercial	1		53	53	53	53	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.17			Oxnard Street	Industrial	1		66	66	67	67	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.18			Oxnard Street	Industrial	1		70	70	72	72	2	2	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.19			Erwin Street	Office/Commercial	1		68	68	69	69	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.20	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Erwin Street	SFR	2		57	57	60	60	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	3	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.21	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	5		58	58	62	62	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	58	4	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.22	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	5		58	58	62	62	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	58	4	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.23	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	5		58	58	61	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	58	3	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.24	EW 12-1		Blucher Avenue	SFR	3		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--				--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.25	EW 12-1		Blucher Avenue	SFR	3		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--				--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.26	EW 12-1		Blucher Avenue	SFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--				--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.27	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Orion Avenue	SFR	3		57	57	63	63	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	56	7	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.28	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	4		57	57	63	63	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	6	4	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.29	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	3		57	58	63	63	5	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	6	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.30	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	4		57	57	60	59	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	3	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.31	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Sylvan Street	SFR	2		59	59	65	65	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	59	6	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.32	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Court	SFR	2		58	58	62	62	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	58	4	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.33	EW 12-1		Sylvan Street	SFR	1		57	57	60	60	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.34	EW 12-1		Friar Street	SFR	3		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.35	EW 12-1		Sylvan Street	SFR	3		59	59	62	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.36	EW 12-1		Victory Boulevard	SFR	2		65	65	64	62	-1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.37	EW 12-1		Blucher Avenue	SFR	2		62	63	62	60	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.38	EW 12-1		Victory Boulevard	SFR	2		64	64	63	58	-1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.39	EW 12-1		Blucher Avenue	SFR	1		**73**	**73**	**71**	63	-2	-2	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.40	EW 12-1		Blucher Avenue	SFR	5		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.41	EW 12-1		Victory Boulevard	MFR	1		70	70	69	66	-1	-1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.42	EW 12-1		Victory Boulevard	MFR	1		69	69	68	63	-1	-1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.43	EW 12-2		Victory Boulevard	MFR	1		70	70	70	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.1	EW 13-3		Tabor Street	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.2	EW 13-3		Tabor Street	SFR	1		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.3	EW 13-3		Tabor Street	SFR	1		50	50	50	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.4	EW 13-3		Tabor Street	SFR	1		55	55	56	52	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.5-1	EW 13-3		Sawtelle Boulevard	MFR	3		57	57	57	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.5-2	EW 13-3		Sawtelle Boulevard	MFR	1		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.6-1	EW 13-3		Sawtelle Boulevard	MFR	4		56	56	56	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.6-2	EW 13-3		Sawtelle Boulevard	MFR	2		60	60	60	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.7	EW 13-3		Westminster Avenue	MFR	1		67	67	67	67	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.8-2	EW 13-3		Sawtelle Boulevard	MFR	2		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.9-2	EW 13-3		Sawtelle Boulevard	MFR	4		62	62	62	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.10-2	EW 13-3		Sawtelle Boulevard	MFR	4		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.11-2	EW 13-3		Sawtelle Boulevard	MFR	2		58	58	59	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.12-2	EW 13-3		Sawtelle Boulevard	MFR	2		61	61	61	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.13-2	EW 13-3		Sawtelle Boulevard	MFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.14-2	EW 13-3		Sawtelle Boulevard	MFR	2		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.15-2	EW 13-3		Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.16-2	EW 13-3		Sawtelle Boulevard	MFR	1		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.17-1	EW 13-3		Sawtelle Boulevard	MFR	1		55	55	55	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.17-2	EW 13-3		Sawtelle Boulevard	MFR	1		54	54	54	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.18-1	EW 13-3		Sawtelle Boulevard	MFR	3		53	54	54	49	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.18-2	EW 13-3		Sawtelle Boulevard	MFR	3		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.19-1	EW 13-3		Sawtelle Boulevard	MFR	3		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.19-2	EW 13-3		Sawtelle Boulevard	MFR	3		56	56	56	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.20-1	EW 13-3		Sawtelle Boulevard	MFR	1		55	55	55	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.20-2	EW 13-3		Sawtelle Boulevard	MFR	1		58	58	58	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.21-2	EW 13-3		Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.22-2	EW 13-3		Sawtelle Boulevard	MFR	3		**71**	**71**	**71**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.23-2	EW 13-3		Westminster Avenue	MFR	5		52	52	52	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.24-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	1	0	**71**	2	0	**70**	3	0
R-13.25-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	1	0	**71**	2	0	**70**	3	0
R-13.26-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**72**	1	0	**71**	2	0
R-13.27-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**74**	**74**	**75**	**75**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	1	0	**74**	1	0	**74**	1	0
R-13.28-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0
R-13.29-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	59	2	0
R-13.30-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	59	2	0

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]: 6 feet $L_{eq}(h)$	6 feet I.L.	6 feet NBR	8 feet $L_{eq}(h)$	8 feet I.L.	8 feet NBR	10 feet $L_{eq}(h)$	10 feet I.L.	10 feet NBR	12 feet $L_{eq}(h)$	12 feet I.L.	12 feet NBR	14 feet $L_{eq}(h)$	14 feet I.L.	14 feet NBR	16 feet $L_{eq}(h)$	16 feet I.L.	16 feet NBR	18 feet $L_{eq}(h)$	18 feet I.L.	18 feet NBR	20 feet $L_{eq}(h)$	20 feet I.L.	20 feet NBR	22 feet $L_{eq}(h)$	22 feet I.L.	22 feet NBR
R-13.31-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0
R-13.32-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-13.33-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-13.33-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**66**	**66**	**66**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-13.34-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-13.34-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**66**	**67**	**67**	**67**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**66**	1	0
R-13.35	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		63	63	63	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-13.36-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		60	60	60	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	58	2	0
R-13.37-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		62	62	62	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0
R-13.38-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		60	60	61	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	59	2	0
R-13.39-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	56	2	0
R-13.40	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	58	2	0
R-13.41-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	59	2	0
R-13.41-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0
R-13.42-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0
R-13.42-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.43-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**71**	**71**	**70**	**69**	-1	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0
R-13.43-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**73**	**73**	**73**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.44-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0
R-13.45-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0
R-13.46-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-13.46-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**70**	**71**	**71**	**70**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.46-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.47-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.47-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	56	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.47-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.48-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	47	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.48-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.48-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.49-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	5		**74**	**74**	**74**	49	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.49-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	6		**74**	**74**	**74**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.49-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	6		**74**	**74**	**74**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.50-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**75**	**75**	**75**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-13.50-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**75**	**75**	**75**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-13.50-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**75**	**75**	**75**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-13.51	EW 13-4		Palms Boulevard	MFR	1		69	69	69	69	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.52-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		**68**	**68**	**68**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-13.53-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		65	65	65	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	2	0
R-13.54-1	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-13.54-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**66**	1	0
R-13.55-1	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.55-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.56	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	65	1	0	64	2	0
R-13.57	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0	62	1	0
R-13.58	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	3		63	63	63	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-13.59	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	3		**68**	**68**	**68**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-13.60	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		**70**	**70**	**70**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-13.61	EW 13-4		Woodbine Street	Park	1		**70**	**70**	**70**	59	0	0	C(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.62	EW 13-4		Rose Avenue	SFR	1		**67**	**67**	**67**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.63	EW 13-4	NB No. 13-2	Sawtelle Boulevard	Church	1		70/50	70/50	70/50	70/50	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	70/50	0	0	69/49	1	0	69/49	1	0
R-13.64	EW 13-4		Sawtelle Boulevard	Church	1		60	61	61	60	0	1	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.65			Sawtelle Boulevard	MFR	1		65	65	65	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.66	EW 13-5		Sawtelle Boulevard	MFR	1		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.67	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	59	3	0
R-13.68	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	65	3	0	64	4	0	63	5	1
R-13.69	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	**66**	3	0	64	5	1	63	6	1
R-13.70	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		56	57	57	56	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0	55	2	0
R-13.71	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	58	1	0	57	2	0
R-13.72	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		65	64	65	65	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	61	4	0
R-13.73	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0	61	1	0
R-13.74			Kingsland Street	SFR	1		**71**	**71**	**71**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.75-2			Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.76-2			Sawtelle Boulevard	MFR	6		**72**	**72**	**72**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.77-1	EW 13-5		Sawtelle Boulevard	MFR	4		**71**	**72**	**72**	57	0	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.77-2	EW 13-5		Sawtelle Boulevard	MFR	4		**72**	**72**	**72**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.78-1	EW 13-5		Sawtelle Boulevard	MFR	3		**71**	**71**	**71**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.78-2	EW 13-5		Sawtelle Boulevard	MFR	3		**72**	**72**	**72**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.79	EW 13-5		Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.80-1	EW 13-5		Sawtelle Boulevard	MFR	5		**71**	**72**	**72**	57	0	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.80-2	EW 13-5		Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.81-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-13.81-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-13.82-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	8		**71**	**71**	**71**	56	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.82-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	8		**71**	**71**	**71**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.82-3	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	7		**71**	**71**	**71**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.83-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**71**	**71**	**71**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.83-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**71**	**71**	**71**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.83-3	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	4		**71**	**71**	**71**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.84-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**71**	**71**	**72**	63	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0
R-13.84-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-13.84-3	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	4		**73**	**73**	**73**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0	**73**	0	0
R-13.85			Sawtelle Boulevard	Medical Clinic	1		67/47	68/48	68/48	67/47	0	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.86	

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-14.5-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-14.5-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-14.6-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		51	51	54	53	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	53	1	0	53	1	0	53	1	0
R-14.6-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		56	56	61	60	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0	60	1	0
R-14.7-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	8		54	54	57	57	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	57	0	0	57	0	0
R-14.7-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	8		58	58	62	61	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0	61	1	0
R-14.8-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		54	54	58	57	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-14.8-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		57	57	61	61	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-14.9-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**69**	**69**	**69**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.9-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		**69**	**69**	**69**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.10-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	57	1	0
R-14.10-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	61	2	0
R-14.11-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		56	56	57	56	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-14.11-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		59	59	61	60	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	59	2	0
R-14.12-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		56	56	57	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0	56	1	0
R-14.12-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		58	58	61	60	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0
R-14.13-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		56	56	57	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	56	1	0	56	1	0
R-14.13-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		58	58	60	59	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	59	1	0
R-14.14-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		**68**	**68**	**68**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-14.14-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		**69**	**69**	**69**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.15-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		56	56	61	60	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0	60	1	0
R-14.15-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		58	58	63	62	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0
R-14.15-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.16-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		54	54	60	60	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0
R-14.16-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		57	57	64	63	7	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-14.16-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**67**	**67**	**69**	**68**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-14.17-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		52	52	59	58	7	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	58	1	0	58	1	0
R-14.17-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		57	57	63	61	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	62	1	0
R-14.17-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0
R-14.18-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		53	53	60	59	7	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0
R-14.18-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		55	55	64	63	9	9	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	62	2	0
R-14.18-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**66**	**66**	**69**	**68**	3	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**67**	2	0
R-14.19-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		57	57	59	58	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	58	1	0	58	1	0
R-14.19-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		62	62	64	62	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-14.19-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		64	64	**67**	**66**	3	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-14.20-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	59	1	0	58	2	0
R-14.20-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		63	63	64	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	61	3	0
R-14.20-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		64	65	**68**	**67**	3	4	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0
R-14.21-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		58	58	60	59	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0
R-14.21-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		62	62	64	63	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-14.21-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		64	64	**68**	**67**	4	4	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.22-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-14.22-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0
R-14.22-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**71**	**71**	**72**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	1	0	**71**	1	0	**71**	1	0	**70**	2	0
R-14.23-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	63	1	0	63	1	0
R-14.23-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0
R-14.23-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**67**	2	0	**67**	2	0
R-14.24-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0
R-14.24-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**66**	**66**	**68**	**67**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-14.24-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**68**	**68**	**70**	**69**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-14.25-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**68**	**68**	**68**	56	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-14.25-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**69**	**69**	**70**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-14.25-4	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**70**	**70**	**70**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0
R-14.26	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-14.27	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	1		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-14.28	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	1		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0	61	1	0
R-14.29	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		59	59	60	59	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	59	1	0
R-14.30	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	1		57	57	58	56	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	57	1	0	57	1	0
R-14.31	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	1		58	58	59	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	58	1	0	58	1	0
R-14.32	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	MFR	2		60	60	61	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	59	2	0	59	2	0	58	3	0
R-14.33	EW 14-1	NB Nos. 14-1a and 14-1b	Ivy Place	SFR	1		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	61	2	0	61	2	0	60	3	0
R-14.34	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	2		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	61	2	0
R-14.35	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	4		63	63	64	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	61	3	0
R-14.36	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	3		62	62	62	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0
R-14.37	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	3		62	62	63	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	61	2	0
R-14.38		NB Nos. 14-1a and 14-1b	Ivy Place	SFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	**67**	3	0	**66**	4	0	65	5	2	64	6	2	63	7	2	63	7	2	62	8	2	61	9	2	61	9	2
R-14.39		NB Nos. 14-1a and 14-1b	Ivy Place	SFR	2		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	**66**	1	0	65	2	0	64	3	0	64	3	0	64	3	0	63	4	0	63	4	0	62	5	2	62	5	2
R-14.40		NB Nos. 14-1a and 14-1b	Ivy Place	SFR	3		65	65	**66**	64	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	63	3	0	63	3	0	62	4	0	62	4	0
R-14.41		NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	4		65	65	**66**	63	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	63	3	0	63	3	0	62	4	0
R-14.42		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	MFR	1		61	61	61	54	0	0	B(67)	--	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0	59	2	0
R-14.43		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	1		**66**	**66**	**67**	**66**	1	1	B(67)	A/E	63	4	0	62	5	1	61	6	1	61	6	1	60	7	1	59	8	1	59	8	1	59	8	1	58	9	1
R-14.44		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	1		62	63	63	61	0	1	B(67)	--	62	1	0	62	1	0	61	2	0	61	2	0	60	3	0	60	3	0	59	4	0	59	4	0	59	4	0
R-14.45		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	1		65	65	65	60	0	0	B(67)	--	64	1	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
R-14.46		NB Nos. 14-1a and 14-1b	Graham Place	SFR	2		65	65	65	60	0	0	B(67)	--	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0
R-14.47		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	2		65	65	**66**	61	1	1	B(67)	--**	65	1	0	64	2	0	63	3	0	63	3	0	63	3	0	63	3	0	62	4	0	62	4	0	62	4	0
R-14.48		NB Nos. 14-1a and 14-1b	Graham Place	School	1		69/38	69/38	70/39	63/32	1	1	D(52)	--	69/38	1	0	69/38	1	0	69/38	1	0	69/38	1	0	69/38	1	0	69/38	1	0	69/38	1	0	69/38	1	0	69/38	1	0
R-14.49		NB Nos. 14-1a and 14-1b	Graham Place	School	1		**72/51**	**72/51**	**73/52**	65/44	1	1	D(52)	--**	**73/52**	0	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0
R-14.50		NB Nos. 14-1a and 14-1b	Graham Place	School	1		72/41	72/41	72/41	65/34	0	0	D(52)	--	72/41	0	0	72/41	0	0	72/41	0	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0
R-14.51-1		NB Nos. 14-1a and 14-1b	Graham Place	MFR	1		**75**	**75**	**75**	65	0	0	B(67)	--**	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0
R-14.51-2		NB Nos. 14-1a and 14-1b	Graham Place	MFR	1		**76**	**76**	**76**	**68**	0	0	B(67)	A/E	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0
R-15.1			Sawtelle Boulevard	Commercial	1		73	73	73	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.2-1		NB No. 15-1	Sawtelle Boulevard	MFR	2		**69**	**69**	**69**	**66**	0	0	B(67)	A/E	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-15.2-2		NB No. 15-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	**70**	0	0	B(67)	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0	**70**	2	0	**70**	2	0	**70**	2	0
R-15.3-1		NB No. 15-1	Sawtelle Boulevard	MFR	1		65	65	**66**	63	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0	64	2	0
R-15.3-2		NB No. 15-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**66**	0	0	B(67)	A/E

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-15.8		NB No. 15-1	Pearl Street	SFR	1		**66**	**66**	**66**	63	0	0	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
R-15.9		NB No. 15-1	Pearl Street	SFR	1		61	61	61	60	0	0	B(67)	--	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
R-15.10-1		NB No. 15-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	**67**	0	0	B(67)	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0
R-15.10-2		NB No. 15-1	Sawtelle Boulevard	MFR	2		**73**	**73**	**73**	**69**	0	0	B(67)	A/E	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0
R-15.11-1		NB No. 15-1	Sawtelle Boulevard	MFR	1		**71**	**71**	**71**	65	0	0	B(67)	--**	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-15.11-2		NB No. 15-1	Sawtelle Boulevard	MFR	1		**72**	**72**	**72**	**67**	0	0	B(67)	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0
R-15.12-1		NB No. 15-1	Sawtelle Boulevard	MFR	1		**71**	**71**	**71**	65	0	0	B(67)	--**	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-15.12-2		NB No. 15-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	**68**	0	0	B(67)	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0
R-15.13		NB No. 15-1	Sawtelle Boulevard	Preschool	1		64	64	64	62	0	0	C(67)	--	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0
R-15.14-2		NB No. 15-1	Exposition Boulevard	MFR	3		**74**	**74**	**74**	**70**	0	0	B(67)	A/E	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0
R-15.14-3		NB No. 15-1	Exposition Boulevard	MFR	3		**74**	**74**	**75**	**71**	1	1	B(67)	A/E	**73**	2	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0
R-15.14-4		NB No. 15-1	Exposition Boulevard	MFR	3		**77**	**77**	**77**	**75**	0	0	B(67)	A/E	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0
R-15.14-5		NB No. 15-1	Exposition Boulevard	MFR	3		**78**	**78**	**78**	**77**	0	0	B(67)	A/E	**75**	3	0	**75**	3	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0
R-15.15-2		NB No. 15-1	Exposition Boulevard	MFR	1		**74**	**74**	**74**	**71**	0	0	B(67)	A/E	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0
R-15.15-3		NB No. 15-1	Exposition Boulevard	MFR	1		**74**	**74**	**74**	**72**	0	0	B(67)	A/E	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**71**	3	0	**71**	3	0
R-15.15-4		NB No. 15-1	Exposition Boulevard	MFR	1		**75**	**75**	**75**	**74**	0	0	B(67)	A/E	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0
R-15.15-5		NB No. 15-1	Exposition Boulevard	MFR	1		**76**	**76**	**77**	**76**	1	1	B(67)	A/E	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1
R-15.16-2		NB No. 15-1	Pearl Street	MFR	2		**67**	**67**	**67**	63	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0
R-15.16-3		NB No. 15-1	Pearl Street	MFR	2		**70**	**70**	**70**	**66**	0	0	B(67)	A/E	**69**	1	0	**69**	1	0	**69**	1	0	**68**	2	0	**68**	2	0	**68**	2	0	**68**	2	0	**68**	2	0	**68**	2	0
R-15.17-2		NB No. 15-1	Pearl Street	MFR	2		**67**	**67**	**67**	62	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-15.17-3		NB No. 15-1	Pearl Street	MFR	2		63	63	63	59	0	0	B(67)	--	63	0	0	63	0	0	63	0	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-15.18		NB No. 15-1	Corinth Avenue	SFR	1		59	59	59	58	0	0	B(67)	--	58	1	0	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0
R-15.19		NB No. 15-1	Corinth Avenue	MFR	1		60	60	61	60	1	1	B(67)	--	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0
R-15.20		NB No. 15-1	Corinth Avenue	SFR	2		62	62	62	61	0	0	B(67)	--	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
R-15.21		NB No. 15-1	Corinth Avenue	MFR	1		64	64	64	63	0	0	B	--	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
R-15.22		NB No. 15-1	Corinth Avenue	MFR	4		62	62	63	62	1	1	B(67)	--	59	4	0	59	4	0	59	4	0	59	4	0	58	5	4	58	5	4	58	5	4	58	5	4	58	5	4
R-15.23		NB No. 15-1	Corinth Avenue	MFR	4		62	62	63	61	1	1	B(67)	--	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	59	4	0	59	4	0	59	4	0	59	4	0
R-15.24		NB No. 15-1	Corinth Avenue	MFR	2		48	47	48	47	1	0	B(67)	--	46	2	0	46	2	0	45	3	0	45	3	0	45	3	0	45	3	0	44	4	0	44	4	0	44	4	0
R-15.25		NB No. 15-1	Corinth Avenue	MFR	4		50	49	50	48	1	0	B(67)	--	48	2	0	48	2	0	48	2	0	47	3	0	47	3	0	47	3	0	47	3	0	47	3	0	47	3	0
R-15.26		NB No. 15-1	Corinth Avenue	MFR	2		57	56	57	54	1	0	B(67)	--	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0
R-15.27		NB No. 15-1	Corinth Avenue	MFR	2		60	60	61	60	1	1	B	--	58	3	0	57	4	0	57	4	0	57	4	0	57	4	0	56	5	2	56	5	2	56	5	2	56	5	2
R-15.28-1		NB No. 15-1	Corinth Avenue	MFR	2		54	54	54	52	0	0	B(67)	--	53	1	0	53	1	0	53	1	0	52	2	0	52	2	0	52	2	0	52	2	0	52	2	0	52	2	0
R-15.28-2		NB No. 15-1	Corinth Avenue	MFR	2		63	63	63	59	0	0	B(67)	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-15.28-3		NB No. 15-1	Corinth Avenue	MFR	2		65	65	65	62	0	0	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-15.29-1		NB No. 15-1	Corinth Avenue	MFR	1		56	56	56	55	0	0	B(67)	--	54	2	0	54	2	0	54	2	0	53	3	0	53	3	0	53	3	0	53	3	0	53	3	0	53	3	0
R-15.29-2		NB No. 15-1	Corinth Avenue	MFR	1		63	63	63	59	0	0	B(67)	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-15.29-3		NB No. 15-1	Corinth Avenue	MFR	1		65	65	65	62	0	0	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0
R-15.30-2		NB No. 15-1	Corinth Avenue	MFR	1		51	51	52	50	1	1	B(67)	--	50	2	0	50	2	0	50	2	0	50	2	0	50	2	0	49	3	0	49	3	0	49	3	0	49	3	0
R-15.30-3		NB No. 15-1	Corinth Avenue	MFR	1		56	56	56	54	0	0	B(67)	--	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0
R-15.31-2		NB No. 15-1	Corinth Avenue	MFR	1		52	52	52	49	0	0	B(67)	--	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0
R-15.31-3		NB No. 15-1	Corinth Avenue	MFR	1		58	58	58	56	0	0	B(67)	--	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0
R-15.32-4		NB No. 15-1	Corinth Avenue	MFR	1		70	70	70	69	0	0	B	--	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	67	3	0	67	3	0	67	3	0
R-15.33			Pico Boulevard	Commercial/Restaurant	1		72	72	72	65	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.34			Pico Boulevard	Restaurant	1		67	67	67	59	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.35			Sawtelle Boulevard	Commercial	1		61	61	62	62	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.36			Pico Boulevard	Commercial	1		69	69	69	63	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.37			Olympic Boulevard	Commercial	1		71	71	71	69	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.38			Olympic Boulevard	Commercial	1		70	70	70	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.39			Sawtelle Boulevard	MFR	1		65	65	65	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.1	EW 16-1	NB No. 16-1	Olympic Boulevard	Commercial	1		70	68	68	68	0	-2	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0
R-16.2-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	8		**66**	**66**	**67**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**66**	1	0
R-16.2-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	8		**68**	**67**	**68**	**68**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0
R-16.3-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		52	50	51	51	1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	1	0	49	2	0	49	2	0	48	3	0
R-16.3-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		55	53	53	53	0	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	1	0	51	2	0	51	2	0	51	2	0
R-16.4-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	3		53	50	50	50	0	-3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	50	0	0
R-16.4-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	3		63	55	56	55	1	-7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	55	1	0	55	1	0
R-16.5	EW 16-1	NB No. 16-1	Mississippi Avenue	SFR	1		64	63	64	64	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0	63	1	0
R-16.6-2	EW 16-1	NB No. 16-1	Mississippi Avenue	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	65	1	0	64	2	0
R-16.6-3	EW 16-1	NB No. 16-1	Mississippi Avenue	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	2	0	63	3	0	62	4	0	61	5	1
R-16.7	EW 16-1	NB No. 16-1	Mississippi Avenue	MFR	2		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	55	2	0	55	2	0
R-16.8	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		54	53	53	43	0	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	0	0	53	0	0	53	0	0	53	0	0
R-16.9	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		42	42	42	41	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	42	0	0	42	0	0	41	1	0	41	1	0
R-16.10	EW 16-1	NB No. 16-1	Mississippi Avenue	MFR	2		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	3	0	**69**	5	2	**68**	6	2	**67**	7	2
R-16.11-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	65	2	0	64	3	0			
R-16.11-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	2	0	**67**	4	0	**66**	5	2	**66**	5	2
R-16.12-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		57	52	52	48	0	-5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-16.13-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	64	3	0
R-16.14-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	65	2	0	65	2	0	64	3	0
R-16.14-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		**72**	**72**	**72**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	3	0	**68**	4	0	**67**	5	2	**66**	6	2
R-16.15	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		**71**	**70**	**71**	**71**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**69**	2	0	**67**	4	0			
R-16.16	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		55	52	52	50	0	-3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	51	1	0	51	1	0
R-16.17-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	2	0	**67**	3	0	**66**	4	0	65	5	2
R-16.17-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		**75**	**75**	**75**	**75**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	2	0	**70**	5	2	**68**	7	2	**67**	8	2
R-16.18	EW 16-1	NB No. 16-1	Beloit Avenue	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0	59	2	0
R-16.19	EW 16-1	NB No. 16-1	La Grange Avenue	SFR	1		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	61	2	0	61	2	0	60	3	0
R-16.20	EW 16-1	NB No. 16-1	La Grange Avenue	SFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	57	2	0
R-16.21	EW 16-1	NB No. 16-1	La Grange Avenue	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0	59	2	0
R-16.22	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		65	64	65	51	1	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-16.23	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		64	64	64	54	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-16.24	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Wellness Center	1		60	58	59	58	1	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	56	3	0
R-16.25	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		66	66	66	51	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	0	0	66	0	0	66	0	0	66	0	0
R-16.26-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.27-1	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.27-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		**75**	**75**	**75**	**75**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	2	0	**71**	4	0	**69**	6	2	**68**	7	2
R-16.28-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.28-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	2	0	**70**	4	0	**69**	5	1	**68**	6

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.31	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		55	55	55	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	53	2	0	51	4	0	50	5	2
R-16.32-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	7		56	52	53	52	1	-3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	1	0	51	2	0	51	2	0	50	3	0
R-16.32-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	7		56	54	54	54	0	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	53	1	0	52	2	0
R-16.33-1	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		63	64	64	63	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	61	3	0
R-16.33-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	62	3	0
R-16.34-1	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-16.34-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	61	3	0
R-16.35	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Office	1		64	64	64	47	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-16.36-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	4		58	55	56	55	1	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	54	2	0	54	2	0
R-16.36-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	4		59	58	58	58	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	57	1	0	56	2	0
R-16.37-1	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	3		55	54	54	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	53	1	0	52	2	0	52	2	0
R-16.37-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	3		61	59	59	59	0	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-16.38-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0
R-16.38-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	61	3	0	61	3	0	60	4	0
R-16.39-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-16.39-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-16.40-1	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	60	2	0	60	2	0
R-16.40-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	61	4	0
R-16.41-1	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	55	2	0	55	2	0
R-16.41-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0	55	3	0
R-16.42-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	61	3	0	60	4	0
R-16.42-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	64	4	0	63	5	1	62	6	1
R-16.43-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	62	3	0	62	3	0	61	4	0
R-16.43-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	65	4	0	64	5	1	62	7	1
R-16.44	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		62	62	62	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-16.45-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	62	3	0	61	4	0	61	4	0
R-16.46	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		62	62	62	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-16.47-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	59	3	0
R-16.48	EW 16-1	NB No. 16-1	Beloit Avenue	SFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	53	1	0	52	2	0	52	2	0
R-16.49	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		61	61	62	62	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	59	3	0
R-16.50	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0	59	2	0
R-16.51	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	61	3	0	60	4	0	59	5	1
R-16.52	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	57	3	0	57	3	0	56	4	0
R-16.53-1	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		51	51	52	51	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	50	2	0	50	2	0
R-16.53-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		55	55	56	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	54	2	0	54	2	0	53	3	0
R-16.54	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		51	51	51	51	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.55	EW 16-1	NB No. 16-1	Sawtelle Boulevard	SFR	1		51	51	52	51	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	2	0	50	2	0	49	3	0	49	3	0
R-16.56	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		50	50	50	50	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	1	0	49	1	0	49	1	0	48	2	0
R-16.57	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Office	1		51	51	51	50	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.58	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		50	50	50	48	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	49	1	0	49	1	0	49	1	0
R-16.59	EW 16-1	NB No. 16-1	Sawtelle Boulevard	SFR	1		52	52	52	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	51	1	0	51	1	0	50	2	0
R-16.60-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	53	2	0
R-16.60-3	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	57	2	0	57	2	0
R-16.61-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		56	56	57	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-16.61-3	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0	56	2	0
R-16.62-1	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	64	2	0	63	3	0
R-16.62-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	65	3	0	64	4	0
R-16.62-3	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**73**	**73**	**74**	**73**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	3	0	**69**	5	2	**68**	6	2	**67**	7	2
R-16.62-4	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**79**	**79**	**79**	**79**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**78**	1	0	**77**	2	0	**75**	4	0	**73**	6	2
R-16.63-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	62	3	0
R-16.63-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**66**	2	0	65	3	0	64	4	0
R-16.63-4	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	1	0	**72**	2	0	**71**	3	0	**69**	5	4
R-16.63-5	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**78**	0	0	**78**	0	0	**77**	1	0
R-16.64-1	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	5		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-16.64-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	5		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	65	2	0	64	3	0
R-16.64-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	5		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-16.65-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-16.65-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-16.66-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-16.66-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-16.67	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	54	0	0	54	0	0	54	0	0
R-16.68-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-16.68-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	57	0	0	56	1	0
R-16.69-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-16.69-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-16.69-4	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		**67**	**66**	**67**	**67**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-16.70-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-16.70-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-16.70-4	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-16.71	EW 16-2		Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-16.72	EW 16-2		Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-16.73	EW 16-2		Santa Monica Boulevard	Hotel	1		61	61	61	59	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-16.74	EW 16-2		Iowa Avenue	Commercial	1		58	58	59	57	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-16.75	EW 16-2		Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-16.76-2	EW 16-2		Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-16.76-3	EW 16-2		Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-16.76-4	EW 16-2		Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**66**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-16.77	EW 16-2		Santa Monica Boulevard	Commercial	1		68	68	68	59	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-16.78	EW 16-2		Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	60/40	0	0	D(52)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.1	EW 16-2		Beloit Avenue	MFR	1		72	71	72	71	1	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.2	EW 16-2		Santa Monica Boulevard	Commercial	1		62	62	62	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.3-1	EW 16-2		Beloit Avenue	MFR	2		**67**	**66**	**66**	**66**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.3-2	EW 16-2		Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.3-3	EW 16-2		Beloit Avenue	MFR	2		**68**	**67**	**67**	**67**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.3-4	EW 16-2		Beloit Avenue	MFR	2		**69**	**69**	**69**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.4-1	EW 16-2		Beloit Avenue	MFR	1		64	63	63	63	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.4-2	EW 16-2		Beloit Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.4-3	EW 16-2		Beloit Avenue	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												
R-17.4-4	EW 16-2		Beloit Avenue	MFR	1		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--												

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-17.5-1	EW 17-1	NB No. 17-1	Beloit Avenue	MFR	10		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0
R-17.5-2	EW 17-1	NB No. 17-1	Beloit Avenue	MFR	10		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0
R-17.5-3	EW 17-1	NB No. 17-1	Beloit Avenue	MFR	10		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0
R-17.5-4	EW 17-1	NB No. 17-1	Beloit Avenue	MFR	10		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**68**	1	0
R-17.6	EW 17-1	NB No. 17-1	Beloit Avenue	MFR	1		55	55	55	55	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	54	1	0
R-17.7	EW 17-1	NB No. 17-1	Beloit Avenue	MFR	3		64	64	64	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	63	1	0
R-17.8	EW 17-1	NB No. 17-1	Beloit Avenue	SFR	1		62	62	62	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0
R-17.9	EW 17-1	NB No. 17-1	Ohio Avenue	SFR	2		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	54	1	0	54	1	0
R-17.10	EW 16-2		Massachusetts Avenue	Commercial	1		61	60	60	60	0	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.11	EW 16-2		Sawtelle Boulevard	Hotel	1		54	54	54	52	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.12	EW 17-1	NB No. 17-1	Sawtelle Boulevard	Rehab	1		59	58	59	58	1	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0
R-17.13	EW 17-1	NB No. 17-1	Ohio Avenue	MFR	1		66	66	66	58	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	0	0	66	0	0	66	0	0
R-17.14	EW 17-1		Wilshire Boulevard	Hotel	1		62	62	62	62	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.15			Wilshire Boulevard	Hospital	1		67/39	67/39	68/40	68/40	1	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.16			Wilshire Boulevard	Subway	1		65	66	66	65	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.1			Wilshire Boulevard	Industrial	1		68	68	68	68	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.2	EW 18-1*		Constitution Avenue	Cemetery	1		67	67	68	68	1	1	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.3	EW 18-1*		Constitution Avenue	Cemetery	1		67	67	69	69	2	2	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.4	EW 18-1*		Constitution Avenue	Cemetery	1		65	65	68	68	3	3	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.5	EW 18-1*		Constitution Avenue	Cemetery	1		63	63	67	67	4	4	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.6	EW 18-1*		Constitution Avenue	Cemetery	1		62	62	66	66	4	4	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.7	EW 18-1*	NB No. 18-1	Waterford Street	SFR	1		**66**	**66**	**75**	**75**	9	9	B(67)	A/E	**71**	4	0	**70**	5	1	**69**	6	1	**68**	7	1	**67**	8	1	**66**	9	1	65	10	1	65	10	1
R-18.8	EW 18-1*	NB No. 18-1	Waterford Street	SFR	1		65	65	**73**	**73**	8	8	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	1	**67**	6	1	**66**	7	1	65	8	1	65	8	1	65	8	1
R-18.9	EW 18-1*	NB No. 18-1	Waterford Street	SFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	63	8	1	63	8	1	62	9	1	61	10	1
R-18.10	EW 18-1*	NB No. 18-1	Waterford Street	SFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	65	2	0	64	3	0	64	3	0	63	4	0	63	4	0	62	5	2	62	5	2	61	6	2
R-18.11	EW 18-1*	NB No. 18-1	Waterford Street	SFR	2		62	62	**66**	**66**	4	4	B(67)	A/E	64	2	0	64	2	0	64	2	0	63	3	0	63	3	0	63	3	0	63	3	0	63	3	0
R-18.12	EW 18-2*	NB No. 18-2	Waterford Street	SFR	2		**66**	**66**	**74**	**73**	8	8	B(67)	A/E	**70**	4	0	**69**	5	2	**69**	5	2	**68**	6	2	**68**	6	2	**68**	6	2	**68**	6	2	**68**	6	2
R-18.13	EW 18-2*	NB No. 18-2	Chenault Street	SFR	1		65	64	**70**	**70**	6	5	B(67)	A/E	**69**	1	0	**68**	2	0	**68**	2	0	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0	**66**	4	0
R-18.14	EW 18-2*	NB No. 18-2	Chenault Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	**67**	3	0	**67**	3	0	**66**	4	0	65	5	2	65	5	2	65	5	2	65	5	2	64	6	2
R-18.15	EW 18-2*	NB No. 18-2	Waterford Street	SFR	4		62	62	**68**	**67**	6	6	B(67)	A/E	65	3	0	64	4	0	64	4	0	63	5	4	63	5	4	63	5	4	62	6	4	62	6	4
R-18.16	EW 18-2*	NB No. 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0
R-18.17	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		**67**	**66**	**77**	**77**	11	10	B(67)	A/E	**71**	6	2	**69**	8	2	**68**	9	2	**66**	11	2	**66**	11	2	65	12	2	65	12	2	64	13	2
R-18.18	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	2	**67**	6	2	**67**	6	2	**67**	6	2	**67**	6	2	**67**	6	2
R-18.19	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		65	64	**72**	**72**	8	7	B(67)	A/E	**68**	4	0	**67**	5	2	**66**	6	2	**66**	6	2	65	7	2	65	7	2	64	8	2	64	8	2
R-18.20	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		65	64	**71**	**71**	7	6	B(67)	A/E	**67**	4	0	**66**	5	4	**66**	5	4	65	6	4	64	7	4	64	7	4	63	8	4	63	8	4
R-18.21	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	4	63	6	4	63	6	4	63	6	4	63	6	4
R-18.22	EW 18-2*	NB No. 18-2	Berwick Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**70**	6	1	**68**	8	1	**67**	9	1	65	11	1	64	12	1	64	12	1	63	13	1	63	13	1
R-18.23	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	62	10	2
R-18.24	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	2	62	6	2	62	6	2	62	6	2	62	6	2	61	7	2
R-18.25	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	65	2	0	64	3	0	63	4	0	62	5	4	62	5	4	62	5	4	61	6	4	60	7	4
R-18.26	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		61	61	**66**	**66**	5	5	B(67)	A/E	63	3	0	62	4	0	62	4	0	61	5	4	60	6	4	60	6	4	59	7	4	59	7	4
R-18.27	EW 18-2*	NB No. 18-2	Berwick Street	SFR	2		65	65	**75**	**75**	10	10	B(67)	A/E	**69**	6	2	**67**	8	2	**66**	9	2	64	11	2	64	11	2	63	12	2	63	12	2	63	12	2
R-18.28	EW 18-2*	NB No. 18-2	Berwick Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**68**	3	0	**66**	5	2	65	6	2	64	7	2	63	8	2	63	8	2	63	8	2	63	8	2
R-18.29	EW 18-2*	NB No. 18-2	Berwick Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	65	7	2	65	7	2	65	7	2	64	8	2	64	8	2
R-18.30	EW 18-2*	NB No. 18-2	Berwick Street	SFR	4		64	64	**71**	**70**	7	7	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	65	6	4	64	7	4	64	7	4	64	7	4	63	8	4
R-18.31	EW 18-2*	NB No. 18-2	Berwick Street	SFR	4		63	62	**67**	**67**	5	4	B(67)	A/E	65	2	0	63	4	0	63	4	0	63	4	0	63	4	0	63	4	0	62	5	4	62	5	4
R-18.32	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		**68**	**68**	**78**	**78**	10	10	B(67)	A/E	**72**	6	2	**70**	8	2	**69**	9	2	**67**	11	2	**67**	11	2	**66**	12	2	**66**	12	2	65	13	2
R-18.33	EW 18-2*	NB No. 18-2	Albata Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**68**	5	2	**67**	6	2	65	8	2	64	9	2	63	10	2	63	10	2	63	10	2	62	11	2
R-18.34	EW 18-2*	NB No. 18-2	Albata Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	64	8	2	64	8	2	63	9	2	63	9	2
R-18.35	EW 18-2*	NB No. 18-2	Albata Street	SFR	4		65	65	**71**	**71**	6	6	B(67)	A/E	**68**	3	0	**66**	5	4	65	6	4	64	7	4	63	8	4	63	8	4	63	8	4	62	9	4
R-18.36	EW 18-2*	NB No. 18-2	Albata Street	SFR	4		63	62	**68**	**68**	6	5	B(67)	A/E	65	3	0	64	4	0	64	4	0	64	4	0	63	5	4	63	5	4	63	5	4	63	5	4
R-18.37	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		**67**	**67**	**77**	**77**	10	10	B(67)	A/E	**70**	7	2	**69**	8	2	**67**	10	2	**66**	11	2	**66**	11	2	**66**	11	2	65	12	2	65	12	2
R-18.38	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**67**	6	2	**66**	7	2	65	8	2	64	9	2	63	10	2	63	10	2	63	10	2	63	10	2
R-18.39	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**66**	5	2	65	6	2	64	7	2	63	8	2	62	9	2	62	9	2	62	9	2	61	10	2
R-18.40	EW 18-2*	NB No. 18-2	Bolas Street	SFR	4		63	63	**70**	**70**	7	7	B(67)	A/E	65	5	4	64	6	4	63	7	4	62	8	4	61	9	4	61	9	4	61	9	4	60	10	4
R-18.41	EW 18-2*	NB No. 18-2	Bolas Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	61	7	4	60	8	4
R-18.42	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	**68**	4	0	**68**	4	0	**67**	5	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2
R-18.43	EW 18-2*	NB No. 18-2	Cashmere Street	SFR	1		62	62	**70**	**70**	8	8	B(67)	A/E	65	5	1	64	6	1	62	8	1	62	8	1	62	8	1	62	8	1	62	8	1	62	8	1
R-18.44	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	63	6	2	62	7	2	61	8	2	61	8	2	61	8	2	61	8	2	61	8	2
R-18.45	EW 18-2*	NB No. 18-2	Cashmere Street	SFR	4		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	4	64	5	4	62	7	4	61	8	4	61	8	4	61	8	4	60	9	4	60	9	4
R-18.46	EW 18-2*	NB No. 18-2	Cashmere Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	62	6	4	61	7	4	61	7	4	61	7	4	60	8	4	60	8	4	60	8	4
R-18.47	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		63	63	**69**	**68**	6	6	B(67)	A/E	65	4	0	64	5	2	63	6	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2
R-18.48	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		64	64	**68**	**67**	4	4	B(67)	A/E	65	3	0	64	4	0	63	5	2	62	6	2	62	6	2	62	6	2	62	6	2	61	7	2
R-18.49	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	64	3	0	63	4	0	62	5	2	61	6	2	61	6	2	61	6	2	61	6	2	60	7	2
R-18.50	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	4		62	62	**66**	**66**	4	4	B(67)	A/E	63	3	0	62	4	0	61	5	4	60	6	4	60	6	4	60	6	4	59	7	4	59	7	4
R-18.51	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	4		60	60	65	65	5	5	B(67)	--	61	4	0	61	4	0	60	5	4	59	6	4	59	6	4	59	6	4	59	6	4	58	7	4
R-18.52	EW 18-2	NB No. 18-2	Montana Avenue	SFR	1		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0
R-18.53	EW 18-2	NB No. 18-2	Elderwood Street	SFR	1		64	64	65	63	1	1	B(67)	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-18.54	EW 18-2	NB No. 18-2	Elderwood Street	SFR	2		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0
R-18.55	EW 18-2	NB No. 18-2	Elderwood Street	SFR	2		62	62	64	64	2	2	B(67)	--	--	--	--	--	--	--	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	59	5	2
R-18.56	EW 18-2	NB No. 18-2	Montana Avenue	SFR	4		61	61	64	64	3	3	B(67)	--	--	--	--	--	--	--	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	59	5	4	59	5	4
R-18.57	EW 18-2	NB No. 18-2	Elderwood Street	SFR	4		60	60	63	63	3	3	B(67)	--	--	--	--	--	--	--	60	3	0	59	4	0	59	4	0	59	4	0	59	4	0	59	4	0	59	4	0
R-18.58	EW 18-2	NB No. 18-2	Church Lane	Church	1		65/45	65/45	65/45	64/44	0	0	D(52)	--	--	--	--	--	--	--	65/45	0	0	65/45	0	0	65/45	0	0	64/44	1	0	64/44	1	0	64/44	1	0	64/44	1	0
R-18.59	EW 18-2	NB No. 18-2	Farlin Street	SFR	2		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	59	1	0	58	2	0	58	2	0	58	2	0	57	3	0	57	3	0	57	3	0
R-18.60	EW 18-2	NB No. 18-2	Farlin Street	SFR	2		58	58	60	60	2	2	B(67)	--	--	--	--	--	--	--	59	1	0	58	2	0	57	3	0	57	3	0	57	3	0	57	3	0	57	3	0
R-18.61	EW 18-2	NB No. 18-2	Elderwood Street	SFR	4		58	58	59	59	1	1	B(67)	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0
R-18.62	EW 18-2	NB No. 18-2	Elderwood Street	SFR	4		57	57	59	59	2	2	B(67)	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0
R-18.63	EW 18-2	NB No. 18-2	Church Lane	MFR	3		57	57	58	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	55	3	0	55	3	0	54	4	0
R-18.64	EW 18-2	NB No. 18-2	Farlin Street	SFR	2		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0	60	2	0
R-18.65	EW 18-2	NB No. 18-2	Farlin Street	SFR	2		61	62	62	62	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	60	2	0	60	2	0
R-18.66	EW 18-2	NB No. 18-2	Farlin Street	SFR	4		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-18.67	EW 18-2	NB No. 18-2	Gladwin Street	SFR	4		61	61	62	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R-18.68	EW 18-2	NB No. 18-2	Church Lane	MFR	8		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0
R-18.69	EW 18-2	NB No. 18-2	Church Lane	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	64	2	0	63	3	0	63	3	0
R-18.70	EW 18-2	NB No. 18-2	Homedale Street	SFR	2		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0
R-18.71	EW 18-2	NB No. 18-2	Homedale Street	SFR	2		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0
R-18.72	EW 18-2	NB No. 18-2	Homedale Street	SFR	4		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0
R-18.73	EW 18-2	NB No. 18-2	Homedale Street	SFR	4		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
R-18.74	EW 18-2	NB No. 18-2	Church Lane	MFR	1		71	71	71	69	0	0	B	--	--	--	--	--	--	--	71	0	0	70	1	0	70	1	0	70	1	0	69	2	0	69	2	0	69	2	0

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-18.75	EW 18-2	NB No. 18-2	Isleta Street	SFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0	61	2	0	61	2	0	61	2	0
R-18.76	EW 18-2	NB No. 18-2	Isleta Street	SFR	2		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0
R-18.77	EW 18-2	NB No. 18-2	Isleta Street	SFR	4		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
R-18.78	EW 18-2	NB No. 18-2	Homedale Street	SFR	4		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0
R-18.79	EW 18-2	NB No. 18-2	Church Lane	MFR	1		72	72	72	70	0	0	B	--	--	--	--	--	--	--	72	0	0	71	1	0	71	1	0	70	2	0	70	2	0	70	2	0
R-18.80	EW 18-2	NB No. 18-2	Joffre Street	SFR	2		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0	62	3	0	62	3	0	61	4	0
R-18.81	EW 18-2	NB No. 18-2	Joffre Street	SFR	2		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	64	0	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0
R-18.82	EW 18-2	NB No. 18-2	Joffre Street	SFR	2		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	63	1	0	62	2	0	61	3	0	61	3	0	61	3	0	61	3	0
R-18.83	EW 18-2	NB No. 18-2	Isleta Street	SFR	4		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-18.84	EW 18-2	NB No. 18-2	Joffre Street	SFR	2		**69**	**70**	**70**	**69**	0	1	B(67)	A/E	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0
R-18.85	EW 18-2	NB No. 18-2	Joffre Street	SFR	2		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	**67**	1	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0	65	3	0
R-18.86	EW 18-2	NB No. 18-2	Joffre Street	SFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	**66**	1	0	65	2	0	65	2	0	65	2	0	64	3	0	64	3	0
R-18.87	EW 18-2	NB No. 18-2	Joffre Street	SFR	3		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	**66**	0	0	65	1	0	64	2	0	63	3	0	63	3	0	63	3	0
R-18.88	EW 18-2	NB No. 18-2	Joffre Street	SFR	1		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0
R-18.89	EW 18-2	NB No. 18-2	Kiel Street	SFR	1		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	--	--	--	--	--	--	**69**	2	0	**69**	2	0	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0
R-18.90	EW 18-2	NB No. 18-2	Beloit Avenue	SFR	1		56	56	56	56	0	0	B(67)	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0	54	2	0
R-18.91	EW 18-2	NB No. 18-2	Beloit Avenue	SFR	1		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	**73**	0	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0
R-18.92	EW 18-2	NB No. 18-2	Beloit Avenue	SFR	3		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-18.93	EW 18-2	NB No. 18-2	Ayrshire Road	SFR	1		**72**	**72**	**72**	**72**	0	0	B(67)	A/E	--	--	--	**72**	0	0	**72**	0	0	**71**	1	0	**70**	2	0	**70**	2	0	**69**	3	0	**68**	4	0
R-18.94		NB No. 18-2	Ayrshire Road	SFR	1		65	65	**66**	65	1	1	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	64	2	0	64	2	0
R-18.95			Ayrshire Road	SFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.96			Ayrshire Road	SFR	1		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.97			Ayrshire Road	SFR	1		**68**	**68**	**68**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.1			Sunset Boulevard	Hotel	1		63	63	64	62	1	1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.2			Church Lane	SFR	1		63	63	63	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.3			Church Lane	Hotel	1		63	63	63	62	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.4			Church Lane	MFR	1		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.5			Church Lane	MFR	5		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.6			Church Lane	MFR	6		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.7			Church Lane	MFR	5		**73**	**74**	**74**	**74**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.8			Church Lane	MFR	1		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.9			Church Lane	MFR	5		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.10			Church Lane	MFR	5		**71**	**71**	**72**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.11			Church Lane	MFR	2		**77**	**77**	**77**	**77**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.12			Church Lane	MFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.13			Gunston Drive	SFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.14			Church Lane	Getty Offices	1		80	80	80	80	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.15			Getty Center Drive	Museum-Office	1		45/25	45/25	45/25	45/25	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.16			Getty Center Drive	Tram Station	1		66	66	66	66	0	0	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.17			Getty Center Drive	Tram Station	1		61	61	62	62	1	1	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-20.1		NB No. 20-1	Ridge Drive	MFR	3		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	63	8	3	61	10	3	60	11	3	59	12	3	58	13	3	57	14	3	56	15	3	55	16	3	55	16	3
R-20.2		NB No. 20-1	Ridge Drive	MFR	5		**70**	**71**	**71**	**71**	0	1	B(67)	A/E	63	8	5	61	10	5	59	12	5	57	14	5	57	14	5	57	14	5	56	15	5	55	16	5	54	17	5
R-20.3		NB No. 20-1	Ridge Drive	MFR	2		65	**66**	**66**	65	0	1	B(67)	--**	62	4	0	61	5	2	60	6	2	59	7	2	58	8	2	57	9	2	56	10	2	55	11	2	55	11	2
R-20.4		NB No. 20-1	Ridge Drive	MFR	2		**68**	**69**	**69**	**69**	0	1	B(67)	A/E	63	6	2	61	8	2	59	10	2	58	11	2	57	12	2	56	13	2	55	14	2	55	14	2	55	14	2
R-20.5		NB No. 20-1	Ridge Drive	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	63	11	4	60	14	4	58	16	4	57	17	4	56	18	4	56	18	4	55	19	4	55	19	4	54	20	4
R-20.6		NB No. 20-1	Ridge Drive	MFR	2		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	62	9	2	59	12	2	58	13	2	57	14	2	56	15	2	55	16	2	55	16	2	54	17	2	54	17	2
R-20.7			Sepulveda Boulevard	Museum	1		63/43	63/43	63/43	61/41	0	0	C/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-20.8			Sepulveda Boulevard	Museum	1		67/47	67/47	67/47	63/43	0	0	C/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-20.9			Zeldins Way	School	1		55	55	55	52	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-20.10			Zeldins Way	School	1		74/43	74/43	74/43	74/43	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.1			Mulholland	School	1		62	62	63	62	1	1	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.2			Mulholland	School	1		65/46	65/46	65/46	65/46	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.3			Mulholland	School	1		66/41	66/41	66/41	66/41	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.4			Mulholland	School	1		58	58	58	58	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.5			Castlewoods Drive	SFR	1		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.6			Castlewoods Drive	SFR	1		58	59	59	59	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.7			Castlewoods Drive	SFR	1		60	60	61	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.8			Castlewoods Drive	SFR	3		61	61	62	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.9			Valley Meadow Road	SFR	1		33	33	33	33	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.10			Castlewoods Drive	SFR	1		60	60	61	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.11			Castlewoods Drive	SFR	1		50	50	51	51	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.12			Valley Meadow Road	SFR	1		55	55	57	57	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.13		NB No. 21-1	Castlewoods Drive	SFR	1	54	64	64	64	64	1	1	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0
R-21.14		NB No. 21-1	Royal Woods Drive	SFR	1	54	63	63	64	64	1	1	B(67)	--	63	1	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0	61	3	0	60	4	0	59	5	1
R-21.15		NB No. 21-1	Royal Woods Drive	SFR	1	54	59	59	59	59	1	1	B(67)	--	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	58	1	0	58	1	0	58	1	0
R-21.16	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	2	54	63	64	64	64	1	2	B(67)	--	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	61	3	0	61	3	0	60	4	0
R-21.17	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	2	54	58	59	63	63	5	6	B(67)	--	61	2	0	61	2	0	60	3	0	59	4	0	58	5	2	58	5	2	57	6	2	57	6	2	57	6	2
R-21.18	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	60	60	**66**	**66**	7	7	B(67)	A/E	62	4	0	62	4	0	61	5	3	60	6	3	60	6	3	59	7	3	59	7	3	59	7	3	59	7	3
R-21.19	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	1	54	58	58	64	64	8	8	B(67)	--	60	4	0	59	5	1	58	6	1	58	6	1	58	6	1	58	6	1	57	7	1	57	7	1	57	7	1
R-21.20	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	1	54	58	59	61	61	3	4	B(67)	--	60	1	0	59	2	0	59	2	0	59	2	0	58	3	0	58	3	0	58	3	0	58	3	0	58	3	0
R-21.21	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	2	54	58	58	61	61	5	5	B(67)	--	59	2	0	59	2	0	58	3	0	58	3	0	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0
R-21.22	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	3	54	58	58	61	61	5	5	B(67)	--	59	2	0	59	2	0	58	3	0	58	3	0	58	3	0	57	4	0	57	4	0	57	4	0	57	4	0
R-21.23	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	1	54	58	59	64	64	7	8	B(67)	--	60	4	0	60	4	0	59	5	1	59	5	1	58	6	1	58	6	1	58	6	1	58	6	1	57	7	1
R-21.24	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	2	54	56	56	60	60	7	7	B(67)	--	57	3	0	57	3	0	56	4	0	56	4	0	56	4	0	56	4	0	56	4	0	56	4	0	56	4	0
R-21.25	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	57	58	61	61	5	6	B(67)	--	59	2	0	58	3	0	58	3	0	57	4	0	57	4	0	57	4	0	57	4	0	57	4	0	56	5	3
R-21.26	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	1	54	57	57	57	57	0	0	B(67)	--	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0
R-21.27	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	60	60	**66**	**66**	7	7	B(67)	A/E	64	2	0	64	2	0	62	4	0	61	5	3	60	6	3	59	7	3	58	8	3	58	8	3	58	8	3
R-21.28	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	60	61	**69**	**69**	9	10	B(67)	A/E	**66**	3	0	63	6	3	62	7	3	62	7	3	60	9	3	60	9	3	59	10	3	59	10	3	59	10	3
R-21.29	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	56	56	59	59	6	6	B(67)	--	58	1	0	57	2	0	56	3	0	56	3	0	56	3	0	56	3	0	56	3	0	55	4	0	55	4	0
R-21.30	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	4	54	57	58	63	63	7	8	B(67)	--	59	4	0	58	5	4	58	5	4	57	6	4	57	6	4	57	6	4	57	6	4	57	6	4	56	7	4
R-21.31	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	1	54	59	59	62	62	3	3	B(67)	--	60	2	0	60	2	0	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0
R-21.32	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	1	54	59	59	63	63	4	4	B(67)	--	60	3	0	60	3	0	60	3	0	59	4	0	59	4	0	59	4	0	59	4	0	59	4	0	59	4	0
R-21.33	EW 21-1*		Royal Woods Drive	SFR	3		56	56	57	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.34	EW 21-1*		Royal Woods Drive	SFR	3		56	56	58	58	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.35	EW 21-1		Royal Woods Drive	SFR	1		53	53	54	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.36	EW 21-1		Royal Woods Place	SFR	1		53	54	54	54	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.37	EW 21-1		Royal Woods Drive	SFR	1		54	54	55	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.38	EW 21-1		Royal Woods Place	SFR	1		54	55	56	56	1	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.39	EW 21-1		Royal Woods Drive	SFR	1		54	54	56	56	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]: 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-21.40	EW 21-1*		Royal Woods Drive	SFR	3		56	57	63	63	6	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.41	EW 21-1*		Royal Woods Drive	SFR	3		55	55	60	60	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.42	EW 21-1*		Royal Woods Drive	SFR	2		54	54	59	59	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.43	EW 21-2		Woodfield Place	SFR	3		55	55	57	57	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.44	EW 21-2		Woodfield Drive	SFR	1		58	59	59	59	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.45	EW 21-2		Woodfield Drive	SFR	1		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.46	EW 21-2		Woodfield Drive	SFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.47	EW 21-2		Woodfield Drive	SFR	2		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.48	EW 21-2		Woodfield Drive	SFR	1		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.49	EW 21-2		Del Gado Drive	SFR	3		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.50	EW 21-2		Del Gado Drive	SFR	2		54	54	54	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.51	EW 21-2		Del Gado Drive	SFR	3		55	56	56	54	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.52	EW 21-2		Del Gado Drive	SFR	2		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.53	EW 21-1		Royal Woods Place	SFR	3		54	54	57	57	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.54	EW 21-2		Woodfield Drive	SFR	5		55	55	58	57	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.55	EW 21-2		Woodfield Drive	SFR	4		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.56	EW 21-2		Woodfield Drive	SFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.57	EW 21-2		Woodfield Drive	SFR	1		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.58	EW 21-2		Del Gado Drive	SFR	5		58	58	58	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.59	EW 21-2		Del Gado Drive	SFR	2		57	57	57	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.60	EW 21-2	NB No. 21-2	Del Gado Drive	SFR	3		58	58	58	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0
R-21.61	EW 21-2	NB No. 21-2	Del Gado Drive	SFR	4		59	59	59	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0
R-21.62	EW 21-3	NB No. 21-2	Del Gado Drive	SFR	1		58	58	58	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0
R-21.63	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	2		58	58	58	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0
R-21.64	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	4		65	65	65	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0
R-21.65	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	4		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0
R-21.66	EW 21-2	NB No. 21-2	High Knoll Road	SFR	2		63	63	63	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0
R-21.67	EW 21-3	NB No. 21-2	High Knoll Road	SFR	1		**66**	**66**	**66**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0
R-21.68	EW 21-3	NB No. 21-2	Sherman Oaks Avenue	SFR	1		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0
R-21.69	EW 21-3	NB No. 21-2	High Knoll Road	SFR	1		65	65	65	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0
R-21.70	EW 21-3	NB No. 21-2	Sherman Oaks Avenue	SFR	1		**70**	**70**	**70**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0
R-21.71	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	5		65	65	65	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0
R-21.72	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	5		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0
R-21.73	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	5		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0
R-21.74	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	4		65	65	65	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0
R-21.75	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	2		**68**	**68**	**71**	65	3	3	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0
R-21.76	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	1		**68**	**68**	**68**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0
R-21.77	EW 21-3	NB No. 21-2	Valley Vista Boulevard	SFR	1		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0
R-21.78	EW 21-3	NB No. 21-2	Valley Vista Boulevard	SFR	1		62	62	62	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0
R-21.79	EW 21-3	NB No. 21-2	Valley Vista Boulevard	SFR	3		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0
R-21.80	EW 21-4		Sutton Street	SFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.81	EW 21-4		Sutton Street	SFR	2		61	62	61	61	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.82	EW 21-4		Sutton Street	SFR	1		62	62	62	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.83	EW 21-4		Sutton Street	SFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.84	EW 21-4		Sutton Street	SFR	1		64	65	65	64	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.85	EW 21-4		Sutton Street	SFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.86	EW 21-4		Sherman Oaks Circle	SFR	1		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.87	EW 21-4		Sutton Street	SFR	3		60	61	61	59	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.88	EW 21-4		Sutton Street	SFR	2		59	60	60	59	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.89	EW 21-4		Sutton Street	SFR	2		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.90	EW 21-4		Sutton Street	SFR	2		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.91	EW 21-4		Sherman Oaks Circle	SFR	2		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.92	EW 21-4		Sherman Oaks Circle	SFR	4		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.93	EW 21-4		Sherman Oaks Circle	SFR	3		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.94	EW 21-4		Sherman Oaks Circle	SFR	3		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.95	EW 21-4		Sherman Oaks Circle	SFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.96	EW 21-4		Sherman Oaks Circle	SFR	2		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.97	EW 21-4		Sherman Oaks Circle	SFR	1		63	64	64	63	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.98	EW 21-4		Greenleaf Street	SFR	1		59	60	60	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.99	EW 21-4		Sherman Oaks Avenue	SFR	2		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.100	EW 21-4		Sherman Oaks Avenue	SFR	1		60	61	61	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.101	EW 21-4		Sherman Oaks Avenue	Commercial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.102			Sherman Oaks Avenue	Office	1		67	67	67	67	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.103			Ventura Boulevard	Commercial	1		71	71	71	70	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.104	EW 21-4		Sherman Oaks Circle	SFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.105	EW 21-4		Sherman Oaks Circle	SFR	1		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.106	EW 21-4		Sherman Oaks Avenue	SFR	2		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.107	EW 21-4		Sherman Oaks Avenue	Commercial	1		65	65	65	64	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.108	EW 21-4		Dickens Street	SFR	2		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.109			Sherman Oaks Avenue	Restaurant	2		67	67	67	66	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.110			Dickens Street	SFR	1		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.111			Ventura Boulevard	Gas Station	1		70	70	70	68	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.1			Ventura Boulevard	Hotel	1		68	69	69	68	0	1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.2	EW 22-1	NB No. 22-1	Orion Avenue	MFR Pool	1		65	**66**	**66**	**66**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	5	1	61	5	1	60	6	1
R-22.3			Ventura Boulevard	Commercial	1		67	68	68	59	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.4	EW 22-1		Orion Avenue	MFR	1		67	67	67	67	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.5	EW 22-1	NB No. 22-1	Moorpark Street	MFR	1		63	64	64	63	0	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	62	2	0	62	2	0
R-22.6-1	EW 22-2	NB No. 22-1	Orion Avenue	MFR	4		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	62	3	0	62	3	0
R-22.6-2	EW 22-2	NB No. 22-1	Orion Avenue	MFR	5		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	3	0	**66**	5	5	65	6	5
R-22.7-1	EW 22-2	NB No. 22-1	Orion Avenue	MFR	3		54	54	55	51	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0
R-22.7-2	EW 22-2	NB No. 22-1	Orion Avenue	MFR	3		57	57	57	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0
R-22.8-1	EW 22-2	NB No. 22-1	Orion Avenue	MFR	4		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	3	0	64	3	0	63	4	0
R-22.8-2	EW 22-2	NB No. 22-1	Orion Avenue	MFR	5		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	3	0	**66**	5	5	**66**	5	5
R-22.9	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		56	56	56	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	55	1	0	55	1	0
R-22.10	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0
R-22.11	EW 22-2	NB No. 22-1	Milbank Street	SFR	3		60	60	60	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0
R-22.12	EW 22-2	NB No. 22-1	Milbank Street	SFR	2		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0
R-22.13	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	58	2	0
R-22.14	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		64	65	65	64	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0

Table 3.15.22: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-22.15	EW 22-2	NB No. 22-1	Camarillo Street	SFR	1		61	62	62	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0
R-22.16	EW 22-2	NB No. 22-1	Camarillo Street	SFR	1		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0
R-22.17	EW 22-2	NB No. 22-1	Camarillo Street	SFR	2		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
R-22.18	EW 22-2	NB No. 22-1	Camarillo Street	SFR	4		60	60	60	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
R-22.19	EW 22-2		La Maida Street	SFR	2		62	63	62	62	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.20	EW 22-2		Camarillo Street	SFR	3		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.21	EW 22-2		Camarillo Street	SFR	3		63	64	64	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.22	EW 22-2		Camarillo Street	SFR	2		63	64	64	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.23	EW 22-2		La Maida Street	SFR	2		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.24	EW 22-2		La Maida Street	SFR	3		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.25	EW 22-2		La Maida Street	SFR	2		65	65	65	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.26	EW 22-2		La Maida Street	SFR	3		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.27	EW 22-2		La Maida Street	SFR	4		65	65	65	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.28	EW 22-2		La Maida Street	SFR	4		64	65	65	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.29	EW 22-2		Huston Street	SFR	2		58	59	58	56	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.30	EW 22-2		Orion Avenue	SFR	1		56	57	57	55	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.31	EW 22-2		Morrison Street	SFR	2		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.32	EW 22-2		Morrison Street	SFR	2		59	59	59	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.33	EW 22-2		Morrison Street	SFR	2		62	62	62	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.34	EW 22-3		Morrison Street	SFR	1		60	60	60	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.35	EW 22-3		Morrison Street	SFR	1		61	61	61	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.36	EW 22-3		Morrison Street	SFR	1		61	61	61	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-23.1			Woodley Avenue	Vacant Land	1		70	71	71	71	0	1	G	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.1			Woodley Avenue	Trails	1		58	58	59	59	1	1	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.2			Woodley Avenue	Park	1		64	64	64	64	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.3			Woodley Avenue	Air Nat Guard Recruiting	1		64	64	64	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.4	EW 24-1		Victory Boulevard	Gas Station	1		72	73	72	65	-1	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Source: LSA Associates, Inc. (2024).

[1] An * represents an existing wall that would be demolished as part of the project. The existing wall would be reconstructed at the new location and at the existing height at a minimum.

[2] Numbers in **bold** represent noise levels that approach or exceed the Noise Abatement Criteria (NAC) and/or experience a substantial noise increase.

[3] The background noise level was added to the modeled noise levels in where applicable.

[4] 2050 with project traffic noise levels assume zero feet in height for existing walls that would be demolished as part of the project.

[5] Traffic noise from the I-405 only. Traffic volumes from the local roadways were removed in the TNM model.

[6] Activity Categories with no outdoor frequent human use areas were not evaluated against the NAC.

[7] A ** indicates no traffic noise impacts would occur because traffic noise from the I-405 would not contribute noise levels that approach or exceed the NAC due to distance from the I-405 and shielding from walls and/or buildings.

[8] A dash (--) indicates that no barrier was analyzed at this location because the modeled receptor would not approach or exceed the NAC and/or experience a substantial noise increase.

[9] Underlined numbers have been attenuated by at least 5 dBA (i.e., feasible wall height).

[10] Shaded cells indicate the approximate existing wall heights.

A/E = Approach or Exceed
dBA = A-weighted decibels
dBA $L_{eq}(h)$ = equivalent continuous sound level measured per hour in A-weighted decibels
IL = Insertion Loss
NAC = Noise Abatement Criteria
NBR = Number of Benefitted Receptors
NF = Not Feasible

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-1.1	EW 1-2	NB No. 1-1	Charnock Road	MFR	2		**68**	**68**	**69**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0
R-1.2	EW 1-2	NB No. 1-1	Charnock Road	SFR	2		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0
R-1.3	EW 1-2	NB No. 1-1	Charnock Road	MFR	4		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0
R-1.4	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		64	64	65	65	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0
R-1.5	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		65	65	66	66	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0
R-1.6	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		65	65	66	66	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0
R-1.7	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		63	63	63	63	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-1.8	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		61	61	61	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0
R-1.9	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		52	52	52	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0
R-1.10	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		62	62	63	47	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0
R-1.11	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		61	61	61	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0
R-1.12	EW 1-2	NB No. 1-1	Westminster Avenue	MFR	1		51	51	51	49	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0
R-1.13	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	4		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0
R-1.14	EW 1-2	NB No. 1-1	Tuller Avenue	Vacant Land	1		68	68	69	68	1	1	G	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	1	0	68	1	0	68	1	0
R-1.15	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-1.16	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		**71**	**71**	**72**	**72**	1	1	B(67)	A/E	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-1.17	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		64	64	65	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0
R-1.18	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	3		63	63	64	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0
R-1.19	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	2		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0
R-1.20	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		**67**	**67**	**67**	64	0	0	B(67)	--**	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-1.21	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		65	65	65	61	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0
R-1.22	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	2		63	63	64	61	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0
R-1.23	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	2		62	62	63	61	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0
R-1.24	EW 1-2	NB No. 1-1	Sepulveda Boulevard	Restaurant	1		68	68	68	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0	68	0	0
R-1.25			Sepulveda Boulevard	Commercial	1		79	80	80	80	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.26			Sepulveda Boulevard	Office	1		77	77	77	77	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.27-1			Sepulveda Boulevard	MFR	2		**66**	**66**	**66**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.27-2			Sepulveda Boulevard	MFR	2		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.28-1			Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.28-2			Sepulveda Boulevard	MFR	1		**68**	**68**	**69**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.29-1			Sepulveda Boulevard	MFR	3		**71**	**71**	**71**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.29-2			Sepulveda Boulevard	MFR	4		**72**	**72**	**72**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.30-2			Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.31-2			Sepulveda Boulevard	MFR	1		65	65	65	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.32-2			Sepulveda Boulevard	MFR	3		**72**	**72**	**72**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.33-2			Sepulveda Boulevard	MFR	1		**67**	**67**	**68**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.34			Rose Avenue	MFR	1		57	57	57	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.35			Sepulveda Boulevard	Commercial/Light Industrial	1		76	76	76	76	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.36	EW 1-3		Sepulveda Boulevard	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.37	EW 1-3	NB No. 1-2	Sepulveda Boulevard	MFR	1		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	57	2	0	--	--	--
R-1.38	EW 1-3	NB No. 1-2	Sepulveda Boulevard	Preschool	1		**69/49**	**69/49**	**69/49**	**69/49**	0	0	C(67)/D(52)	A/E	--	--	--	--	--	--	--	--	--	--	**67/47**	2	0	**66/46**	3	0	65/45	4	0	65/45	4	0	64/44	5	1	64/44	5	1
R-1.39	EW 1-3	NB No. 1-2	Sepulveda Boulevard	Preschool	1		62/42	62/42	62/42	61/41	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	60/40	2	0	59/39	3	0	58/38	4	0	58/38	4	0	58/38	4	0	--	--	--
R-1.40	EW 1-3	NB No. 1-2	Sepulveda Boulevard	Preschool	1		61/41	61/41	61/41	60/40	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	59/39	2	0	58/38	3	0	58/38	3	0	58/38	3	0	58/38	3	0	--	--	--
R-1.41	EW 1-3		Sepulveda Boulevard	Preschool	1		64/44	65/45	65/45	60/40	0	1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.42	EW 1-3		Sepulveda Boulevard	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.43	EW 1-3		Sepulveda Boulevard	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.44	EW 1-3		Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.45-1	EW 1-3		Queensland Street	MFR	2		**70**	**70**	**70**	56	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.45-2	EW 1-3		Queensland Street	MFR	1		**70**	**70**	**70**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.46	EW 1-3		Queensland Street	MFR	1		54	54	54	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.47-1	EW 1-3		Queensland Street	MFR	1		54	54	54	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.47-2	EW 1-3		Queensland Street	MFR	1		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.48-1	EW 1-3		Queensland Street	MFR	4		**70**	**70**	**70**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.48-2	EW 1-3		Queensland Street	MFR	3		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.49-1	EW 1-3		Queensland Street	MFR	4		56	56	56	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.49-2	EW 1-3		Queensland Street	MFR	4		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.50	EW 1-3		Queensland Street	MFR	1		63	63	63	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.51-1	EW 1-3		Queensland Street	MFR	4		**70**	**70**	**70**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.51-2	EW 1-3		Queensland Street	MFR	3		**70**	**70**	**70**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.52-1	EW 1-3		Queensland Street	MFR	6		55	55	55	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.52-2	EW 1-3		Queensland Street	MFR	6		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.53-1	EW 1-3		Queensland Street	MFR	1		54	54	54	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.53-2	EW 1-3		Queensland Street	MFR	1		62	62	62	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.54-1	EW 1-3		Queensland Street	MFR	4		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.54-2	EW 1-3		Queensland Street	MFR	4		**67**	**67**	**67**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.55-1	EW 1-3		Queensland Street	MFR	5		53	53	53	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.55-2	EW 1-3		Queensland Street	MFR	5		56	56	56	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.56-1	EW 1-3		Queensland Street	MFR	1		59	59	59	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.56-2	EW 1-3		Queensland Street	MFR	1		61	61	61	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.57	EW 1-3		Queensland Street	MFR	1		**66**	**66**	**66**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.58	EW 1-3		Queensland Street	MFR	1		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.59-2	EW 1-3		Queensland Street	MFR	4		**67**	**67**	**67**	54	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.60-1	EW 1-3		Queensland Street	MFR	1		54	54	54	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.60-2	EW 1-3		Queensland Street	MFR	1		59	59	59	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.61-1	EW 1-3		Queensland Street	MFR	3		51	51	51	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.61-2	EW 1-3		Queensland Street	MFR	3		53	53	53	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.62-1	EW 1-3		Sepulveda Boulevard	MFR	1		63	63	63	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.62-2	EW 1-3		Sepulveda Boulevard	MFR	1		63	63	63	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.63	EW 1-3		Sepulveda Boulevard	MFR	1		52	52	52	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.64-1	EW 1-3		Sepulveda Boulevard	MFR	1		64	64	64	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.64-2	EW 1-3		Sepulveda Boulevard	MFR	1		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.65			Sepulveda Boulevard	Commercial	1		72	73	72	72	-1	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.66	EW 1-3		Sepulveda Boulevard	Commercial	1		69	69	69	59	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.1			Sepulveda Boulevard	Commercial	1		68	68	68	66	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	Commercial	1		64	64	64	63	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	--	--	--
R-2.3-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		65	65	**66**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	--	--	--
R-2.3-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	--	--	--
R-2.4-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	--	--	--
R-2.4-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**68**	**68**	**69**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	--	--	--

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-2.5-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		**67**	**67**	**67**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-2.5-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-2.6	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		51	52	52	49	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	51	1	0	51	1	0
R-2.7-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		50	50	50	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	50	0	0
R-2.7-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		52	52	52	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	51	1	0
R-2.7-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		56	56	56	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	55	1	0	55	1	0
R-2.8-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		51	51	51	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-2.8-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	51	1	0	51	1	0	51	1	0
R-2.8-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		56	57	57	54	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-2.9-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		49	50	50	47	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	1	0	49	1	0	49	1	0	49	1	0
R-2.9-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		51	51	52	50	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	51	1	0	51	1	0
R-2.9-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		54	54	55	53	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	54	1	0
R-2.10-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	50	1	0	50	1	0
R-2.10-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		55	55	55	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	54	1	0	54	1	0
R-2.11-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.11-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		55	55	55	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-2.12-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	6		**69**	**69**	**69**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-2.12-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	6		**70**	**70**	**70**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-2.12-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	6		**70**	**70**	**71**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-2.13-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-2.13-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-2.13-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**69**	**69**	**69**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-2.14-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		47	47	47	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	0	0	47	0	0	47	0	0	47	0	0
R-2.14-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0	50	1	0
R-2.14-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		55	55	55	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-2.15-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		47	48	48	45	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	1	0	47	1	0	47	1	0	47	1	0
R-2.15-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	50	1	0
R-2.15-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		56	56	56	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0
R-2.16-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		49	49	49	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	0	0	49	0	0	49	0	0	49	0	0
R-2.16-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.16-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		60	60	60	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-2.17-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	4		49	49	49	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	0	0	49	0	0	49	0	0	49	0	0
R-2.17-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	4		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.18-1	EW 2-1		Sepulveda Boulevard	MFR	1		47	47	47	44	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.18-2	EW 2-1		Sepulveda Boulevard	MFR	1		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.19-1	EW 2-1		Sepulveda Boulevard	MFR	3		49	49	49	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.19-2	EW 2-1		Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.20-1	EW 2-1		Sepulveda Boulevard	MFR	3		48	48	48	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.20-2	EW 2-1		Sepulveda Boulevard	MFR	3		51	51	51	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.21-1	EW 2-1		Sepulveda Boulevard	MFR	4		49	49	49	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.21-2	EW 2-1		Sepulveda Boulevard	MFR	4		51	51	51	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.22-1	EW 2-1		Sepulveda Boulevard	MFR	1		48	48	48	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.22-2	EW 2-1		Sepulveda Boulevard	MFR	1		51	51	51	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.23-1	EW 2-1		Sepulveda Boulevard	MFR	1		47	47	47	44	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.23-2	EW 2-1		Sepulveda Boulevard	MFR	1		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.24-1	EW 2-1		Sepulveda Boulevard	MFR	3		48	48	48	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.24-2	EW 2-1		Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.25-1	EW 2-1		Sepulveda Boulevard	MFR	4		48	48	48	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.25-2	EW 2-1		Sepulveda Boulevard	MFR	4		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.26-1	EW 2-1		Sepulveda Boulevard	MFR	2		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.26-2	EW 2-1		Sepulveda Boulevard	MFR	2		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.26-3	EW 2-1		Sepulveda Boulevard	MFR	2		**66**	**66**	**66**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.27-1	EW 2-1		Sepulveda Boulevard	MFR	2		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.27-2	EW 2-1		Sepulveda Boulevard	MFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.28-1	EW 2-1		Sepulveda Boulevard	MFR	2		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.28-2	EW 2-1		Sepulveda Boulevard	MFR	2		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.29-2	EW 2-1		Sepulveda Boulevard	MFR	3		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.30-2	EW 2-1		Sepulveda Boulevard	MFR	3		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.31-2			Sardis Avenue	MFR	1		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.32-1			Sardis Avenue	MFR	1		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.32-2			Sardis Avenue	MFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.33-1			Sardis Avenue	MFR	1		64	64	64	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.33-2			Sardis Avenue	MFR	1		**67**	**67**	**67**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.34			Sardis Avenue	MFR	2		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.35			Sepulveda Boulevard	MFR	1		57	57	57	56	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.36			Sepulveda Boulevard	MFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.37			Sepulveda Boulevard	SFR	1		65	65	65	63	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.38			Sepulveda Boulevard	Garbage Transfer Station	1		76	76	76	75	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.1	EW 3-1		Richland Avenue	MFR	1		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.2	EW 3-1		Richland Avenue	SFR	1		62	62	62	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.3	EW 3-1		Richland Avenue	SFR	1		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.4	EW 3-1		Sepulveda Boulevard	MFR	2		**66**	**66**	**66**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.5	EW 3-1		Sepulveda Boulevard	MFR	2		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.6-1	EW 3-1		Sepulveda Boulevard	MFR	3		65	65	65	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.6-2	EW 3-1		Sepulveda Boulevard	MFR	3		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.7-1	EW 3-1		Sepulveda Boulevard	MFR	2		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.7-2	EW 3-1		Sepulveda Boulevard	MFR	2		62	62	63	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.8	EW 3-1		Richland Avenue	MFR	3		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.9	EW 3-1		Richland Avenue	MFR	1		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.10	EW 3-1		Richland Avenue	MFR	4		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.11	EW 3-1		Richland Avenue	MFR	1		62	62	63	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.12	EW 3-1		Richland Avenue	MFR	1		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.13-1	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.13-2	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.14-1	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**71**	**71**	60	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.14-2	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**71**	**71**	60	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.15-1	EW 3-1		Sepulveda Boulevard	MFR	1		62	61	61	56	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.15-2	EW 3-1		Sepulveda Boulevard	MFR	1		63	63	63	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.16	EW 3-1		Sepulveda Boulevard	MFR	1		58	59	59	53	0	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-3.17-1	EW 3-1		Sepulveda Boulevard	MFR	4		59	58	58	49	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.17-2	EW 3-1		Sepulveda Boulevard	MFR	4		63	62	62	53	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.18-1	EW 3-1		Sepulveda Boulevard	MFR	4		60	59	59	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.18-2	EW 3-1		Sepulveda Boulevard	MFR	4		64	63	63	58	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.19-1	EW 3-1		Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.19-2	EW 3-1		Sepulveda Boulevard	MFR	2		**71**	**70**	**70**	58	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.20-2	EW 3-1		Sepulveda Boulevard	MFR	2		64	64	64	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.21	EW 3-1		Cotner Avenue	MFR	1		60	60	61	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.22-1	EW 3-1		Richland Avenue	MFR	1		60	60	60	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.22-2	EW 3-1		Richland Avenue	MFR	1		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.23-1	EW 3-1		Richland Avenue	MFR	1		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.23-2	EW 3-1		Richland Avenue	MFR	2		62	62	63	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.23-3	EW 3-1		Richland Avenue	MFR	2		**69**	**69**	**69**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.24-1	EW 3-1		Richland Avenue	MFR	2		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.24-2	EW 3-1		Richland Avenue	MFR	2		62	62	62	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.24-3	EW 3-1		Richland Avenue	MFR	2		**68**	**68**	**68**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.25-2	EW 3-1		Richland Avenue	MFR	1		63	63	63	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.25-3	EW 3-1		Richland Avenue	MFR	1		**67**	**67**	**67**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.26	EW 3-1		Cotner Avenue	SFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.27	EW 3-1		Cotner Avenue	SFR	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.28	EW 3-1		Richland Avenue	MFR	1		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.29	EW 3-1		Pickford Street	SFR	2		58	59	59	58	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.30-1	EW 3-1		Richland Avenue	MFR	1		53	53	53	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.30-2	EW 3-1		Richland Avenue	MFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.30-3	EW 3-1		Richland Avenue	MFR	1		**68**	**68**	**68**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.31-1	EW 3-1		Richland Avenue	MFR	4		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.31-2	EW 3-1		Richland Avenue	MFR	4		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.31-3	EW 3-1		Richland Avenue	MFR	4		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.32-1	EW 3-1		Richland Avenue	MFR	3		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.32-2	EW 3-1		Richland Avenue	MFR	3		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.32-3	EW 3-1		Richland Avenue	MFR	3		62	62	62	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.33	EW 3-1		Pickford Street	SFR	1		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.34	EW 3-1		Cotner Avenue	SFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.35	EW 3-1		Pickford Street	SFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.36	EW 3-1		Pearl Street	SFR	1		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.37	EW 3-1		Pickford Street	SFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.38	EW 3-1		Pearl Street	SFR	3		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.39	EW 3-1		Pickford Street	SFR	2		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.40	EW 3-1		Pickford Street	SFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.41	EW 3-1		Cotner Avenue	SFR	1		59	60	60	58	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.42	EW 3-1		Pearl Street	SFR	1		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.43	EW 3-1		Pearl Street	SFR	1		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.44	EW 3-1		Pearl Street	SFR	1		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.45	EW 3-1		Pearl Street	SFR	1		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.46	EW 3-1		Pearl Street	SFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.47			Exposition Boulevard	Commercial	1		68	68	68	68	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.48			Pico Boulevard	Storage Facility	1		68	68	69	68	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.49			Sepulveda Boulevard	MFR	1		68	68	68	68	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.50-6			Sepulveda Boulevard	MFR	4		**74**	**75**	**75**	**74**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.50-7			Pico Boulevard	MFR	4		**75**	**75**	**75**	**75**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.51			Cotner Avenue	Commercial	1		65	65	66	65	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.52			Cotner Avenue	Commercial	1		70	70	70	64	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.53			Cotner Avenue	Commercial	1		68	68	67	62	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.54			Cotner Avenue	Commercial	1		68	68	68	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.55			Cotner Avenue	Commercial	1		69	69	68	67	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.56			Pontius Avenue	Commercial	1		66	66	66	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.1			Cotner Avenue	SFR	1		66	66	66	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.2			Cotner Avenue	Commercial	1		68	68	68	68	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.3			Cotner Avenue	Commercial	1		71	71	72	71	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.4			Olympic Boulevard	Commercial	1		69	69	69	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.5			Pontius Avenue	Commercial	1		61	61	62	61	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.6			Pontius Avenue	Commercial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.7			Olympic Boulevard	Office	1		61	61	61	56	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.8			Pontius Avenue	Daycare	1		62/42	61/41	61/41	49/29	0	-1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.9			Pontius Avenue	Daycare	1		61/41	61/41	61/41	61/41	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.10			Pontius Avenue	Industrial	1		60	60	61	60	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.11			Mississippi Avenue	Industrial	1		74	74	74	74	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.12			Cotner Avenue	Industrial	1		73	73	73	73	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.13			Cotner Avenue	Industrial	1		72	72	73	72	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.14			Pontius Avenue	Industrial	1		60	60	60	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.15			Pontius Avenue	Industrial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.16			Cotner Avenue	Industrial	1		72	72	73	72	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.17			Missouri Avenue	Utilities/Office	1		68	68	69	69	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.18			Pontius Avenue	Animal Hospital	1		64/44	64/44	64/44	64/44	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.19			Pontius Avenue	Industrial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.20			Pontius Avenue	Industrial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.21			Cotner Avenue	Utilities	1		71	71	71	71	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.22			Cotner Avenue	Utility	1		74	74	74	74	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.23			Nebraska Avenue	Utilities	1		76	76	76	76	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.24			Pontius Avenue	Commercial	1		63	63	63	63	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.25			Pontius Avenue	Commercial	1		69	69	69	69	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.26			Sepulveda Boulevard	Fitness	1		65	64	64	60	0	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.27			Santa Monica Boulevard	Office	1		57	56	56	56	0	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.28			Santa Monica Boulevard	Office	1		63	63	63	61	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.29			Santa Monica Boulevard	Office	1		72	72	72	72	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.1			Cotner Avenue	Industrial	1		71	71	71	71	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.2			Cotner Avenue	Utility	1		69	69	70	70	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.3			Cotner Avenue	Commercial	1		70	70	71	71	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.4			Pontius Avenue	Commercial/Industrial	1		61	61	61	61	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level				Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
														Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																									
														6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-5.5			Massachusetts Avenue	MFR	1		68	68	67	67	-1	-1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.6			Pontius Avenue	Commercial	1		56	56	56	55	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.7			Pontius Avenue	MFR	1		61	61	61	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.8			Ohio Avenue	Meeting Room	1		70/50	70/50	70/50	65/45	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.9	EW 5-1		Sepulveda Boulevard	Recreation	1		65	65	65	65	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.10	EW 5-1		Sepulveda Boulevard	Recreation	1		64	64	64	62	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.11	EW 5-1		Sepulveda Boulevard	Recreation	1		64	64	64	61	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.12	EW 5-1		Sepulveda Boulevard	MFR	1		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.13	EW 5-1		Sepulveda Boulevard	Preschool	1		61/41	61/41	62/42	58/38	1	1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.14	EW 5-1		Sepulveda Boulevard	Recording Studio	1		73/49	73/49	73/49	63/39	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.15	EW 5-1		Sepulveda Boulevard	Utilities	1		71	72	72	63	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.16			Sepulveda Boulevard	Recreation	1		61	61	61	58	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.17			Wilshire Boulevard	Federal	1		64	64	64	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.1			Sepulveda Boulevard	Cemetery	1		66	66	66	66	0	0	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.2			Sepulveda Boulevard	Chapel	1		72/50	72/50	72/50	70/48	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.3			Sepulveda Boulevard	Cemetery	1		72	72	73	72	1	1	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	Office	1		73	73	79	78	6	6	E	--	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1
R-6.5	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	2		63	63	**66**	**66**	3	3	B(67)	A/E	**66**	0	0	65	1	0	64	2	0	64	2	0	64	2	0	62	4	0	62	4	0	62	4	0	62	4	0
R-6.6	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	2		61	61	62	62	1	1	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R-6.7	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	1		60	60	**66**	65	6	6	B(67)	--**	62	4	0	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1
R-6.8-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**73**	**73**	**76**	**74**	3	3	B(67)	A/E	**74**	2	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0
R-6.8-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**73**	**73**	**79**	**78**	6	6	B(67)	A/E	**75**	4	0	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3
R-6.8-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**73**	**73**	**80**	**79**	7	7	B(67)	A/E	**78**	2	0	**76**	4	0	**75**	5	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3
R-6.9	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**70**	**70**	**78**	**78**	8	8	B(67)	A/E	**77**	1	0	**76**	2	0	**75**	3	0	**73**	5	1	**71**	7	1	**71**	7	1	**70**	8	1	**70**	8	1	**70**	8	1
R-6.10-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**68**	**68**	**72**	**70**	4	4	B(67)	A/E	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0
R-6.10-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**68**	**68**	**76**	**75**	8	8	B(67)	A/E	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2
R-6.11-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		50	50	55	54	5	5	B(67)	--	53	2	0	52	3	0	52	3	0	52	3	0	52	3	0	51	4	0	51	4	0	51	4	0	51	4	0
R-6.11-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		58	58	**66**	65	8	8	B(67)	--**	61	5	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2
R-6.12	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**76**	**75**	9	9	B(67)	A/E	**73**	3	0	**72**	4	0	**70**	6	1	**69**	7	1	**68**	8	1	**68**	8	1	**68**	8	1	**68**	8	1	**68**	8	1
R-6.13	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		63	63	**69**	**68**	6	6	B(67)	A/E	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1
R-6.14	EW 6-1*	NB No. 6-1	Montana Avenue	MFR	1		52	52	58	57	6	6	B(67)	--	56	2	0	55	3	0	54	4	0	54	4	0	54	4	0	53	5	1	53	5	1	53	5	1	53	5	1
R-6.15	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	1		58	58	62	62	4	4	B(67)	--	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0
R-6.16	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	2		58	58	63	63	5	5	B(67)	--	61	2	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0
R-6.17	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	2		58	58	63	62	5	5	B(67)	--	61	2	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0
R-6.18	EW 6-1*	NB No. 6-1	Montana Avenue	SFR	1		59	59	64	64	5	5	B(67)	--	62	2	0	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
R-6.19	EW 6-1*	NB No. 6-1	Montana Avenue	SFR	3		60	60	63	63	3	3	B(67)	--	62	1	0	62	1	0	61	2	0	61	2	0	61	2	0	61	2	0	61	2	0	61	2	0	61	2	0
R-6.20-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**76**	**76**	**80**	**78**	4	4	B(67)	A/E	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0
R-6.20-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**75**	**75**	**81**	**80**	6	6	B(67)	A/E	**78**	3	0	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2
R-6.20-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**74**	**74**	**81**	**80**	7	7	B(67)	A/E	**80**	1	0	**79**	2	0	**77**	4	0	**76**	5	2	**75**	6	2	**75**	6	2	**75**	6	2	**75**	6	2	**75**	6	2
R-6.21-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**71**	**71**	**77**	**77**	6	6	B(67)	A/E	**73**	4	0	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1
R-6.21-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**72**	**72**	**79**	**79**	7	7	B(67)	A/E	**76**	3	0	**75**	4	0	**74**	5	1	**74**	5	1	**73**	6	1	**73**	6	1	**73**	6	1	**73**	6	1	**73**	6	1
R-6.21-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**73**	**73**	**80**	**79**	7	7	B(67)	A/E	**79**	1	0	**77**	3	0	**76**	4	0	**74**	6	1	**73**	7	1	**73**	7	1	**73**	7	1	**73**	7	1	**73**	7	1
R-6.22-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	5		**77**	**77**	**82**	**80**	5	5	B(67)	A/E	**79**	3	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0
R-6.22-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	5		**78**	**78**	**84**	**83**	6	6	B(67)	A/E	**81**	3	0	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5
R-6.22-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	5		**79**	**79**	**84**	**84**	5	5	B(67)	A/E	**84**	0	0	**83**	1	0	**82**	2	0	**80**	4	0	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5
R-6.23	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**69**	**69**	**76**	**76**	7	7	B(67)	A/E	**72**	4	0	**71**	5	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1
R-6.24	EW 6-1*	NB No. 6-1	Montana Avenue	SFR	2		55	55	58	57	3	3	B(67)	--	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0
R-6.25	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	1		59	59	61	60	2	2	B(67)	--	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
R-6.26	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	1		**67**	**67**	**73**	**73**	6	6	B(67)	A/E	**71**	2	0	**70**	3	0	**68**	5	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1
R-6.27	EW 6-1*	NB No. 6-1	Montana Avenue	SFR	1		60	60	65	65	5	5	B(67)	--	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0
R-6.28	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	5		65	65	**66**	65	1	1	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
R-6.29	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	6		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-6.30	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	3		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0
R-6.31	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	4		55	55	57	56	2	2	B(67)	--	56	1	0	56	1	0	56	1	0	55	2	0	55	2	0	55	2	0	55	2	0	55	2	0	55	2	0
R-6.32	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	4		60	60	62	62	2	2	B(67)	--	62	0	0	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
R-6.33	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	4		57	56	59	59	3	2	B(67)	--	58	1	0	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0
R-6.34	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	4		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0
R-6.35	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	4		61	62	62	61	0	1	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	60	2	0	60	2	0
R-6.36	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0
R-6.37	EW 6-1*	NB No. 6-1	Homedale Street	SFR	4		64	64	63	63	-1	-1	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	62	1	0	61	2	0	61	2	0	61	2	0
R-6.38	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		**66**	**66**	**67**	65	1	1	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.39	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	2		**71**	**71**	**70**	**70**	-1	-1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-6.40	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	2		**69**	**69**	**70**	**70**	1	1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-6.41	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.42	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		55	55	56	56	1	1	B(67)	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0
R-6.43	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	5		58	58	59	58	1	1	B(67)	--	59	0	0	59	0	0	59	0	0	59	0	0	58	1	0	58	1	0	58	1	0	58	1	0	58	1	0
R-6.44	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R-6.45	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		64	64	64	64	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-6.46	EW 6-1*	NB No. 6-1	Homedale Street	SFR	5		60	60	60	60	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	59	1	0
R-6.47	EW 6-1*	NB No. 6-1	Homedale Street	SFR	2		62	62	63	63	1	1	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
R-6.48	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		**69**	**70**	**70**	**70**	0	1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-6.49	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		65	65	**66**	65	1	1	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0
R-6.50	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		63	63	64	63	1	1	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0
R-6.51	EW 6-1*	NB No. 6-1	Bronwood Avenue	SFR	2		61	61	62	62	1	1	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R-6.52	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		64	64	65	64	1	1	B(67)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
R-6.53-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**71**	**71**	**71**	65	0	0	B(67)	--**	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0
R-6.53-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	**69**	0	0	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0	**71**	1	0
R-6.53-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**74**	**75**	**75**	**73**	0	1	B(67)	A/E	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**74**	1	0	**73**	2	0	**73**	2	0	**73**	2	0
R-6.54-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	63	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.54-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	**66**	0	0	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0
R-6.54-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**69**	0	1	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**69**	2	0	**69**	2	0
R-6.55-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**77**	**77**	**77**	**70**	0	0	B(67)	A/E	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0
R-6.55-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**78**	**78**	**78**	**73**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0
R-6.55-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**80**	**81**	**81**	**79**	0	1	B(67)	A/E	**81**	0	0	**81**	0	0	**81**	0	0	**81**	0	0	**81**	0	0	**81**	0	0	**80**	1	0	**80**	1	0	**80**	1	0
R-6.55-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**82**	**82**	**82**	**81**	0	0	B(67)	A/E

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-6.57-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**75**	**75**	**74**	**70**	-1	-1	B(67)	A/E	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0
R-6.57-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**75**	**75**	**74**	**72**	-1	-1	B(67)	A/E	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0
R-6.57-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**78**	**78**	**78**	**77**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0
R-6.58-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	**67**	0	0	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-6.58-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**72**	**72**	**72**	**69**	0	0	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-6.58-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**74**	**74**	**75**	**74**	1	1	B(67)	A/E	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0
R-6.59	EW 6-1*		Bronwood Avenue	MFR	1		77	77	76	70	-1	-1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.60	EW 6-1*		Bronwood Avenue	SFR	2		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.61	EW 6-1*		Bronwood Avenue	SFR	2		61	62	62	62	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.62	EW 6-1*		Thurston Avenue	SFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.63	EW 6-1*		Thurston Avenue	SFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.64	EW 6-1*		Sunset Boulevard	SFR	1		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.65	EW 6-1*		Sunset Boulevard	SFR	1		61	61	62	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.66	EW 6-1*		Sunset Boulevard	SFR	1		60	61	61	61	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.1	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**69**	1	0	**68**	2	0	**68**	2	0
R-7.2	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**73**	**73**	**73**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	1	0	**70**	3	0	**70**	3	0	**70**	3	0
R-7.3	EW 7-1	NB No. 7-1	Thurston Circle	SFR	3		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0	64	1	0
R-7.4	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		**68**	**68**	**68**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0
R-7.5	EW 7-1	NB No. 7-1	Sepulveda Boulevard	Utility	1		65	65	65	58	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-7.6	EW 6-1	NB No. 7-1	Thurston Circle	SFR	1		**66**	**67**	**66**	**66**	-1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-7.7	EW 6-1	NB No. 7-1	Thurston Circle	SFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-7.8	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		60	60	61	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	59	2	0	58	3	0	57	4	0
R-7.9	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	57	1	0
R-7.10	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		58	59	59	59	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0	58	1	0
R-7.11	EW 7-1	NB No. 7-1	Thurston Place	SFR	2		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	2	0	60	3	0	59	4	0	58	5	2
R-7.12	EW 7-1	NB No. 7-1	Thurston Place	SFR	2		61	61	62	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	59	3	0	58	4	0
R-7.13	EW 7-1	NB No. 7-1	Thurston Place	SFR	2		65	65	**66**	**66**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	63	3	0	62	4	0
R-7.14	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		64	64	65	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0	62	3	0
R-7.15	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		62	62	62	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0
R-7.16	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	63	3	0	63	3	0
R-7.17	EW 7-1	NB No. 7-1	Ovada Place	SFR	1		53	54	54	53	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	53	1	0	53	1	0	52	2	0
R-7.18	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**66**	**66**	**67**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	2	0	64	3	0	63	4	0	63	4	0
R-7.19	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		**66**	**66**	**67**	**66**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	2	0	64	3	0	63	4	0	63	4	0
R-7.20	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		47	47	48	48	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	1	0	47	1	0	46	2	0	46	2	0
R-7.21	EW 7-1	NB No. 7-1	Sepulveda Boulevard	Office/Commercial	1		59	59	59	52	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-7.22	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		61	63	61	59	-2	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-7.23	EW 7-1	NB No. 7-1	Acanto Street	MFR	5		59	60	59	58	-1	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-7.24	EW 7-1	NB No. 7-1	Bellagio Road	MFR	1		55	55	56	55	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	55	1	0	54	2	0
R-7.25	EW 7-1	NB No. 7-1	Bellagio Road	SFR	1		56	56	56	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0
R-7.26-2	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		60	61	60	59	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0
R-7.26-3	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		62	63	62	61	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0
R-7.27	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		53	54	54	53	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	53	1	0	52	2	0
R-7.28	EW 7-1	NB No. 7-1	Bellagio Road	SFR	2		61	62	62	61	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	60	2	0
R-7.29	EW 7-1	NB No. 7-1	Bellagio Road	SFR	2		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-7.30	EW 7-1	NB No. 7-1	Sepulveda Boulevard	Restaurant	1		**71**	**71**	**71**	54	0	0	E(72)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-7.31	EW 7-2		Sepulveda Boulevard	Commercial	1		69	69	69	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.32	EW 7-3		Sepulveda Boulevard	Commercial	1		67	67	67	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.33	EW 7-3		Bellagio Road	MFR	1		50	50	51	48	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.34	EW 7-3		Bellagio Road	MFR	1		62	62	62	56	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.35	EW 7-3		Bellagio Road	SFR	4		65	65	65	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.36	EW 7-3		Bellagio Road	SFR	4		62	62	62	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.37	EW 7-3		Moraga Drive	Office	1		60	60	60	57	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.38	EW 7-3		Bellagio Road	MFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.39-1	EW 7-3		Bellagio Road	MFR	4		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.39-2	EW 7-3		Bellagio Road	MFR	3		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.39-3	EW 7-3		Bellagio Road	MFR	4		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.40-1	EW 7-3		Bellagio Road	MFR	1		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.40-2	EW 7-3		Bellagio Road	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.41	EW 7-3		Bellagio Road	MFR	1		57	57	57	58	57	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.42	EW 7-3		Bellagio Road	SFR	4		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.43	EW 7-3		Bellagio Road	SFR	4		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.44	EW 7-3		Bellagio Road	SFR	3		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.45	EW 7-3		Bellagio Road	SFR	3		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.46	EW 7-3		Casiano Road	SFR	3		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.47	EW 7-3		Casiano Road	SFR	1		64	64	64	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.48	EW 7-3		Sepulveda Boulevard	SFR	2		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.49	EW 7-3		Casiano Road	SFR	1		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.50	EW 7-3		Acanto Place	SFR	2		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.51	EW 7-3		Acanto Place	Assisted Living	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.52	EW 7-3		Sepulveda Boulevard	Assisted Living	1		65	65	65	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.53	EW 7-3		Acanto Place	SFR	1		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.54	EW 7-3		Acanto Place	SFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.55	EW 7-3	NB No. 7-2	Acanto Place	SFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-7.56	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		62	62	63	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	61	2	0	61	2	0	61	2	0
R-7.57	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		59	59	62	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	3	0	59	3	0	58	4	0	58	4	0
R-7.58	EW 7-3	NB No. 7-2	Acanto Place	SFR	2		60	60	63	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	3	0	60	3	0	59	4	0	59	4	0
R-7.59	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		55	55	58	57	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	3	0	55	3	0	55	3	0	55	3	0
R-7.60	EW 7-3		Acanto Place	SFR	4		57	57	60	59	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.61	EW 7-3	NB No. 7-2	Acanto Place	SFR	2		56	56	59	59	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	3	0	56	3	0	56	3	0	56	3	0
R-7.62	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		59	59	63	62	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	4	0	58	5	1	58	5	1	58	5	1
R-7.63	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	8	1	63	8	1	62	9	1	62	9	1
R-7.64	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		64	64	**73**	**72**	9	9	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	9	1	64	9	1	63	10	1	63	10	1
R-7.65	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		64	64	**72**	**71**	8	8	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	8	1	63	9	1	63	9	1	63	9	1
R-7.66	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		65	65	**69**	**68**	4	4	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	4	0	64	5	1	64	5	1	64	5	1
R-7.67	EW 7-3	NB No. 7-2	Sepulveda Boulevard	SFR	2		61	61	**68**	**67**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	7	2	61	7	2	61	7	2	60	8	2
R-7.68	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		64	64	**73**	**73**	9	9	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	9	1	64	9	1	63	10	1	63	10	1
R-7.69	EW 7-3	NB No. 7-2	Sepulveda Boulevard	SFR	1		63	63	**72**	**71**	9	9	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	9	1	63	9	1	62	10	1	62	10	1
R-7.70	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Daycare	1		68/48	68/48	**73/53**	**71/51**	5	5	D(52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68/48	5	1	68/48	5	1	68/48	5	1	68/48	5	1
R-7.71	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Daycare	1		64	64	**71**	**71**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	7	1	63	8	1	63	8	1	63	8	1

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-7.72	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Temple	1		65/47	65/47	**74/56**	**73/55**	9	9	D(52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65/47	9	1	65/47	9	1	65/47	9	1
R-7.73	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Temple	1		**67/47**	**67/47**	**72/52**	**70/50**	5	5	C(67)/D(52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67/47**	5	1	**67/47**	5	1	**67/47**	5	1
R-7.74	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Temple	1		70/49	70/49	**75/54**	**74/53**	5	5	D(52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	70/49	5	1	70/49	5	1	70/49	5	1
R-7.75	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Temple	1		63	63	**68**	**68**	5	5	C(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	5	1	63	5	1	63	5	1
R-8.1			Queensborough Lane	SFR	2		60	60	62	62	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-8.2			Queensborough Lane	SFR	4		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-8.3			Pembridge Court	SFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-8.4			Pembridge Court	SFR	1		60	60	61	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-8.5			Queensborough Lane	SFR	1		51	52	52	52	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-8.6			Queensborough Lane	SFR	3		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-8.7			Queensborough Lane	SFR	1		58	58	59	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-8.8			Queensborough Lane	SFR	1		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.1			Mulholland Drive	School	1		60/39	60/39	60/39	58/37	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.2			Longbow Drive	SFR	1		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	NF	NF	1	NF	NF	1	NF	NF	1	NF	NF	1	NF	NF	1	NF	NF	1	NF	NF	1	NF	NF	1	NF	NF	1
R-9.3			Scadlock Lane	SFR	1		51	51	51	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.4		NB No. 9-1	Scadlock Lane	SFR	2	47	**73**	**73**	**74**	**74**	1	1	B(67)	A/E	**66**	8	2	63	11	2	61	13	2	60	14	2	59	15	2	58	16	2	57	17	2	57	17	2	56	18	2
R-9.5		NB No. 9-1	Scadlock Lane	SFR	3	47	**74**	**74**	**75**	**75**	1	1	B(67)	A/E	64	11	3	63	12	3	61	14	3	60	15	3	59	16	3	59	16	3	58	17	3	57	18	3	56	19	3
R-9.6		NB No. 9-2	Scadlock Lane	SFR	3	47	**70**	**70**	**71**	**71**	1	1	B(67)	A/E	61	10	3	60	11	3	59	12	3	58	13	3	58	13	3	57	14	3	57	14	3	57	14	3	57	14	3
R-9.7		NB No. 9-2	Scadlock Lane	SFR	3	47	**74**	**74**	**75**	**75**	1	1	B(67)	A/E	**67**	8	3	64	11	3	63	12	3	61	14	3	60	15	3	59	16	3	59	16	3	58	17	3	58	17	3
R-9.8		NB No. 9-3	Scadlock Lane	SFR	2	47	64	65	65	65	0	1	B(67)	--	64	1	0	62	3	0	61	4	0	60	5	2	60	5	2	59	6	2	59	6	2	58	7	2	58	7	2
R-9.9		NB No. 9-3	Scadlock Lane	SFR	3	47	**72**	**72**	**73**	**73**	1	1	B(67)	A/E	64	9	3	62	11	3	61	12	3	60	13	3	59	14	3	59	14	3	57	16	3	57	16	3	56	17	3
R-9.10		NB No. 9-3	Scadlock Lane	SFR	3	47	64	64	65	65	1	1	B(67)	--	61	4	0	61	4	0	60	5	3	60	5	3	59	6	3	59	6	3	59	6	3	58	7	3	58	7	3
R-9.11		NB No. 9-3	Scadlock Lane	SFR	3	47	**67**	**67**	**67**	**67**	0	0	B(67)	A/E	63	4	0	63	4	0	62	5	3	62	5	3	61	6	3	60	7	3	60	7	3	60	7	3	59	8	3
R-9.12		NB No. 9-3	Scadlock Lane	SFR	1	47	56	56	56	56	0	0	B(67)	--	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	54	2	0
R-9.13		NB No. 9-3	Scadlock Lane	SFR	1	47	**66**	**66**	**67**	**67**	1	1	B(67)	A/E	64	3	0	64	3	0	63	4	0	62	5	1	62	5	1	61	6	1	61	6	1	60	7	1	60	7	1
R-9.14		NB No. 9-3	Scadlock Lane	SFR	1	47	57	57	57	57	0	0	B(67)	--	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0
R-9.15		NB No. 9-3	Scadlock Lane	SFR	2	47	54	54	54	54	0	0	B(67)	--	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0
R-9.16		NB No. 9-3	Scadlock Lane	SFR	1	47	53	53	54	54	1	1	B(67)	--	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0
R-9.17		NB No. 9-3	Scadlock Lane	SFR	1	47	57	57	57	57	0	1	B(67)	--	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0
R-9.18			Scadlock Lane	SFR	1	47	62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.19		NB No. 9-4	Scadlock Lane	SFR	1	47	**74**	**74**	**75**	**75**	1	1	B(67)	A/E	65	10	1	63	12	1	62	13	1	61	14	1	60	15	1	59	16	1	59	16	1	58	17	1	57	18	1
R-9.20		NB No. 9-4	Scadlock Lane	SFR	2	47	**72**	**73**	**73**	**73**	0	1	B(67)	A/E	**66**	7	2	64	9	2	63	10	2	62	11	2	61	12	2	60	13	2	59	14	2	59	14	2	59	14	2
R-9.21		NB No. 9-4	Moonridge Drive	SFR	1	47	**66**	**66**	**74**	**74**	8	8	B(67)	A/E	**66**	8	1	**66**	8	1	65	9	1	65	9	1	64	10	1	64	10	1	63	11	1	61	13	1	60	14	1
R-9.22		NB No. 9-4	Scadlock Lane	SFR	2	47	63	63	63	63	0	0	B(67)	--	60	3	0	59	4	0	59	4	0	58	5	2	58	5	2	57	6	2	57	6	2	57	6	2	57	6	2
R-9.23			Moonridge Drive	SFR	1	47	57	57	58	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.24			Scadlock Lane	SFR	2	47	51	51	51	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.25			Scadlock Lane	SFR	1	47	63	63	65	65	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.26			Briarwood Drive	SFR	1	47	53	53	54	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.27			Briarwood Drive	SFR	1	47	51	51	51	51	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.28			Scadlock Lane	SFR	1	47	51	52	52	52	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.29			Scadlock Lane	SFR	1	47	50	50	50	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.30			Scadlock Lane	SFR	1	47	49	49	49	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.31			Deerhorn Road	SFR	1	47	48	48	48	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.32			Deerhorn Road	SFR	1	47	48	48	48	48	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.33			Deerhorn Road	SFR	1	47	48	48	48	48	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.34			Briarwood Drive	SFR	2	47	56	56	57	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.35		NB No. 9-5	Briarwood Drive	SFR	2	47	**75**	**75**	**76**	**76**	1	1	B(67)	A/E	65	11	2	63	13	2	61	15	2	61	15	2	60	16	2	59	17	2	59	17	2	58	18	2	58	18	2
R-9.36		NB No. 9-5	Briarwood Drive	SFR	3	47	**68**	**69**	**70**	**70**	1	2	B(67)	A/E	61	9	3	60	10	3	60	10	3	59	11	3	59	11	3	58	12	3	58	12	3	58	12	3	58	12	3
R-9.37		NB No. 9-5	Briarwood Drive	SFR	3	47	64	65	**66**	**66**	1	2	B(67)	A/E	60	6	3	59	7	3	58	8	3	58	8	3	57	9	3	57	9	3	56	10	3	56	10	3	56	10	3
R-9.38		NB No. 9-5	Briarwood Drive	SFR	3	47	**69**	**69**	**70**	**70**	1	1	B(67)	A/E	60	10	3	58	12	3	57	13	3	57	13	3	56	14	3	56	14	3	55	15	3	55	15	3	55	15	3
R-9.39		NB No. 9-5	Briarwood Drive	SFR	2	47	**69**	**70**	**70**	**70**	0	1	B(67)	A/E	58	12	2	56	14	2	55	15	2	54	16	2	54	16	2	54	16	2	54	16	2	53	17	2	53	17	2
R-9.40		NB No. 9-5	Briarwood Drive	SFR	1	47	**69**	**69**	**70**	**70**	1	1	B(67)	A/E	59	11	1	57	13	1	55	15	1	55	15	1	54	16	1	53	17	1	53	17	1	52	18	1	52	18	1
R-9.41		NB No. 9-5	Briarwood Drive	SFR	1	47	60	60	61	61	1	1	B(67)	--	56	5	1	55	6	1	54	7	1	54	7	1	53	8	1	53	8	1	52	9	1	52	9	1	52	9	1
R-9.42		NB No. 9-5	Briarwood Drive	SFR	3	47	52	52	52	52	1	1	B(67)	--	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0
R-9.43		NB No. 9-5	Briarwood Drive	SFR	3	47	49	50	50	50	0	1	B(67)	--	49	1	0	49	1	0	49	1	0	49	1	0	49	1	0	49	1	0	49	1	0	49	1	0	49	1	0
R-9.44		NB No. 9-5	Briarwood Drive	SFR	3	47	51	51	51	51	1	1	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
R-9.45		NB No. 9-5	Briarwood Drive	SFR	3	47	53	53	54	54	1	1	B(67)	--	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0	53	1	0
R-9.46		NB No. 9-5	Briarwood Drive	SFR	2	47	59	59	60	60	1	1	B(67)	--	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0
R-9.47		NB No. 9-6	Del Gado Drive	SFR	1		**71**	**71**	**72**	**72**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0
R-9.48	EW 9-1	NB No. 9-6	Del Gado Drive	SFR	1		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-9.49	EW 9-1	NB No. 9-6	Sepulveda Boulevard	SFR	2		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.50	EW 9-1	NB No. 9-6	Del Gado Drive	SFR	1		**69**	**69**	**70**	**70**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.51	EW 9-1	NB No. 9-6	Sepulveda Boulevard	SFR	1		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.52	EW 9-1	NB No. 9-6	Sepulveda Boulevard	SFR	1		**69**	**69**	**70**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.53	EW 9-1	NB No. 9-6	Del Gado Drive	SFR	1		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-9.54	EW 9-1	NB No. 9-6	Sepulveda Boulevard	SFR	1		**70**	**70**	**71**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-9.55	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.56-2	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	9		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0
R-9.56-3	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	9		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**69**	2	0	**68**	3	0	**68**	3	0	**67**	4	0
R-9.56-4	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	9		**82**	**83**	**84**	**84**	1	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**79**	5	9	**75**	9	9	**73**	11	9	**72**	12	9	**71**	13	9
R-9.57-2	EW 9-1	NB No. 9-6	Sutton Street	MFR	2		65	**66**	**66**	**66**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	64	2	0	63	3	0	62	4	0
R-9.57-3	EW 9-1	NB No. 9-6	Sutton Street	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**66**	4	0	**66**	4	0	65	5	2
R-9.58-2	EW 9-1	NB No. 9-6	Sutton Street	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0
R-9.58-3	EW 9-1	NB No. 9-6	Sutton Street	MFR	2		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**67**	2	0	**66**	3	0	65	4	0	65	4	0
R-9.59-2	EW 9-1	NB No. 9-6	Valley Vista Boulevard	MFR	4		**71**	**71**	**71**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.59-3	EW 9-1	NB No. 9-6	Valley Vista Boulevard	MFR	4		**71**	**70**	**71**	62	1	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.60-2	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	3		**70**	**70**	**70**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.60-3	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	3		**71**	**70**	**70**	64	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.61	EW 9-1	NB No. 9-6	Sutton Street	MFR	1		70	69	69	61	0	-1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
R-9.62-1	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	5		64	65	65	65	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0	63	2	0	63	2	0
R-9.62-2	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	5		**66**	**67**	**67**	**67**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	65	2	0	65	2	0	64	3	0	63	4	0
R-9.62-3	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	5		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**69**	2	0	**68**	3	0	**67**	4	0	**66**	5	5	**66**	5	5
R-9.63-1	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	4		**70**	**70**	**70**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.63-2	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	4		**71**	**70**	**70**	65	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.63-3	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	4		**71**	**71**	**71**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-9.63-4	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	4		**72**	**72**	**72**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0	**71**	1	0
R-9.64-1	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	7		**72**	**71**	**71**	**66**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-9.64-2	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	7		**73**	**73**	**73**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0
R-9.64-3	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	7		**74**	**74**	**74**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**73**	1	0	**73**	1	0	**73**	1	0	**73**	1	0

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-9.64-4	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	7		**75**	**75**	**75**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**74**	1	0	**74**	1	0	**74**	1	0
R-9.65		NB No. 9-6	Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.66	EW 9-1		Saugus Avenue	MFR	1		49	49	49	46	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.67-2	EW 9-1		Saugus Avenue	MFR	6		49	49	49	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.67-3	EW 9-1		Saugus Avenue	MFR	6		53	53	53	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.67-4	EW 9-1		Saugus Avenue	MFR	6		52	52	53	51	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.68	EW 9-1		Saugus Avenue	MFR	2		51	51	51	48	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.69			Sepulveda Boulevard	Commercial	1		74	74	74	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.70			Sepulveda Boulevard	Restaurant	1		65	65	65	65	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.71			Sepulveda Boulevard	Restaurant	1		63	63	64	63	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.72-1			Saugus Avenue	MFR	4		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.72-2			Saugus Avenue	MFR	5		65	65	65	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.73			Saugus Avenue	Restaurant	1		65	65	65	60	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.74			Saugus Avenue	Restaurant/Commercial	0		70	69	69	61	0	-1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.75			Ventura Boulevard	Commercial	1		65	65	65	61	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.76			Ventura Boulevard	Recording Studios	1		74/50	73/49	73/49	58/34	0	-1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.1	EW 9-2		Ventura Boulevard	Office	1		63	63	63	51	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.2			Sepulveda Boulevard	MFR	1		58	58	60	60	2	2	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.3	EW 10-1		Sepulveda Boulevard	Motel	1		66	66	67	61	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR Pool	1		**73**	**74**	**74**	**74**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**73**	1	0	**72**	2	0	**71**	3	0	**70**	4	0
R-10.5-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		62	63	**66**	**66**	3	4	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
R-10.5-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**71**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**69**	2	0			
R-10.6-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		65	**66**	**68**	**68**	2	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-10.6-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**69**	2	0	**69**	2	0
R-10.7-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		**66**	**66**	**68**	**68**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-10.7-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		**70**	**71**	**72**	**72**	1	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0			
R-10.8-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**76**	**76**	**76**	**76**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**76**	0	0	**76**	0	0	**75**	1	0	**70**	6	2	**67**	9	2
R-10.8-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**77**	**78**	**78**	**78**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**77**	1	0	**77**	1	0	**77**	1	0			
R-10.9-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**76**	**76**	**76**	**76**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**76**	0	0	**76**	0	0	**75**	1	0	**70**	6	2	**68**	8	2
R-10.9-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**77**	1	0	**77**	1	0	**77**	1	0			
R-10.10-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	4		**76**	**77**	**77**	**77**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**76**	1	0	**76**	1	0	**75**	2	0	**71**	6	4	**69**	8	4
R-10.10-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0
R-11.1		NB No. 11-1	Morrison Street	School	1		**69/44**	**69/44**	**69/44**	**67/42**	0	0	C(67)/D(52)	A/E	65/40	4	0	65/40	4	0	64/39	5	1	63/38	6	1	62/37	7	1	62/37	7	1	62/37	7	1	61/36	8	1	61/36	8	1
R-11.2		NB No. 11-1	Morrison Street	Office	1		66	66	66	63	0	0	E	--	65	1	0	65	1	0	64	2	0	63	3	0	63	3	0	62	4	0	62	4	0	61	5	1	61	5	1
R-11.3		NB No. 11-1	Morrison Street	Commercial	1		73	73	74	73	1	1	E	--	70	4	0	69	5	1	68	6	1	68	6	1	68	6	1	67	7	1	67	7	1	67	7	1	67	7	1
R-11.4			Morrison Street	Commercial	1		74	74	75	74	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.5			Morrison Street	Fire Dept	1		70	70	70	70	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.6			Morrison Street	Fire Station	1		60	60	60	57	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.7			Morrison Street	Army Reserve	1		64	64	64	61	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.8	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	School	1		**69/37**	**69/37**	**70/38**	**69/37**	1	1	C(67)/D(52)	A/E	--	--	--	--	--	--	**70/38**	0	0	**69/37**	1	0	**69/37**	1	0	**68/36**	2	0	**68/36**	2	0	**68/36**	2	0	**68/36**	2	0
R-11.9-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-11.9-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**71**	**71**	**71**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-11.10-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		**69**	**69**	**69**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-11.10-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		**70**	**70**	**71**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-11.11-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**68**	**68**	**69**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-11.11-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**70**	**70**	**70**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-11.12-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	24		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0
R-11.12-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	24		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0
R-11.13-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0
R-11.13-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0
R-11.14-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0
R-11.14-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0
R-11.15-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0
R-11.15-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		61	62	62	62	0	1	B(67)	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0
R-11.16-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		56	56	57	57	1	1	B(67)	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0	55	2	0	55	2	0	55	2	0	55	2	0
R-11.16-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	59	1	0	58	2	0
R-11.17	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0
R-11.18	EW 11-2	NB Nos. 11-2a & 11-2b	Weddington Street	MFR	1		50	50	51	50	1	1	B(67)	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0	49	2	0	49	2	0	49	2	0	49	2	0
R-11.19	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	School	1		64/44	64/44	65/45	65/45	1	1	C(67)/D(52)	--	--	--	--	--	--	--	65/45	0	0	65/45	0	0	64/44	1	0	64/44	1	0	64/44	1	0	64/44	1	0	64/44	1	0
R-11.20	EW 11-2	NB Nos. 11-2a & 11-2b	Weddington Street	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	54	1	0	54	1	0
R-11.21	EW 11-2	NB Nos. 11-2a & 11-2b	Weddington Street	MFR	1		51	51	51	50	0	0	B(67)	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0	50	1	0
R-11.22-1	EW 11-3		Weddington Street	MFR	1		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.22-2	EW 11-3		Weddington Street	MFR	2		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.23	EW 11-3		Weddington Street	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.24	EW 11-3		Weddington Street	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.25	EW 11-3		Weddington Street	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.26-2	EW 11-3		Weddington Street	MFR	1		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.26-3	EW 11-3		Weddington Street	MFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.27	EW 11-3		Weddington Street	MFR	1		49	49	49	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.28	EW 11-3		Sepulveda Boulevard	Church	1		57/37	57/37	57/37	56/36	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.29	EW 11-3		Sepulveda Boulevard	Church	1		57/37	57/37	57/37	54/34	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.30	EW 11-3		Sepulveda Boulevard	MFR	1		55	55	55	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.31	EW 11-3		Sepulveda Boulevard	MFR	1		54	54	54	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.32	EW 11-3		Sepulveda Boulevard	MFR	1		56	56	56	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.33	EW 11-3		Sepulveda Boulevard	MFR Pool	1		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.34	EW 11-3	NB No. 11-3	Sepulveda Boulevard	MFR	1		54	54	55	52	1	1	B(67)	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0
R-11.35-1	EW 11-3	NB No. 11-3	Albers Street	MFR	2		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	61	2	0
R-11.35-2	EW 11-3	NB No. 11-3	Albers Street	MFR	2		63	64	64	64	0	1	B(67)	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0
R-11.36-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0
R-11.36-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
R-11.37-1	EW 11-3	NB No. 11-3	Albers Street	MFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0	61	2	0	61	2	0	61	2	0
R-11.37-2	EW 11-3	NB No. 11-3	Albers Street	MFR	2		62	63	63	63	0	1	B(67)	--	--	--	--	--	--	--	63	0	0	62	1	0	61	2	0	61	2	0	60	3	0	60	3	0	60	3	0
R-11.38-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		57	57	58	58	1	1	B(67)	--	--	--	--	--	--	--	57	1	0	57	1	0	56	2	0	55	3	0	55	3	0	55	3	0	55	3	0
R-11.38-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	56	3	0	56	3	0	55	4	0	55	4	0
R-11.39-1	EW 11-3	NB No. 11-3	Albers Street	MFR	2		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0	62	3	0	61	4	0	61	4	0	61	4	0
R-11.39-2	EW 11-3	NB No. 11-3	Albers Street	MFR	2		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	63	1	0	62	2	0	61	3	0	60	4	0	60	4	0	59	5	2	59	5	2
R-11.40-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	58	0	0	57	1	0	57	1	0	56	2	0	55	3	0	55	3	0	55	3	0
R-11.40-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	58	1	0	58	1	0	57	2	0	56	3	0	55	4	0	55	4	0	55	4	0
R-11.41-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	62	2	0	62	2	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-11.41-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		**70**	**70**	**70**	**70**	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	64	6	4	63	7	4	62	8	4	61	9	4	61	9	4	60	10	4
R-11.42	EW 11-3	NB No. 11-3	Albers Street	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0
R-11.43	EW 11-3	NB No. 11-3	Sepulveda Boulevard	MFR	1		56	56	56	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0
R-11.44	EW 11-3	NB No. 11-3	Sepulveda Boulevard	MFR	1		56	56	56	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0
R-11.45		NB No. 11-3	Sepulveda Boulevard	MFR	1		64	64	64	59	0	0	B(67)	--	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
R-11.46			Sepulveda Boulevard	Hotel	1		61	61	61	58	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.47-1			Sepulveda Boulevard	MFR	4		**71**	**70**	**70**	57	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.47-2			Sepulveda Boulevard	MFR	6		**71**	**70**	**71**	60	1	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.47-3			Sepulveda Boulevard	MFR	7		**71**	**71**	**71**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.1			Sepulveda Boulevard	Commercial	1		65	66	66	63	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.2			Sepulveda Boulevard	Medical Facility	1		65/41	65/41	66/42	65/41	1	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.3			Sepulveda Boulevard	Commercial	1		70	70	71	70	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.4			Sepulveda Boulevard	Commercial	1		71	71	72	72	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.5			Sepulveda Boulevard	Hotel	1		70	70	70	58	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.6			Sepulveda Boulevard	Restaurant/Retail	1		70	70	70	56	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.7-2			Sepulveda Boulevard	MFR	2		**69**	**69**	**69**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.7-3			Sepulveda Boulevard	MFR	5		**69**	**69**	**69**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.8			Sepulveda Boulevard	MFR	1		68	69	69	51	0	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.9			Sepulveda Boulevard	MFR	1		69	69	69	49	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.10			Sepulveda Boulevard	MFR	1		69	69	69	50	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.11			Sepulveda Boulevard	MFR	1		70	70	70	56	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.12			Sepulveda Boulevard	Office	1		65	65	66	66	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.13			Peach Avenue	Commercial	1		71	71	70	70	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.14			Oxnard Street	Commercial	1		71	71	70	70	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.15			Oxnard Street	Commercial	1		73	73	72	72	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.16			Oxnard Street	Commercial	1		53	53	53	53	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.17			Oxnard Street	Industrial	1		66	66	68	68	2	2	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.18			Oxnard Street	Industrial	1		70	70	72	72	2	2	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.19			Erwin Street	Office/Commercial	1		68	68	69	69	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.20	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Erwin Street	SFR	2		57	57	60	60	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	3	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.21	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	5		58	58	62	62	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	58	4	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.22	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	5		58	58	62	62	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	59	3	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.23	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	5		58	58	61	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	58	3	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.24	EW 12-1		Blucher Avenue	SFR	3		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.25	EW 12-1		Blucher Avenue	SFR	3		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.26	EW 12-1		Blucher Avenue	SFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.27	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Orion Avenue	SFR	3		57	57	63	63	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	6	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.28	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	4		57	57	63	63	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	6	4	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.29	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	3		57	58	63	63	5	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	58	5	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.30	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Avenue	SFR	4		57	57	60	60	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	58	2	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.31	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Sylvan Street	SFR	2		59	59	65	65	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	59	6	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.32	EW 12-1*	NB No. 12-1 (Replace In-Kind)	Blucher Court	SFR	2		58	58	62	62	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	58	4	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.33	EW 12-1		Sylvan Street	SFR	1		57	57	60	60	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.34	EW 12-1		Friar Street	SFR	3		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.35	EW 12-1		Sylvan Street	SFR	3		59	59	62	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.36	EW 12-1		Victory Boulevard	SFR	2		65	65	64	62	-1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.37	EW 12-1		Blucher Avenue	SFR	2		62	63	62	60	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.38	EW 12-1		Victory Boulevard	SFR	2		64	64	62	58	-2	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.39	EW 12-1		Blucher Avenue	SFR	1		**73**	**73**	**69**	62	-4	-4	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.40	EW 12-1		Blucher Avenue	SFR	5		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.41	EW 12-1		Victory Boulevard	MFR	1		70	70	68	66	-2	-2	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.42	EW 12-1		Victory Boulevard	MFR	1		69	69	67	63	-2	-2	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.43	EW 12-2		Victory Boulevard	MFR	1		70	70	69	62	-1	-1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.1	EW 13-3		Tabor Street	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.2	EW 13-3		Tabor Street	SFR	1		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.3	EW 13-3		Tabor Street	SFR	1		50	50	50	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.4	EW 13-3		Tabor Street	SFR	1		55	55	56	52	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.5-1	EW 13-3		Sawtelle Boulevard	MFR	3		57	57	57	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.5-2	EW 13-3		Sawtelle Boulevard	MFR	1		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.6-1	EW 13-3		Sawtelle Boulevard	MFR	4		56	56	56	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.6-2	EW 13-3		Sawtelle Boulevard	MFR	2		60	60	60	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.7	EW 13-3		Westminster Avenue	MFR	1		67	67	68	68	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.8-2	EW 13-3		Sawtelle Boulevard	MFR	2		61	61	62	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.9-2	EW 13-3		Sawtelle Boulevard	MFR	4		62	62	62	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.10-2	EW 13-3		Sawtelle Boulevard	MFR	4		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.11-2	EW 13-3		Sawtelle Boulevard	MFR	2		58	58	59	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.12-2	EW 13-3		Sawtelle Boulevard	MFR	2		61	61	61	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.13-2	EW 13-3		Sawtelle Boulevard	MFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.14-2	EW 13-3		Sawtelle Boulevard	MFR	2		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.15-2	EW 13-3		Sawtelle Boulevard	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.16-2	EW 13-3		Sawtelle Boulevard	MFR	1		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.17-1	EW 13-3		Sawtelle Boulevard	MFR	1		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.17-2	EW 13-3		Sawtelle Boulevard	MFR	1		54	54	54	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.18-1	EW 13-3		Sawtelle Boulevard	MFR	3		53	54	54	50	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.18-2	EW 13-3		Sawtelle Boulevard	MFR	3		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.19-1	EW 13-3		Sawtelle Boulevard	MFR	3		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.19-2	EW 13-3		Sawtelle Boulevard	MFR	3		56	56	56	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.20-1	EW 13-3		Sawtelle Boulevard	MFR	1		55	55	55	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.20-2	EW 13-3		Sawtelle Boulevard	MFR	1		58	58	58	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.21-2	EW 13-3		Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.22-2	EW 13-3		Sawtelle Boulevard	MFR	3		**71**	**71**	**71**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.23-2	EW 13-3		Westminster Avenue	MFR	5		52	52	53	52	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.24-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	1	0	**71**	2	0	**70**	3	0
R-13.25-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	1	0	**71**	2	0	**71**	2	0
R-13.26-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		**73**	**73**	**74**	**74**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	1	0	**72**	2	0	**72**	2	0
R-13.27-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**74**	**74**	**75**	**75**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**74**	1	0	**74**	1	0
R-13.28-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0
R-13.29-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0
R-13.30-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]: 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-13.31-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0
R-13.32-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		**66**	**66**	**67**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0
R-13.33-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		64	64	65	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0
R-13.33-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**66**	**66**	**66**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-13.34-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0
R-13.34-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**66**	**67**	**67**	**67**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0
R-13.35	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		63	63	64	53	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-13.36-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0
R-13.37-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		62	62	62	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0
R-13.38-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		60	60	61	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0
R-13.39-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	56	2	0
R-13.40	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	58	2	0
R-13.41-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0
R-13.41-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0
R-13.42-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0
R-13.42-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.43-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.43-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**73**	**73**	**73**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.44-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0
R-13.45-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0
R-13.46-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-13.46-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**70**	**71**	**71**	**71**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.46-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.47-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.47-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.47-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.48-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	47	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.48-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.48-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.49-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	5		**74**	**74**	**74**	49	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.49-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	6		**74**	**74**	**74**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.49-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	6		**74**	**74**	**74**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.50-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**75**	**75**	**75**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-13.50-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**75**	**75**	**75**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-13.50-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**75**	**75**	**75**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-13.51	EW 13-4		Palms Boulevard	MFR	1		69	69	69	69	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.52-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		**68**	**68**	**68**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-13.53-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0
R-13.54-1	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-13.54-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**66**	1	0
R-13.55-1	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.55-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.56	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		**66**	**66**	**67**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0
R-13.57	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0
R-13.58	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	3		63	63	63	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-13.59	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	3		**68**	**68**	**68**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-13.60	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		**70**	**70**	**70**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0
R-13.61	EW 13-4		Woodbine Street	Park	1		**70**	**70**	**70**	60	0	0	C(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.62	EW 13-4		Rose Avenue	SFR	1		**67**	**67**	**67**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.63	EW 13-4	NB No. 13-2	Sawtelle Boulevard	Church	1		70/50	70/50	**71/51**	**71/51**	1	1	D(52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	70/50	1	0	69/49	2	0	69/49	2	0
R-13.64	EW 13-4		Sawtelle Boulevard	Church	1		60	61	61	61	0	1	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.65			Sawtelle Boulevard	MFR	1		65	65	65	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.66	EW 13-5		Sawtelle Boulevard	MFR	1		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.67	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	59	3	0
R-13.68	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	65	3	0	64	4	0
R-13.69	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	65	4	0	64	5	1
R-13.70	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		56	57	57	56	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	55	2	0
R-13.71	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	57	1	0
R-13.72	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		65	64	65	65	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	62	3	0	61	4	0
R-13.73	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	60	2	0
R-13.74			Kingsland Street	SFR	1		**71**	**71**	**71**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.75-2			Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.76-2			Sawtelle Boulevard	MFR	6		**72**	**72**	**72**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.77-1	EW 13-5		Sawtelle Boulevard	MFR	4		**71**	**72**	**72**	60	0	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.77-2	EW 13-5		Sawtelle Boulevard	MFR	4		**72**	**72**	**72**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.78-1	EW 13-5		Sawtelle Boulevard	MFR	3		**71**	**71**	**71**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.78-2	EW 13-5		Sawtelle Boulevard	MFR	3		**72**	**72**	**72**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.79	EW 13-5		Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.80-1	EW 13-5		Sawtelle Boulevard	MFR	5		**71**	**72**	**72**	60	0	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.80-2	EW 13-5		Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.81-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-13.81-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-13.82-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	8		**71**	**71**	**71**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.82-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	8		**71**	**71**	**71**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.82-3	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	7		**71**	**71**	**71**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.83-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**71**	**71**	**71**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.83-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**71**	**71**	**71**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.83-3	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	4		**71**	**71**	**71**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.84-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**71**	**71**	**71**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.84-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-13.84-3	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	4		**73**	**73**	**73**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0	**73**	0	0	**73**	0	0	**73**	0	0
R-13.85			Sawtelle Boulevard	Medical Clinic	1		67/47	68/48	68/48	67/47	0	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.86			Sawtelle Boulevard	Church	1		68/48	68/48	68/48	67/47	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.87			National Boulevard	Gas Station	1		69	69	69	68	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.88			Sawtelle Boulevard	Restaurant	1		72	72	72	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-14.1			National Boulevard	Adult Day Care	1		68/48	68/48	68/48	67/47	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-14.2			National Boulevard	Restaurant/Commercial	1		61	61	61	60	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-14.3	EW 14-1		Sawtelle Boulevard	Dental	1		62/42	62/42	62/42	62/42	0	0	D(52)	-

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-14.5-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	**66**	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-14.5-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-14.6-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		51	51	54	52	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	53	1	0	53	1	0
R-14.6-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		56	56	61	60	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0
R-14.7-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	8		54	54	57	56	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	57	0	0	57	0	0
R-14.7-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	8		58	58	62	61	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0
R-14.8-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		54	54	57	56	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	57	0	0	57	0	0
R-14.8-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		57	57	61	60	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0
R-14.9-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**69**	**69**	**69**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.9-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		**69**	**69**	**69**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.10-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	57	1	0	57	1	0
R-14.10-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0	61	1	0
R-14.11-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		56	56	56	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	55	1	0
R-14.11-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0
R-14.12-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		56	56	56	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0
R-14.12-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		58	58	60	59	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-14.13-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		56	56	57	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-14.13-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		58	58	60	58	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0
R-14.14-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		**68**	**68**	**68**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-14.14-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		**69**	**69**	**69**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.15-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		56	56	61	60	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	59	2	0
R-14.15-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		58	58	63	62	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	61	2	0
R-14.15-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.16-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		54	54	60	59	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0	59	1	0
R-14.16-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		57	57	63	63	6	6	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	61	2	0
R-14.16-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0
R-14.17-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		52	52	59	57	7	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0	58	1	0
R-14.17-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		57	57	62	61	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0	61	1	0
R-14.17-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.18-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		53	53	60	58	7	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	59	1	0	59	1	0
R-14.18-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		55	55	63	62	8	8	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	61	2	0	61	2	0
R-14.18-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**66**	**66**	**68**	**67**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.19-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		57	57	59	57	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-14.19-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0
R-14.19-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		64	64	**67**	**66**	3	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0
R-14.20-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	58	1	0	58	1	0
R-14.20-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	61	2	0
R-14.20-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		64	65	**67**	**66**	2	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-14.21-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		58	58	60	59	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0	58	2	0
R-14.21-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	61	2	0
R-14.21-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		64	64	**68**	**67**	4	4	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.22-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0
R-14.22-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-14.22-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0
R-14.23-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0	62	2	0
R-14.23-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0
R-14.23-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.24-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		63	63	64	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0	63	1	0
R-14.24-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**66**	**66**	**68**	**67**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-14.24-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**68**	**68**	**70**	**68**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**69**	1	0	**69**	1	0	**68**	2	0
R-14.25-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**68**	**68**	**68**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-14.25-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.25-4	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**70**	**70**	**70**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0
R-14.26	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0	64	1	0
R-14.27	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	1		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-14.28	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	1		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0	61	1	0
R-14.29	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		59	59	60	58	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0
R-14.30	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	1		57	57	58	56	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	57	1	0	56	2	0
R-14.31	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	1		58	58	59	56	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-14.32	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	MFR	2		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	58	2	0	58	2	0
R-14.33	EW 14-1	NB Nos. 14-1a and 14-1b	Ivy Place	SFR	1		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-14.34	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	2		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	61	2	0	61	2	0
R-14.35	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	4		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	61	2	0
R-14.36	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	3		62	62	62	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	60	2	0
R-14.37	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	3		62	62	62	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0	61	1	0
R-14.38		NB Nos. 14-1a and 14-1b	Ivy Place	SFR	2		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	**67**	3	0	65	5	2	64	6	2	63	7	2	63	7	2	63	7	2	62	8	2	61	9	2	61	9	2
R-14.39		NB Nos. 14-1a and 14-1b	Ivy Place	SFR	2		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	65	2	0	65	2	0	64	3	0	64	3	0	63	4	0	63	4	0	62	5	2	62	5	2	62	5	2
R-14.40		NB Nos. 14-1a and 14-1b	Ivy Place	SFR	3		65	65	**66**	64	1	1	B(67)	--**	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0	64	2	0	62	4	0	62	4	0	62	4	0
R-14.41		NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	4		65	65	65	62	0	0	B(67)	--	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0	63	2	0	62	3	0	62	3	0
R-14.42		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	MFR	1		61	61	61	54	0	0	B(67)	--	61	0	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0
R-14.43		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	1		**66**	**66**	**67**	**66**	1	1	B(67)	A/E	63	4	0	62	5	1	61	6	1	60	7	1	60	7	1	60	7	1	59	8	1	58	9	1	58	9	1
R-14.44		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	1		62	63	63	61	0	1	B(67)	--	62	1	0	62	1	0	61	2	0	60	3	0	60	3	0	59	4	0	58	5	1	58	5	1	58	5	1
R-14.45		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	1		65	65	65	60	0	0	B(67)	--	64	1	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
R-14.46		NB Nos. 14-1a and 14-1b	Graham Place	SFR	2		65	65	65	60	0	0	B(67)	--	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0
R-14.47		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	2		65	65	65	61	0	0	B(67)	--	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0
R-14.48		NB Nos. 14-1a and 14-1b	Graham Place	School	1		69/38	69/38	69/38	62/31	0	0	D(52)	--	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0
R-14.49		NB Nos. 14-1a and 14-1b	Graham Place	School	1		**72/51**	**72/51**	**73/52**	64/43	1	1	D(52)	--**	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0
R-14.50		NB Nos. 14-1a and 14-1b	Graham Place	School	1		72/41	72/41	72/41	64/33	0	0	D(52)	--	72/41	0	0	72/41	0	0	72/41	0	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0
R-14.51-1		NB Nos. 14-1a and 14-1b	Graham Place	MFR	1		**75**	**75**	**75**	65	0	0	B(67)	--**	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0
R-14.51-2		NB Nos. 14-1a and 14-1b	Graham Place	MFR	1		**76**	**76**	**76**	**68**	0	0	B(67)	A/E	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0
R-15.1			Sawtelle Boulevard	Commercial	1		73	73	73	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.2-1		NB No. 15-1	Sawtelle Boulevard	MFR	2		**69**	**69**	**69**	**66**	0	0	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-15.2-2		NB No. 15-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-15.8		NB No. 15-1	Pearl Street	SFR	1		**66**	**66**	**66**	63	0	0	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-15.9		NB No. 15-1	Pearl Street	SFR	1		61	61	61	59	0	0	B(67)	--	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
R-15.10-1		NB No. 15-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	**67**	0	0	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0
R-15.10-2		NB No. 15-1	Sawtelle Boulevard	MFR	2		**73**	**73**	**73**	**69**	0	0	B(67)	A/E	**73**	0	0	**73**	0	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0	**72**	1	0
R-15.11-1		NB No. 15-1	Sawtelle Boulevard	MFR	1		**71**	**71**	**71**	65	0	0	B(67)	--**	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-15.11-2		NB No. 15-1	Sawtelle Boulevard	MFR	1		**72**	**72**	**72**	**67**	0	0	B(67)	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0
R-15.12-1		NB No. 15-1	Sawtelle Boulevard	MFR	1		**71**	**71**	**71**	65	0	0	B(67)	--**	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-15.12-2		NB No. 15-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	**68**	0	0	B(67)	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0
R-15.13		NB No. 15-1	Sawtelle Boulevard	Preschool	1		64	64	64	62	0	0	C(67)	--	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0
R-15.14-2		NB No. 15-1	Exposition Boulevard	MFR	3		**74**	**74**	**74**	**70**	0	0	B(67)	A/E	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0
R-15.14-3		NB No. 15-1	Exposition Boulevard	MFR	3		**74**	**74**	**75**	**71**	1	1	B(67)	A/E	**73**	2	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0
R-15.14-4		NB No. 15-1	Exposition Boulevard	MFR	3		**77**	**77**	**77**	**75**	0	0	B(67)	A/E	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0
R-15.14-5		NB No. 15-1	Exposition Boulevard	MFR	3		**78**	**78**	**78**	**77**	0	0	B(67)	A/E	**75**	3	0	**75**	3	0	**75**	3	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0
R-15.15-2		NB No. 15-1	Exposition Boulevard	MFR	1		**74**	**74**	**74**	**71**	0	0	B(67)	A/E	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0
R-15.15-3		NB No. 15-1	Exposition Boulevard	MFR	1		**74**	**74**	**74**	**72**	0	0	B(67)	A/E	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**71**	3	0	**71**	3	0
R-15.15-4		NB No. 15-1	Exposition Boulevard	MFR	1		**75**	**75**	**75**	**74**	0	0	B(67)	A/E	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0	**72**	3	0
R-15.15-5		NB No. 15-1	Exposition Boulevard	MFR	1		**76**	**76**	**77**	**76**	1	1	B(67)	A/E	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**73**	4	0	**72**	5	1	**72**	5	1	**72**	5	1
R-15.16-2		NB No. 15-1	Pearl Street	MFR	2		**67**	**67**	**67**	63	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-15.16-3		NB No. 15-1	Pearl Street	MFR	2		**70**	**70**	**70**	**66**	0	0	B(67)	A/E	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-15.17-2		NB No. 15-1	Pearl Street	MFR	2		**67**	**67**	**67**	62	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-15.17-3		NB No. 15-1	Pearl Street	MFR	2		63	63	63	59	0	0	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	62	1	0	62	1	0
R-15.18		NB No. 15-1	Corinth Avenue	SFR	1		59	59	59	58	0	0	B(67)	--	58	1	0	58	1	0	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0
R-15.19		NB No. 15-1	Corinth Avenue	MFR	1		60	60	61	59	1	1	B(67)	--	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0
R-15.20		NB No. 15-1	Corinth Avenue	SFR	2		62	62	62	61	0	0	B(67)	--	61	1	0	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
R-15.21		NB No. 15-1	Corinth Avenue	MFR	1		64	64	64	63	0	0	B	--	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
R-15.22		NB No. 15-1	Corinth Avenue	MFR	4		62	62	62	62	0	0	B(67)	--	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0
R-15.23		NB No. 15-1	Corinth Avenue	MFR	4		62	62	63	61	1	1	B(67)	--	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0
R-15.24		NB No. 15-1	Corinth Avenue	MFR	2		48	47	48	47	1	0	B(67)	--	46	2	0	46	2	0	46	2	0	45	3	0	45	3	0	45	3	0	45	3	0	45	3	0	45	3	0
R-15.25		NB No. 15-1	Corinth Avenue	MFR	4		50	49	50	48	1	0	B(67)	--	48	2	0	48	2	0	48	2	0	47	3	0	47	3	0	47	3	0	47	3	0	47	3	0	47	3	0
R-15.26		NB No. 15-1	Corinth Avenue	MFR	2		57	56	57	54	1	0	B(67)	--	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0
R-15.27		NB No. 15-1	Corinth Avenue	MFR	2		60	60	60	60	0	0	B	--	58	2	0	58	2	0	58	2	0	57	3	0	57	3	0	57	3	0	57	3	0	57	3	0	57	3	0
R-15.28-1		NB No. 15-1	Corinth Avenue	MFR	2		54	54	54	52	0	0	B(67)	--	53	1	0	53	1	0	53	1	0	52	2	0	52	2	0	52	2	0	52	2	0	52	2	0	52	2	0
R-15.28-2		NB No. 15-1	Corinth Avenue	MFR	2		63	63	63	59	0	0	B(67)	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-15.28-3		NB No. 15-1	Corinth Avenue	MFR	2		65	65	65	62	0	0	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-15.29-1		NB No. 15-1	Corinth Avenue	MFR	1		56	56	56	54	0	0	B(67)	--	54	2	0	54	2	0	54	2	0	54	2	0	54	2	0	53	3	0	53	3	0	53	3	0	53	3	0
R-15.29-2		NB No. 15-1	Corinth Avenue	MFR	1		63	63	63	59	0	0	B(67)	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-15.29-3		NB No. 15-1	Corinth Avenue	MFR	1		65	65	65	61	0	0	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-15.30-2		NB No. 15-1	Corinth Avenue	MFR	1		51	51	52	50	1	1	B(67)	--	50	2	0	50	2	0	50	2	0	50	2	0	50	2	0	49	3	0	49	3	0	49	3	0	49	3	0
R-15.30-3		NB No. 15-1	Corinth Avenue	MFR	1		56	56	56	54	0	0	B(67)	--	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0	54	2	0
R-15.31-2		NB No. 15-1	Corinth Avenue	MFR	1		52	52	52	49	0	0	B(67)	--	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0
R-15.31-3		NB No. 15-1	Corinth Avenue	MFR	1		58	58	58	56	0	0	B(67)	--	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0
R-15.32-4		NB No. 15-1	Corinth Avenue	MFR	1		70	70	70	69	0	0	B	--	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	67	3	0	67	3	0	67	3	0
R-15.33			Pico Boulevard	Commercial/Restaurant	1		72	72	72	65	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.34			Pico Boulevard	Restaurant	1		67	67	67	59	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.35			Sawtelle Boulevard	Commercial	1		61	61	62	62	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.36			Pico Boulevard	Commercial	1		69	69	69	63	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.37			Olympic Boulevard	Commercial	1		71	71	--[11]	--	--	--	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.38			Olympic Boulevard	Commercial	1		70	70	70	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.39			Sawtelle Boulevard	MFR	1		65	65	65	61	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.1	EW 16-1*	NB No. 16-1	Olympic Boulevard	Commercial	1		70	68	69	69	1	-1	F	--	69	0	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.2-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	8		**66**	**66**	**77**	**77**	11	11	B(67)	A/E	**70**	7	8	**69**	8	8	**68**	9	8	**67**	10	8	**67**	10	8	**66**	11	8	**66**	11	8	**66**	11	8	65	12	8
R-16.2-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	8		**68**	**67**	**77**	**77**	10	9	B(67)	A/E	**75**	2	0	**73**	4	0	**71**	6	8	**69**	8	8	**68**	9	8	**68**	9	8	**67**	10	8	**66**	11	8	**66**	11	8
R-16.3-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		52	50	56	56	6	4	B(67)	--	55	1	0	55	1	0	54	2	0	53	3	0	51	5	2	50	6	2	49	7	2	49	7	2	49	7	2
R-16.3-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		55	53	58	58	5	3	B(67)	--	58	0	0	57	1	0	56	2	0	55	3	0	53	5	2	52	6	2	52	6	2	51	7	2	51	7	2
R-16.4-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	3		53	50	51	50	1	-2	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0	50	1	0
R-16.4-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	3		63	55	56	56	1	-7	B(67)	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	55	1	0
R-16.5	EW 16-1*	NB No. 16-1	Mississippi Avenue	SFR	1		64	63	**71**	**71**	8	7	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	64	7	1	63	8	1	63	8	1	62	9	1	62	9	1
R-16.6-2	EW 16-1*	NB No. 16-1	Mississippi Avenue	MFR	1		**66**	**66**	**77**	**77**	11	11	B(67)	A/E	**72**	5	1	**70**	7	1	**69**	8	1	**68**	9	1	**67**	10	1	**66**	11	1	65	12	1	65	12	1	65	12	1
R-16.6-3	EW 16-1*	NB No. 16-1	Mississippi Avenue	MFR	1		**66**	**66**	**75**	**75**	9	9	B(67)	A/E	**74**	1	0	**73**	2	0	**71**	4	0	**68**	7	1	**66**	9	1	64	11	1	63	12	1	62	13	1	61	14	1
R-16.7	EW 16-1*	NB No. 16-1	Mississippi Avenue	MFR	2		57	57	**68**	**68**	11	11	B(67)	A/E	61	7	2	60	8	2	59	9	2	58	10	2	57	11	2	57	11	2	56	12	2	55	13	2	55	13	2
R-16.8	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		54	53	53	44	0	-1	E(72)	--	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0
R-16.9	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		42	42	42	42	0	0	B(67)	--	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	41	1	0	41	1	0
R-16.10	EW 16-1*	NB No. 16-1	Mississippi Avenue	MFR	2		**74**	**74**	**79**	**78**	5	5	B(67)	A/E	**78**	1	0	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**72**	7	2	**69**	10	2	**68**	11	2	**67**	12	2
R-16.11-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**72**	6	2	**70**	8	2	**68**	10	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.11-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		**71**	**71**	**78**	**78**	7	7	B(67)	A/E	**78**	0	0	**77**	1	0	**76**	2	0	**74**	4	0	**72**	6	2	**69**	9	2	**68**	10	2	**67**	11	2	**66**	12	2
R-16.12-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		57	52	53	49	1	-4	B(67)	--	53	0	0	53	0	0	53	0	0	53	0	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0
R-16.13-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	1	**71**	7	1	**69**	9	1	**68**	10	1	**66**	12	1	**66**	12	1	65	13	1	64	14	1
R-16.14-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	2	**71**	7	2	**69**	9	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.14-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		**72**	**72**	**79**	**79**	7	7	B(67)	A/E	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2
R-16.15	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		**71**	**70**	**72**	**72**	2	1	B(67)	A/E	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0	**70**	2	0	**69**	3	0	**68**	4	0	**68**	4	0	**68**	4	0
R-16.16	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		55	52	51	48	-1	-4	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
R-16.17-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		**70**	**70**	**79**	**79**	9	9	B(67)	A/E	**78**	1	0	**77**	2	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2	65	14	2
R-16.17-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		**75**	**75**	**79**	**79**	4	4	B(67)	A/E	**79**	0	0	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**74**	5	2	**71**	8	2	**69**	10	2	**67**	12	2
R-16.18	EW 16-1*	NB No. 16-1	Beloit Avenue	SFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	60	8	1	60	8	1	60	8	1
R-16.19	EW 16-1*	NB No. 16-1	La Grange Avenue	SFR	1		63	63	**75**	**75**	12	12	B(67)	A/E SI	**67**	8	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1
R-16.20	EW 16-1*	NB No. 16-1	La Grange Avenue	SFR	1		59	59	**68**	**68**	9	9	B(67)	A/E	63	5	1	62	6	1	61	7	1	59	9	1	59	9	1	58	10	1	57	11	1	57	11	1	57	11	1
R-16.21	EW 16-1*	NB No. 16-1	La Grange Avenue	SFR	1		61	61	**70**	**70**	9	9	B(67)	A/E	65	5	1	64	6	1	63	7	1	62	8	1	61	9	1	60	10	1	60	10	1	60	10	1	59	11	1
R-16.22	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		65	64	65	52	1	0	E(72)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
R-16.23	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		64	64	65	57	1	1	E(72)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-16.24	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Wellness Center	1		60	58	67	67	9	7	E(72)	--	61	6	1	61	6	1	60	7	1	59	8	1	59	8	1	58	9	1	57	10	1	57	10	1	56	11	1
R-16.25	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		66	66	66	55	0	0	E(72)	--	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0
R-16.26-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	2	**73**	8	2	**72**	9	2	**70**	11	2	**69**	12	2	**68**	13	2	**67**	14	2	**66**	15	2
R-16.27-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	2	**74**	7	2	**72**	9	2	**70**	11	2	**69**	12	2	**68**	13	2	**67**	14	2	**67**	14	2
R-16.27-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		**75**	**75**	**81**	**81**	6	6	B(67)	A/E	**81**	0	0	**80**	1	0	**79**	2	0	**78**	3	0	**75**	6	2	**73**	8	2	**71**	10	2	**69**	12	2	**68**	13	2
R-16.28-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		**70**	**70**	**80**	**80**	10	10	B(67

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.30-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	7		**71**	**71**	**81**	**81**	10	10	B(67)	A/E	**80**	1	0	**79**	2	0	**76**	5	7	**74**	7	7	**72**	9	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7
R-16.31	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		55	55	57	57	2	2	B(67)	--	57	0	0	57	0	0	56	1	0	56	1	0	55	2	0	54	3	0	53	4	0	51	6	2	50	7	2
R-16.32-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	7		56	52	55	55	3	-1	B(67)	--	55	0	0	54	1	0	54	1	0	54	1	0	53	2	0	52	3	0	51	4	0	50	5	7	50	5	7
R-16.32-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	7		56	54	57	56	3	1	B(67)	--	56	1	0	56	1	0	55	2	0	55	2	0	54	3	0	53	4	0	53	4	0	52	5	7	52	5	7
R-16.33-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		63	64	**75**	**75**	11	12	B(67)	A/E SI	**68**	7	1	**67**	8	1	**66**	9	1	64	11	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1
R-16.33-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		65	65	**74**	**74**	9	9	B(67)	A/E	**71**	3	0	**70**	4	0	**68**	6	1	**66**	8	1	65	9	1	64	10	1	63	11	1	62	12	1	62	12	1
R-16.34-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		62	62	**73**	**73**	11	11	B(67)	A/E	**66**	7	1	65	8	1	64	9	1	63	10	1	62	11	1	61	12	1	61	12	1	60	13	1	60	13	1
R-16.34-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		64	64	**72**	**72**	8	8	B(67)	A/E	**69**	3	0	**68**	4	0	**66**	6	1	65	7	1	64	8	1	63	9	1	62	10	1	61	11	1	61	11	1
R-16.35	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Office	1		64	64	64	50	0	0	E(72)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-16.36-2	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	4		58	55	58	58	3	0	B(67)	--	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0	54	4	0
R-16.36-3	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	4		59	58	61	60	3	2	B(67)	--	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	58	3	0	57	4	0	57	4	0	56	5	4
R-16.37-1	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	3		55	54	56	56	2	1	B(67)	--	56	0	0	56	0	0	55	1	0	55	1	0	54	2	0	54	2	0	53	3	0	52	4	0	52	4	0
R-16.37-2	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	3		61	59	**67**	**67**	8	6	B(67)	A/E	64	3	0	62	5	3	61	6	3	60	7	3	59	8	3	58	9	3	58	9	3	58	9	3	58	9	3
R-16.38-2	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		61	61	**70**	**69**	9	9	B(67)	A/E	**66**	4	0	64	6	1	63	7	1	62	8	1	61	9	1	61	9	1	60	10	1	60	10	1	60	10	1
R-16.38-3	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**69**	2	0	**68**	3	0	**67**	4	0	65	6	1	64	7	1	62	9	1	61	10	1	61	10	1	60	11	1
R-16.39-2	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
R-16.39-3	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**68**	1	0	**67**	2	0	**66**	3	0	65	4	0	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1
R-16.40-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		62	62	**75**	**75**	13	13	B(67)	A/E SI	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1	60	15	1
R-16.40-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		65	65	**75**	**75**	10	10	B(67)	A/E	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	65	10	1	63	12	1	62	13	1	62	13	1	61	14	1
R-16.41-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		57	57	**70**	**70**	13	13	B(67)	A/E SI	62	8	2	61	9	2	60	10	2	58	12	2	57	13	2	56	14	2	55	15	2	55	15	2	55	15	2
R-16.41-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		58	58	**69**	**69**	11	11	B(67)	A/E	65	4	0	63	6	2	62	7	2	60	9	2	59	10	2	58	11	2	57	12	2	56	13	2	55	14	2
R-16.42-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**70**	4	0	**68**	6	1	**66**	8	1	65	9	1	64	10	1	63	11	1	62	12	1	61	13	1	60	14	1
R-16.42-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		**68**	**68**	**75**	**75**	7	7	B(67)	A/E	**75**	0	0	**74**	1	0	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	64	11	1	63	12	1	62	13	1
R-16.43-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**71**	3	0	**69**	5	1	**67**	7	1	65	9	1	64	10	1	63	11	1	62	12	1	61	13	1	61	13	1
R-16.43-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**74**	1	0	**73**	2	0	**72**	3	0	**71**	4	0	**69**	6	1	**67**	8	1	65	10	1	63	12	1	62	13	1
R-16.44	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		62	62	72	72	10	10	B	--	64	8	2	64	8	2	63	9	2	62	10	2	62	10	2	61	11	2	60	12	2	60	12	2	59	13	2
R-16.45-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		64	64	**71**	**71**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	8	1	62	9	1	61	10	1	60	11	1
R-16.46	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		62	62	69	69	7	7	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	8	1	60	9	1	60	9	1	59	10	1
R-16.47-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	6	2	60	7	2	60	7	2	59	8	2
R-16.48	EW 16-1	NB No. 16-1	Beloit Avenue	SFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	52	2	0	52	2	0	51	3	0
R-16.49	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		61	61	65	65	4	4	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	5	1	60	5	1	59	6	1	59	6	1
R-16.50	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		61	61	65	65	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	5	1	59	6	1	59	6	1	58	7	1
R-16.51	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	60	4	0	59	5	1	59	5	1
R-16.52	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	57	3	0	56	4	0	55	5	1
R-16.53-1	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		51	51	51	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0	50	1	0
R-16.53-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	53	2	0	53	2	0
R-16.54	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		51	51	53	53	2	2	E(72)	--	52	1	0	52	1	0	52	1	0	52	1	0	51	2	0	51	2	0	51	2	0	51	2	0	50	3	0
R-16.55	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	SFR	1		51	51	52	51	1	1	B	--	52	0	0	52	0	0	52	0	0	51	1	0	51	1	0	50	2	0	49	3	0	49	3	0	48	4	0
R-16.56	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		50	50	50	50	0	0	B	--	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	49	1	0	49	1	0	48	2	0	48	2	0
R-16.57	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Office	1		51	51	51	50	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.58	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		50	50	50	48	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	1	0	49	1	0	49	1	0	49	1	0
R-16.59	EW 16-1	NB No. 16-1	Sawtelle Boulevard	SFR	1		52	52	52	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	50	2	0	50	2	0
R-16.60-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	53	2	0	53	2	0	53	2	0
R-16.60-3	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	57	3	0	57	3	0	57	3	0
R-16.61-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		56	56	56	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	55	1	0
R-16.61-3	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0	56	2	0
R-16.62-1	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**66**	**66**	**68**	**68**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	3	0	64	4	0	64	4	0	63	5	2
R-16.62-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**68**	**68**	**70**	**70**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	3	0	**66**	4	0	65	5	2	65	5	2
R-16.62-3	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**73**	**73**	**74**	**74**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	3	0	**69**	5	2	**68**	6	2	**68**	6	2
R-16.62-4	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**79**	**79**	**78**	**78**	-1	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**77**	1	0	**75**	3	0	**73**	5	2
R-16.63-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		65	65	**67**	**67**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	3	0	63	4	0	63	4	0	63	4	0
R-16.63-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		**68**	**68**	**69**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	**66**	3	0	65	4	0	64	5	4
R-16.63-4	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	1	0	**71**	3	0	**71**	3	0	**69**	5	4
R-16.63-5	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0
R-16.64-1	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	5		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	62	3	0	62	3	0
R-16.64-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	5		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	65	3	0	65	3	0
R-16.64-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	5		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**70**	1	0	**69**	2	0	**69**	2	0
R-16.65-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-16.65-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-16.66-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-16.66-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		65	65	**67**	**66**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-16.67	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	54	1	0	54	1	0	54	1	0
R-16.68-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-16.68-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	57	1	0	57	1	0
R-16.69-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-16.69-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-16.69-4	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-16.70-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0	65	1	0
R-16.70-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-16.70-4	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-16.71	EW 16-2*		Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.72	EW 16-2*		Beloit Avenue	MFR	2		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.73	EW 16-2*		Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.74	EW 16-2*		Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.75	EW 16-2*		Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.76-2	EW 16-2*		Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.76-3	EW 16-2*		Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.76-4	EW 16-2*		Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.77	EW 16-2*		Santa Monica Boulevard	Commercial	1		68	68	69	62	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.78	EW 16-2*		Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.1	EW 16-2		Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.2	EW 16-2		Santa Monica Boulevard	Commercial	1		62	62	64	63	2	2	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.3-1	EW 16-2		Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.3-2	EW 16-2		Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.3-3	EW 16-2		Beloit Avenue	MFR	2		**68**	**67**	**74**	**74**	7	6	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.3-4	EW 16-2		Beloit Avenue	MFR	2		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.4-1	EW 16-2		Beloit Avenue	MFR	1		64	63	**67**	**67**	4	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.4-2	EW 16-2		Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	-

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-17.4-4	EW 16-2		Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.5-1	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**70**	1	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0
R-17.5-2	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	**71**	2	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0
R-17.5-3	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	**74**	2	0	**73**	3	0	**72**	4	0	**72**	4	0	**71**	5	10	**71**	5	10	**71**	5	10	**71**	5	10
R-17.5-4	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	10		**69**	**69**	**79**	**79**	10	10	B(67)	A/E	**78**	1	0	**77**	2	0	**77**	2	0	**76**	3	0	**74**	5	10	**73**	6	10	**73**	6	10	**72**	7	10
R-17.6	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	1		55	55	62	62	7	7	B	--	58	4	0	57	5	1	56	6	1	56	6	1	56	6	1	55	7	1	54	8	1	54	8	1
R-17.7	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	3		64	64	68	67	4	4	B	--	66	2	0	65	3	0	65	3	0	65	3	0	64	4	0	64	4	0	64	4	0	64	4	0
R-17.8	EW 17-1*	NB No. 17-1	Beloit Avenue	SFR	1		62	62	65	62	3	3	B(67)	--	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
R-17.9	EW 17-1*	NB No. 17-1	Ohio Avenue	SFR	2		55	55	61	61	6	6	B(67)	--	58	3	0	57	4	0	56	5	2	56	5	2	55	6	2	55	6	2	54	7	2	54	7	2
R-17.10	EW 16-2		Massachusetts Avenue	Commercial	1		61	60	64	64	4	3	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.11	EW 16-2*		Sawtelle Boulevard	Hotel	1		54	54	56	54	2	2	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.12	EW 17-1*	NB No. 17-1	Sawtelle Boulevard	Rehab	1		59	58	64	63	6	5	E	--	63	1	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	61	3	0
R-17.13	EW 17-1*	NB No. 17-1	Ohio Avenue	MFR	1		66	66	67	62	1	1	B	--	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0
R-17.14	EW 17-1		Wilshire Boulevard	Hotel	1		62	62	65	65	3	3	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.15			Wilshire Boulevard	Hospital	1		67/39	67/39	68/40	68/40	1	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.16			Wilshire Boulevard	Subway	1		65	66	66	66	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.1			Wilshire Boulevard	Industrial	1		68	68	69	69	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.2	EW 18-1*		Constitution Avenue	Cemetery	1		67	67	69	69	2	2	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.3	EW 18-1*		Constitution Avenue	Cemetery	1		67	67	69	69	2	2	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.4	EW 18-1*		Constitution Avenue	Cemetery	1		65	65	68	68	3	3	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.5	EW 18-1*		Constitution Avenue	Cemetery	1		63	63	67	67	4	4	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.6	EW 18-1*		Constitution Avenue	Cemetery	1		62	62	66	66	4	4	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.7	EW 18-1*	NB No. 18-1	Waterford Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**72**	4	0	**70**	6	1	**69**	7	1	**68**	8	1	**67**	9	1	**66**	10	1	**66**	10	1	65	11	1	65	11	1
R-18.8	EW 18-1*	NB No. 18-1	Waterford Street	SFR	1		65	65	**73**	**73**	8	8	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	1	**67**	6	1	**66**	7	1	65	8	1	65	8	1	65	8	1
R-18.9	EW 18-1*	NB No. 18-1	Waterford Street	SFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	64	7	1	63	8	1	62	9	1	62	9	1	61	10	1
R-18.10	EW 18-1*	NB No. 18-1	Waterford Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	65	3	0	64	4	0	63	5	2	63	5	2	62	6	2	62	6	2	62	6	2	61	7	2
R-18.11	EW 18-1*	NB No. 18-1	Waterford Street	SFR	2		62	62	**66**	**66**	4	4	B(67)	A/E	65	1	0	64	2	0	64	2	0	63	3	0	63	3	0	63	3	0	63	3	0	63	3	0	63	3	0
R-18.12	EW 18-2*	NB No. 18-2	Waterford Street	SFR	2		**66**	**66**	**74**	**74**	8	8	B(67)	A/E	**70**	4	0	**70**	4	0	**69**	5	2	**69**	5	2	**68**	6	2	**68**	6	2	**68**	6	2	**68**	6	2	**68**	6	2
R-18.13	EW 18-2*	NB No. 18-2	Chenault Street	SFR	1		65	64	**70**	**70**	6	5	B(67)	A/E	**69**	1	0	**69**	1	0	**68**	2	0	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0
R-18.14	EW 18-2*	NB No. 18-2	Chenault Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	**68**	2	0	**67**	3	0	**66**	4	0	**66**	4	0	65	5	2	65	5	2	65	5	2	65	5	2	64	6	2
R-18.15	EW 18-2*	NB No. 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	65	3	0	64	4	0	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4	62	6	4
R-18.16	EW 18-2*	NB No. 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0
R-18.17	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		**67**	**66**	**77**	**77**	11	10	B(67)	A/E	**71**	6	2	**69**	8	2	**68**	9	2	**67**	10	2	**66**	11	2	65	12	2	64	13	2	64	13	2	64	13	2
R-18.18	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		65	65	**74**	**74**	9	9	B(67)	A/E	**70**	4	0	**69**	5	2	**68**	6	2	**68**	6	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2
R-18.19	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		65	64	**73**	**73**	9	8	B(67)	A/E	**68**	5	2	**67**	6	2	**66**	7	2	**66**	7	2	**66**	7	2	65	8	2	65	8	2	64	9	2	64	9	2
R-18.20	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		65	64	**72**	**72**	8	7	B(67)	A/E	**67**	5	4	**66**	6	4	**66**	6	4	65	7	4	65	7	4	64	8	4	64	8	4	63	9	4	63	9	4
R-18.21	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	4	64	5	4	63	6	4	63	6	4	63	6	4	63	6	4
R-18.22	EW 18-2*	NB No. 18-2	Berwick Street	SFR	1		**66**	**66**	**77**	**77**	11	11	B(67)	A/E	**70**	7	1	**69**	8	1	**67**	10	1	**66**	11	1	65	12	1	64	13	1	64	13	1	63	14	1	63	14	1
R-18.23	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**67**	5	2	65	7	2	64	8	2	63	9	2	63	9	2	63	9	2	63	9	2	62	10	2
R-18.24	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	**66**	3	0	64	5	2	64	5	2	63	6	2	63	6	2	63	6	2	62	7	2	62	7	2	61	8	2
R-18.25	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	63	5	4	63	5	4	62	6	4	61	7	4	61	7	4	60	8	4
R-18.26	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		61	61	**66**	**66**	5	5	B(67)	A/E	64	2	0	63	3	0	62	4	0	62	4	0	61	5	4	60	6	4	60	6	4	59	7	4	59	7	4
R-18.27	EW 18-2*	NB No. 18-2	Berwick Street	SFR	2		65	65	**75**	**75**	10	10	B(67)	A/E	**69**	6	2	**67**	8	2	**66**	9	2	65	10	2	64	11	2	63	12	2	63	12	2	63	12	2	62	13	2
R-18.28	EW 18-2*	NB No. 18-2	Berwick Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2
R-18.29	EW 18-2*	NB No. 18-2	Berwick Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**67**	5	2	**66**	6	2	65	7	2	65	7	2	65	7	2	64	8	2	64	8	2	63	9	2
R-18.30	EW 18-2*	NB No. 18-2	Berwick Street	SFR	4		64	64	**71**	**71**	7	7	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	65	6	4	64	7	4	64	7	4	64	7	4	63	8	4	63	8	4
R-18.31	EW 18-2*	NB No. 18-2	Berwick Street	SFR	4		63	62	**68**	**68**	6	5	B(67)	A/E	65	3	0	64	4	0	64	4	0	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4
R-18.32	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		**68**	**68**	**79**	**79**	11	11	B(67)	A/E	**72**	7	2	**71**	8	2	**69**	10	2	**68**	11	2	**67**	12	2	**66**	13	2	**66**	13	2	65	14	2	65	14	2
R-18.33	EW 18-2*	NB No. 18-2	Albata Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**69**	4	0	**67**	6	2	**66**	7	2	64	9	2	63	10	2	63	10	2	63	10	2	62	11	2	62	11	2
R-18.34	EW 18-2*	NB No. 18-2	Albata Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**67**	5	2	**66**	6	2	65	7	2	64	8	2	64	8	2	64	8	2	64	8	2	63	9	2
R-18.35	EW 18-2*	NB No. 18-2	Albata Street	SFR	4		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	4	**66**	6	4	64	8	4	64	8	4	64	8	4	64	8	4	63	9	4	62	10	4
R-18.36	EW 18-2*	NB No. 18-2	Albata Street	SFR	4		63	62	**69**	**69**	7	6	B(67)	A/E	**66**	3	0	64	5	4	64	5	4	64	5	4	64	5	4	64	5	4	64	5	4	64	5	4	63	6	4
R-18.37	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**70**	8	2	**69**	9	2	**67**	11	2	**66**	12	2	**66**	12	2	**66**	12	2	65	13	2	65	13	2	65	13	2
R-18.38	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		65	65	**74**	**74**	9	9	B(67)	A/E	**68**	6	2	**66**	8	2	65	9	2	64	10	2	64	10	2	64	10	2	64	10	2	63	11	2	62	12	2
R-18.39	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**66**	5	2	65	6	2	64	7	2	63	8	2	63	8	2	62	9	2	62	9	2	62	9	2	61	10	2
R-18.40	EW 18-2*	NB No. 18-2	Bolas Street	SFR	4		63	63	**70**	**70**	7	7	B(67)	A/E	65	5	4	65	5	4	64	6	4	62	8	4	62	8	4	61	9	4	61	9	4	60	10	4	60	10	4
R-18.41	EW 18-2*	NB No. 18-2	Bolas Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	64	4	0	63	5	4	63	5	4	62	6	4	62	6	4	62	6	4	62	6	4	62	6	4	61	7	4
R-18.42	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		**66**	**66**	**73**	**73**	7	7	B(67)	A/E	**69**	4	0	**68**	5	2	**67**	6	2	**67**	6	2	**66**	7	2	**66**	7	2	**66**	7	2	**66**	7	2	**66**	7	2
R-18.43	EW 18-2*	NB No. 18-2	Cashmere Street	SFR	1		62	62	**71**	**71**	9	9	B(67)	A/E	65	6	1	64	7	1	64	7	1	63	8	1	63	8	1	63	8	1	62	9	1	62	9	1	62	9	1
R-18.44	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	64	5	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	61	8	2	61	8	2
R-18.45	EW 18-2*	NB No. 18-2	Cashmere Street	SFR	4		62	62	**70**	**70**	8	8	B(67)	A/E	65	5	4	64	6	4	62	8	4	61	9	4	61	9	4	61	9	4	61	9	4	60	10	4	60	10	4
R-18.46	EW 18-2*	NB No. 18-2	Cashmere Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	62	6	4	61	7	4	60	8	4	60	8	4	60	8	4	60	8	4	60	8	4	60	8	4
R-18.47	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		63	63	**69**	**69**	6	6	B(67)	A/E	65	4	0	64	5	2	63	6	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	62	7	2
R-18.48	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		64	64	**69**	**69**	5	5	B(67)	A/E	65	4	0	64	5	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	62	7	2	61	8	2
R-18.49	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	63	6	2	62	7	2	61	8	2	61	8	2	61	8	2	61	8	2	60	9	2	60	9	2
R-18.50	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	63	5	4	62	6	4	61	7	4	60	8	4	60	8	4	60	8	4	60	8	4	59	9	4	59	9	4
R-18.51	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	4		60	60	**67**	**67**	7	7	B(67)	A/E	61	6	4	61	6	4	60	7	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4
R-18.52	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	1		60	60	**66**	**66**	6	6	B(67)	A/E	--	--	--	--	--	--	61	5	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1
R-18.53	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	1		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	65	5	1	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1
R-18.54	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	64	6	2	63	7	2	63	7	2	63	7	2	63	7	2	62	8	2	62	8	2
R-18.55	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	61	8	2	60	9	2	60	9	2	60	9	2	60	9	2	60	9	2	59	10	2
R-18.56	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	4		61	61	**69**	**69**	8	8	B(67)	A/E	--	--	--	--	--	--	61	8	4	60	9	4	60	9	4	60	9	4	60	9	4	59	10	4	59	10	4
R-18.57	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	4		60	60	**67**	**67**	7	7	B(67)	A/E	--	--	--	--	--	--	60	7	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4
R-18.58	EW 18-2*	NB No. 18-2	Church Lane	Church	1		65/45	65/45	**72/52**	**72/52**	7	7	D(52)	A/E	--	--	--	--	--	--	65/45	7	1	65/45	7	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1
R-18.59	EW 18-2*	NB No. 18-2	Farlin Street	SFR	2		59	59	65	65	6	6	B(67)	--	--	--	--	--	--	--	59	6	2	58	7	2	58	7	2	58	7	2	58	7	2	58	7	2	57	8	2
R-18.60	EW 18-2*	NB No. 18-2	Farlin Street	SFR	2		58	58	**66**	**66**	8	8	B(67)	A/E	--	--	--	--	--	--	59	7	2	58	8	2	57	9	2	57	9	2	57	9	2	57	9	2	57	9	2
R-18.61	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	4		58	58	65	65	7	7	B(67)	--	--	--	--	--	--	--	59	6	4	57	8	4	57	8	4	57	8	4	57	8	4	57	8	4	57	8	4
R-18.62	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	4		57	57	64	64	7	7	B(67)	--	--	--	--	--	--	--	58	6	4	57	7	4	57	7	4	57	7	4	57	7	4	57	7	4	57	7	4
R-18.63	EW 18-2*	NB No. 18-2	Church Lane	MFR	3		57	57	62	62	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	5	3	56	6	3	56	6	3	55	7	3	55	7	3	54	8	3
R-18.64	EW 18-2*	NB No. 18-2	Farlin Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	61	8	2	61	8	2	61	8	2	60	9	2	60	9	2	60	9	2
R-18.65	EW 18-2*	NB No. 18-2	Farlin Street	SFR	2		61	62	**68**	**68**	6	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	61	7	2	60	8	2	60	8	2	60	8	2	60	8	2	60	8	2
R-18.66	EW 18-2*	NB No. 18-2	Farlin Street	SFR	4		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	61	8	4	60	9	4	60	9	4	60	9	4	60	9	4	60	9	4
R-18.67	EW 18-2*	NB No. 18-2	Gladwin Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	62	6	4	62	6	4	62	6	4	62	6	4	62	6	4	62	6	4
R-18.68	EW 18-2*	NB No. 18-2	Church Lane	MFR	8		65	65	**75**	**75**	10	10	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	65	10	8	64	11	8	64	11	8	64	11	8	64	11	8	64	11	8
R-18.69	EW 18-2*	NB No. 18-2	Church Lane	MFR	1		**66**	**66**	**73**	**73**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	65	8	1	64	9	1	64	9	1	64	9	1	63	10	1	63	10	1
R-18.70	EW 18-2*	NB No. 18-2	Homedale Street	SFR	2		65	65	**70**	**70**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	63	7	2	63	7	2	63	7	2	63	7	2	62	8	2	62	8	2
R-18.71	EW 18-2*	NB No. 18-

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level				Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																														
														Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																														
														6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet					
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR			
R-18.74	EW 18-2*	NB No. 18-2	Church Lane	MFR	1		71	71	81	81	10	10	B	--	--	--	--	--	--	--	71	10	1	70	11	1	70	11	1	70	11	1	70	11	1	69	12	1	69	12	1
R-18.75	EW 18-2*	NB No. 18-2	Isleta Street	SFR	2		63	63	**67**	**67**	4	4	B(67)	A/E	--	--	--	--	--	--	63	4	0	62	5	2	62	5	2	61	6	2	61	6	2	61	6	2	61	6	2
R-18.76	EW 18-2*	NB No. 18-2	Isleta Street	SFR	2		64	64	**68**	**68**	4	4	B(67)	A/E	--	--	--	--	--	--	64	4	0	62	6	2	61	7	2	61	7	2	61	7	2	61	7	2	61	7	2
R-18.77	EW 18-2*	NB No. 18-2	Isleta Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	--	--	--	--	--	--	64	5	4	63	6	4	62	7	4	62	7	4	62	7	4	62	7	4	62	7	4
R-18.78	EW 18-2*	NB No. 18-2	Homedale Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	62	5	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4
R-18.79	EW 18-2*	NB No. 18-2	Church Lane	MFR	1		72	72	82	82	10	10	B	--	--	--	--	--	--	--	72	10	1	72	10	1	71	11	1	71	11	1	71	11	1	71	11	1	71	11	1
R-18.80	EW 18-2*	NB No. 18-2	Joffre Street	SFR	2		65	65	**71**	**71**	6	6	B(67)	A/E	--	--	--	--	--	--	65	6	2	63	8	2	63	8	2	62	9	2	62	9	2	62	9	2	62	9	2
R-18.81	EW 18-2*	NB No. 18-2	Joffre Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	64	6	2	63	7	2	62	8	2	62	8	2	61	9	2	61	9	2	61	9	2
R-18.82	EW 18-2*	NB No. 18-2	Joffre Street	SFR	2		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	63	6	2	62	7	2	62	7	2	61	8	2	61	8	2	61	8	2	61	8	2
R-18.83	EW 18-2*	NB No. 18-2	Isleta Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	62	5	4	62	5	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4
R-18.84	EW 18-2*	NB No. 18-2	Joffre Street	SFR	2		**69**	**70**	**78**	**78**	8	9	B(67)	A/E	--	--	--	--	--	--	**69**	9	2	**68**	10	2	**68**	10	2	**67**	11	2	**67**	11	2	**67**	11	2	**67**	11	2
R-18.85	EW 18-2*	NB No. 18-2	Joffre Street	SFR	2		**68**	**68**	**77**	**76**	9	9	B(67)	A/E	--	--	--	--	--	--	**68**	9	2	**67**	10	2	**66**	11	2	**66**	11	2	65	12	2	65	12	2	65	12	2
R-18.86	EW 18-2*	NB No. 18-2	Joffre Street	SFR	2		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	--	--	--	--	--	--	**67**	7	2	**66**	8	2	65	9	2	65	9	2	65	9	2	65	9	2	65	9	2
R-18.87	EW 18-2*	NB No. 18-2	Joffre Street	SFR	3		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	--	--	--	--	--	--	**66**	6	3	65	7	3	64	8	3	64	8	3	63	9	3	63	9	3	63	9	3
R-18.88	EW 18-2*	NB No. 18-2	Joffre Street	SFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	64	5	1	64	5	1	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1
R-18.89	EW 18-2*	NB No. 18-2	Kiel Street	SFR	1		**70**	**70**	**80**	**80**	10	10	B(67)	A/E	--	--	--	--	--	--	**70**	10	1	**69**	11	1	**69**	11	1	**68**	12	1	**68**	12	1	**68**	12	1	**67**	13	1
R-18.90	EW 18-2*	NB No. 18-2	Beloit Avenue	SFR	1		56	56	57	57	1	1	B(67)	--	--	--	--	--	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	55	2	0	55	2	0
R-18.91	EW 18-2*	NB No. 18-2	Beloit Avenue	SFR	1		**73**	**73**	**75**	**75**	2	2	B(67)	A/E	--	--	--	--	--	--	**72**	3	0	**72**	3	0	**72**	3	0	**71**	4	0	**71**	4	0	**71**	4	0	**71**	4	0
R-18.92	EW 18-2*	NB No. 18-2	Beloit Avenue	SFR	3		**66**	**66**	**73**	**73**	7	7	B(67)	A/E	--	--	--	--	--	--	**67**	6	3	**67**	6	3	**67**	6	3	**67**	6	3	**67**	6	3	**67**	6	3	**67**	6	3
R-18.93	EW 18-2*	NB No. 18-2	Ayrshire Road	SFR	1		**72**	**72**	**73**	**73**	1	1	B(67)	A/E	--	--	--	**72**	1	0	**72**	1	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**69**	4	0			
R-18.94		NB No. 18-2	Ayrshire Road	SFR	1		65	65	**66**	**66**	1	1	B(67)	A/E	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0
R-18.95		NB No. 18-3	Ayrshire Road	SFR	2		63	63	64	63	1	1	B(67)	--	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
R-18.96		NB No. 18-3	Ayrshire Road	SFR	1		59	59	60	60	1	1	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
R-18.97		NB No. 18-3	Ayrshire Road	SFR	1		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	64	4	0	63	5	1	62	6	1	62	6	1	62	6	1	62	6	1	62	6	1	62	6	1	61	7	1
R-19.1			Sunset Boulevard	Hotel	1		63	63	64	64	1	1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.2			Church Lane	SFR	1		63	63	64	64	1	1	B(67)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.3			Church Lane	Hotel	1		63	63	63	63	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.4			Church Lane	MFR	1		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.5			Church Lane	MFR	5		**74**	**74**	**75**	**75**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.6			Church Lane	MFR	6		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.7			Church Lane	MFR	5		**73**	**74**	**74**	**74**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.8			Church Lane	MFR	1		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.9			Church Lane	MFR	5		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.10			Church Lane	MFR	5		**71**	**71**	**72**	**72**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.11			Church Lane	MFR	2		**77**	**77**	**78**	**78**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.12			Church Lane	MFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.13			Gunston Drive	SFR	1		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.14			Church Lane	Getty Offices	1		80	80	81	81	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.15			Getty Center Drive	Museum-Office	1		45/25	45/25	46/26	46/26	1	1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.16			Getty Center Drive	Tram Station	1		66	66	66	66	0	0	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-19.17			Getty Center Drive	Tram Station	1		61	61	62	62	1	1	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-20.1		NB No. 20-1	Ridge Drive	MFR	3		**71**	**71**	**72**	**72**	1	1	B(67)	A/E	64	8	3	62	10	3	60	12	3	59	13	3	59	13	3	58	14	3	57	15	3	56	16	3	55	17	3
R-20.2		NB No. 20-1	Ridge Drive	MFR	5		**70**	**71**	**71**	**71**	0	1	B(67)	A/E	64	7	5	61	10	5	59	12	5	58	13	5	57	14	5	57	14	5	56	15	5	56	15	5	55	16	5
R-20.3		NB No. 20-1	Ridge Drive	MFR	2		65	**66**	**66**	**66**	0	1	B(67)	A/E	63	3	0	61	5	2	60	6	2	59	7	2	58	8	2	57	9	2	57	9	2	56	10	2	55	11	2
R-20.4		NB No. 20-1	Ridge Drive	MFR	2		**68**	**69**	**69**	**69**	0	1	B(67)	A/E	63	6	2	61	8	2	60	9	2	59	10	2	58	11	2	56	13	2	56	13	2	56	13	2	55	14	2
R-20.5		NB No. 20-1	Ridge Drive	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	63	11	4	60	14	4	58	16	4	57	17	4	56	18	4	55	19	4	54	20	4	54	20	4	53	21	4
R-20.6		NB No. 20-1	Ridge Drive	MFR	2		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	62	9	2	60	11	2	58	13	2	57	14	2	56	15	2	56	15	2	55	16	2	55	16	2	54	17	2
R-20.7			Sepulveda Boulevard	Museum	1		63/43	63/43	64/44	61/41	1	1	C/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-20.8			Sepulveda Boulevard	Museum	1		67/47	67/47	67/47	64/44	0	0	C/D(52)		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-20.9			Zeldins Way	School	1		55	55	55	53	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-20.10			Zeldins Way	School	1		74/43	74/43	75/44	75/44	1	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.1			Mulholland	School	1		62	62	62	63	1	1	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.2			Mulholland	School	1		65/46	65/46	66/47	66/47	1	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.3			Mulholland	School	1		66/41	66/41	66/41	66/41	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.4			Mulholland	School	1		58	58	59	59	1	1	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.5			Castlewoods Drive	SFR	1		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.6			Castlewoods Drive	SFR	1		58	59	60	60	1	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.7			Castlewoods Drive	SFR	1		60	60	62	62	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.8			Castlewoods Drive	SFR	3		61	61	63	63	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.9			Valley Meadow Road	SFR	1		33	33	34	34	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.10			Castlewoods Drive	SFR	1		60	60	62	62	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.11			Castlewoods Drive	SFR	1		50	50	51	51	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.12			Valley Meadow Road	SFR	1		55	55	58	58	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.13		NB No. 21-1	Castlewoods Drive	SFR	1	54	64	64	65	65	2	2	B(67)	--	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0	63	2	0	63	2	0	62	3	0	62	3	0
R-21.14		NB No. 21-1	Royal Woods Drive	SFR	1	54	63	63	64	64	2	2	B(67)	--	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	62	2	0	61	3	0	61	3	0
R-21.15		NB No. 21-1	Royal Woods Drive	SFR	1	54	59	59	60	60	2	2	B(67)	--	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	59	1	0	59	1	0	58	2	0
R-21.16	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	2	54	63	64	65	65	2	3	B(67)	--	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0	63	2	0	62	3	0	61	4	0
R-21.17	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	2	54	58	59	64	64	6	7	B(67)	--	62	2	0	62	2	0	61	3	0	60	4	0	59	5	2	58	6	2	58	6	2	57	7	2	57	7	2
R-21.18	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	60	60	**67**	**67**	8	8	B(67)	A/E	64	3	0	64	3	0	64	3	0	63	4	0	63	4	0	63	4	0	62	5	3	62	5	3	62	5	3
R-21.19	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	1	54	58	58	64	64	6	8	B(67)	--	60	4	0	60	4	0	59	5	1	59	5	1	59	5	1	58	6	1	58	6	1	58	6	1	58	6	1
R-21.20	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	1	54	58	59	62	62	4	5	B(67)	--	61	1	0	60	2	0	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0
R-21.21	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	2	54	58	58	62	62	6	6	B(67)	--	60	2	0	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0
R-21.22	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	3	54	58	58	62	62	6	6	B(67)	--	61	1	0	60	2	0	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0
R-21.23	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	1	54	58	59	64	64	7	8	B(67)	--	61	3	0	61	3	0	60	4	0	60	4	0	59	5	1	59	5	1	59	5	1	59	5	1	59	5	1
R-21.24	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	2	54	56	56	61	61	8	8	B(67)	--	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0
R-21.25	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	57	58	62	62	6	7	B(67)	--	60	2	0	59	3	0	59	3	0	58	4	0	58	4	0	58	4	0	58	4	0	58	4	0	58	4	0
R-21.26	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	1	54	57	57	57	57	1	1	B(67)	--	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0
R-21.27	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	60	60	**66**	**66**	7	7	B(67)	A/E	65	1	0	65	1	0	63	3	0	62	4	0	61	5	3	61	5	3	60	6	3	60	6	3	60	6	3
R-21.28	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	60	61	**70**	**70**	10	11	B(67)	A/E	**67**	3	0	65	5	3	64	6	3	64	6	3	63	7	3	63	7	3	62	8	3	62	8	3	62	8	3
R-21.29	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	3	54	56	56	60	60	7	7	B(67)	--	58	2	0	58	2	0	57	3	0	57	3	0	57	3	0	57	3	0	56	4	0	56	4	0	56	4	0
R-21.30	EW 21-1*	NB No. 21-1	Royal Woods Drive	SFR	4	54	57	58	64	64	9	10	B(67)	--	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0
R-21.31	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	1	54	59	59	62	62	3	3	B(67)	--	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-21.32	EW 21-1*	NB No. 21-1	Royal Ridge Road	SFR	1	54	59	59	63	63	4	4	B(67)	--	63	0	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-21.33	EW 21-1*		Royal Woods Drive	SFR	3		56	56	58	58	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.34	EW 21-1*		Royal Woods Drive	SFR	3		56	56	59	59	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.35	EW 21-1		Royal Woods Drive	SFR	1		53	53	56	56	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.36	EW 21-1		Royal Woods Place	SFR	1		53	54	55	55	1	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.37	EW 21-1		Royal Woods Drive	SFR	1		54	54	56	56	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.38	EW 21-1		Royal Woods Place	SFR	1		54	55	57	57	2	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-21.39	EW 21-1		Royal Woods Drive	SFR	1		54	54	58	58	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.40	EW 21-1*		Royal Woods Drive	SFR	3		56	57	64	64	7	8	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.41	EW 21-1*		Royal Woods Drive	SFR	3		55	55	62	62	7	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.42	EW 21-1*		Royal Woods Drive	SFR	2		54	54	61	61	7	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.43	EW 21-2*		Woodfield Place	SFR	3		55	55	59	59	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.44	EW 21-2*		Woodfield Drive	SFR	1		58	59	61	61	2	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.45	EW 21-2*		Woodfield Drive	SFR	1		59	59	61	61	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.46	EW 21-2*		Woodfield Drive	SFR	1		58	58	61	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.47	EW 21-2*		Woodfield Drive	SFR	2		59	59	61	61	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.48	EW 21-2*		Woodfield Drive	SFR	1		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.49	EW 21-2*		Del Gado Drive	SFR	3		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.50	EW 21-2*		Del Gado Drive	SFR	2		54	54	54	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.51	EW 21-2*		Del Gado Drive	SFR	3		55	56	56	55	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.52	EW 21-2		Del Gado Drive	SFR	2		55	55	57	56	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.53	EW 21-1*		Royal Woods Place	SFR	3		54	54	58	58	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.54	EW 21-2		Woodfield Drive	SFR	5		55	55	59	59	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.55	EW 21-2		Woodfield Drive	SFR	4		57	57	61	61	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.56	EW 21-2		Woodfield Drive	SFR	1		58	58	61	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.57	EW 21-2		Woodfield Drive	SFR	1		58	58	61	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.58	EW 21-2*		Del Gado Drive	SFR	5		58	58	59	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.59	EW 21-2*		Del Gado Drive	SFR	2		57	57	58	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.60	EW 21-2	NB No. 21-2	Del Gado Drive	SFR	3		58	58	59	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.61	EW 21-2	NB No. 21-2	Del Gado Drive	SFR	4		59	59	61	58	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.62	EW 21-3*	NB No. 21-2	Del Gado Drive	SFR	1		58	58	61	60	3	3	B(67)	--	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	58	3	0
R-21.63	EW 21-3*	NB No. 21-2	Sepulveda Boulevard	SFR	2		58	58	60	58	2	2	B(67)	--	59	1	0	58	2	0	58	2	0	58	2	0	58	2	0	58	2	0	58	2	0	58	2	0	58	2	0
R-21.64	EW 21-3*	NB No. 21-2	Sepulveda Boulevard	SFR	4		65	65	**66**	64	1	1	B(67)	--**	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
R-21.65	EW 21-3*	NB No. 21-2	Sepulveda Boulevard	SFR	4		64	64	**70**	**69**	6	6	B(67)	A/E	**66**	4	0	**66**	4	0	65	5	4	65	5	4	64	6	4	64	6	4	64	6	4	64	6	4	64	6	4
R-21.66	EW 21-2*	NB No. 21-2	High Knoll Road	SFR	2		63	63	64	55	1	1	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-21.67	EW 21-3*	NB No. 21-2	High Knoll Road	SFR	1		**66**	**66**	**68**	64	2	2	B(67)	--**	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0
R-21.68	EW 21-3*	NB No. 21-2	Sherman Oaks Avenue	SFR	1		**70**	**70**	**71**	65	1	1	B(67)	--**	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-21.69	EW 21-3*	NB No. 21-2	High Knoll Road	SFR	1		65	65	**68**	**66**	3	3	B(67)	A/E	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0	65	3	0
R-21.70	EW 21-3*	NB No. 21-2	Sherman Oaks Avenue	SFR	1		**70**	**70**	**71**	**66**	1	1	B(67)	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-21.71	EW 21-3*	NB No. 21-2	Sepulveda Boulevard	SFR	5		65	65	**67**	**66**	2	2	B(67)	A/E	**66**	1	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0
R-21.72	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	5		63	63	65	63	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	63	2	0	62	3	0
R-21.73	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	5		64	64	**66**	64	2	2	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0	65	1	0
R-21.74	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	4		65	65	**66**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-21.75	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	2		**68**	**68**	**71**	**70**	3	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-21.76	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	1		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-21.77	EW 21-3	NB No. 21-2	Valley Vista Boulevard	SFR	1		64	64	65	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-21.78	EW 21-3	NB No. 21-2	Valley Vista Boulevard	SFR	1		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-21.79	EW 21-3	NB No. 21-2	Valley Vista Boulevard	SFR	3		59	59	61	61	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0
R-21.80	EW 21-4		Sutton Street	SFR	2		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.81	EW 21-4		Sutton Street	SFR	2		61	62	62	62	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.82	EW 21-4		Sutton Street	SFR	1		62	62	63	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.83	EW 21-4		Sutton Street	SFR	1		65	65	**66**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.84	EW 21-4		Sutton Street	SFR	1		64	65	65	65	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.85	EW 21-4		Sutton Street	SFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.86	EW 21-4		Sherman Oaks Circle	SFR	1		65	65	**66**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.87	EW 21-4		Sutton Street	SFR	3		60	61	61	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.88	EW 21-4		Sutton Street	SFR	2		59	60	62	62	2	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.89	EW 21-4		Sutton Street	SFR	2		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.90	EW 21-4		Sutton Street	SFR	2		61	61	63	62	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.91	EW 21-4		Sherman Oaks Circle	SFR	2		65	65	**66**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.92	EW 21-4		Sherman Oaks Circle	SFR	4		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.93	EW 21-4		Sherman Oaks Circle	SFR	3		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.94	EW 21-4		Sherman Oaks Circle	SFR	3		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.95	EW 21-4		Sherman Oaks Circle	SFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.96	EW 21-4		Sherman Oaks Circle	SFR	2		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.97	EW 21-4		Sherman Oaks Circle	SFR	1		63	64	64	63	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.98	EW 21-4		Greenleaf Street	SFR	1		59	60	60	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.99	EW 21-4		Sherman Oaks Avenue	SFR	2		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.100	EW 21-4		Sherman Oaks Avenue	SFR	1		60	61	61	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.101	EW 21-4		Sherman Oaks Avenue	Commercial	1		62	62	63	62	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.102			Sherman Oaks Avenue	Office	1		67	67	68	67	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.103			Ventura Boulevard	Commercial	1		71	71	72	71	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.104	EW 21-4		Sherman Oaks Circle	SFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.105	EW 21-4		Sherman Oaks Circle	SFR	1		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.106	EW 21-4		Sherman Oaks Avenue	SFR	2		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.107	EW 21-4		Sherman Oaks Avenue	Commercial	1		65	65	66	65	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.108	EW 21-4		Dickens Street	SFR	2		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.109			Sherman Oaks Avenue	Restaurant	2		67	67	68	67	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.110			Dickens Street	SFR	1		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.111			Ventura Boulevard	Gas Station	1		70	70	70	68	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.1			Ventura Boulevard	Hotel	1		68	69	69	68	0	1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.2	EW 22-1	NB No. 22-1	Orion Avenue	MFR Pool	1		65	**66**	**66**	**66**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1
R-22.3			Ventura Boulevard	Commercial	1		67	68	68	59	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.4	EW 22-1		Orion Avenue	MFR	1		67	67	68	68	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.5	EW 22-1	NB No. 22-1	Moorpark Street	MFR	1		63	64	64	64	0	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	62	2	0	62	2	0	62	2	0
R-22.6-1	EW 22-2	NB No. 22-1	Orion Avenue	MFR	4		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0
R-22.6-2	EW 22-2	NB No. 22-1	Orion Avenue	MFR	5		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	**68**	3	0	**66**	5	5	65	6	5	64	7	5	64	7	5	64	7	5
R-22.7-1	EW 22-2	NB No. 22-1	Orion Avenue	MFR	3		54	54	55	52	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0
R-22.7-2	EW 22-2	NB No. 22-1	Orion Avenue	MFR	3		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0
R-22.8-1	EW 22-2	NB No. 22-1	Orion Avenue	MFR	4		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	64	4	0	64	4	0	63	5	4	63	5	4	63	5	4	62	6	4
R-22.8-2	EW 22-2	NB No. 22-1	Orion Avenue	MFR	5		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	**69**	2	0	**67**	4	0	**66**	5	5	65	6	5	64	7	5	64	7	5
R-22.9	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		56	56	56	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	56	0	0	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0
R-22.10	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
R-22.11	EW 22-2	NB No. 22-1	Milbank Street	SFR	3		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	59	1	0
R-22.12	EW 22-2	NB No. 22-1	Milbank Street	SFR	2		61	61	62	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-22.13	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	60	1	0	59	2	0	59	2	0	58	3	0	58	3	0	57	4	0

Table 3.15.23: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-22.14	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		64	65	65	64	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0	64	1	0	64	1	0
R-22.15	EW 22-2	NB No. 22-1	Camarillo Street	SFR	1		61	62	62	61	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0	60	2	0
R-22.16	EW 22-2	NB No. 22-1	Camarillo Street	SFR	1		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0
R-22.17	EW 22-2	NB No. 22-1	Camarillo Street	SFR	2		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0
R-22.18	EW 22-2	NB No. 22-1	Camarillo Street	SFR	4		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
R-22.19	EW 22-2		La Maida Street	SFR	2		62	63	63	62	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.20	EW 22-2		Camarillo Street	SFR	3		63	63	64	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.21	EW 22-2		Camarillo Street	SFR	3		63	64	64	61	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.22	EW 22-2		Camarillo Street	SFR	2		63	64	64	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.23	EW 22-2		La Maida Street	SFR	2		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.24	EW 22-2		La Maida Street	SFR	3		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.25	EW 22-2		La Maida Street	SFR	2		65	65	65	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.26	EW 22-2		La Maida Street	SFR	3		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.27	EW 22-2		La Maida Street	SFR	4		65	65	65	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.28	EW 22-2		La Maida Street	SFR	4		64	65	65	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.29	EW 22-2		Huston Street	SFR	2		58	59	58	56	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.30	EW 22-2		Orion Avenue	SFR	1		56	57	57	55	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.31	EW 22-2		Morrison Street	SFR	2		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.32	EW 22-2		Morrison Street	SFR	2		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.33	EW 22-2		Morrison Street	SFR	2		62	62	62	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.34	EW 22-3		Morrison Street	SFR	1		60	60	60	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.35	EW 22-3		Morrison Street	SFR	1		61	61	61	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.36	EW 22-3		Morrison Street	SFR	1		61	61	61	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-23.1			Woodley Avenue	Vacant Land	1		70	71	71	71	0	1	G	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.1			Woodley Avenue	Trails	1		58	58	59	59	1	1	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.2			Woodley Avenue	Park	1		64	64	65	65	1	1	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.3			Woodley Avenue	Air Nat Guard Recruiting	1		64	64	64	64	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.4	EW 24-1		Victory Boulevard	Gas Station	1		72	73	71	66	-2	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Source: LSA Associates, Inc. (2024).

[1] An * represents an existing wall that would be demolished as part of the project. The existing wall would be reconstructed at the new location and at the existing height at a minimum.

[2] Numbers in **bold** represent noise levels that approach or exceed the Noise Abatement Criteria (NAC) and/or experience a substantial noise increase.

[3] The background noise level was added to the modeled noise levels in where applicable.

[4] 2050 with project traffic noise levels assume zero feet in height for existing walls that would be demolished as part of the project.

[5] Traffic noise from the I-405 only. Traffic volumes from the local roadways were removed in the TNM model.

[6] Activity Categories with no outdoor frequent human use areas were not evaluated against the NAC.

[7] A ** indicates no traffic noise impacts would occur because traffic noise from the I-405 would not contribute noise levels that approach or exceed the NAC due to distance from the I-405 and shielding from walls and/or buildings.

[8] A dash (--) indicates that no barrier was analyzed at this location because the modeled receptor would not approach or exceed the NAC and/or experience a substantial noise increase.

[9] Underlined numbers have been attenuated by at least 5 dBA (i.e., feasible wall height).

[10] Shaded cells indicate the approximate existing wall heights.

[11] This receptor would be fully acquired as part of the Project.

A/E = Approach or Exceed
dBA = A-weighted decibels
dBA $L_{eq}(h)$ = equivalent continuous sound level measured per hour in A-weighted decibels
IL = Insertion Loss
NAC = Noise Abatement Criteria
NBR = Number of Benefitted Receptors
NF = Not Feasible
SI = Substantial increase in noise level (12 dBA or more)

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-1.1	EW 1-2	NB No. 1-1	Charnock Road	MFR	2		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	65	3	0
R-1.2	EW 1-2	NB No. 1-1	Charnock Road	SFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0
R-1.3	EW 1-2	NB No. 1-1	Charnock Road	MFR	4		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	65	2	0	65	2	0
R-1.4	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		64	64	64	64	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0
R-1.5	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		65	65	65	65	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0
R-1.6	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		65	65	65	65	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0
R-1.7	EW 1-2	NB No. 1-1	Charnock Road	MFR	1		63	63	63	63	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-1.8	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		61	61	61	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0
R-1.9	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		52	52	52	47	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0
R-1.10	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		62	62	62	47	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0
R-1.11	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		61	61	61	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0
R-1.12	EW 1-2	NB No. 1-1	Westminster Avenue	MFR	1		51	51	51	49	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0
R-1.13	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	4		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	**66**	2	0
R-1.14	EW 1-2	NB No. 1-1	Tuller Avenue	Vacant Land	1		68	68	68	68	0	0	G	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	67	1	0	67	1	0	66	2	0
R-1.15	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-1.16	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-1.17	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-1.18	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	3		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0
R-1.19	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	2		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	61	1	0
R-1.20	EW 1-2	NB No. 1-1	Tuller Avenue	SFR	1		**67**	**67**	**67**	64	0	0	B(67)	--**	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-1.21	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	1		65	65	65	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0
R-1.22	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	2		63	63	64	60	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0
R-1.23	EW 1-2	NB No. 1-1	Sepulveda Boulevard	MFR	2		62	62	62	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0
R-1.24	EW 1-2	NB No. 1-1	Sepulveda Boulevard	Restaurant	1		68	68	68	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0	68	0	0	68	0	0
R-1.25			Sepulveda Boulevard	Commercial	1		79	80	80	80	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.26			Sepulveda Boulevard	Office	1		77	77	77	77	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.27-1			Sepulveda Boulevard	MFR	2		**66**	**66**	**66**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.27-2			Sepulveda Boulevard	MFR	2		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.28-1			Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.28-2			Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.29-1			Sepulveda Boulevard	MFR	3		**71**	**71**	**71**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.29-2			Sepulveda Boulevard	MFR	4		**72**	**72**	**72**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.30-2			Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.31-2			Sepulveda Boulevard	MFR	1		65	65	65	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.32-2			Sepulveda Boulevard	MFR	3		**72**	**72**	**72**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.33-2			Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.34			Rose Avenue	MFR	1		57	57	57	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.35			Sepulveda Boulevard	Commercial/Light Industrial	1		76	76	76	76	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.36	EW 1-3		Sepulveda Boulevard	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.37	EW 1-3	NB No. 1-2	Sepulveda Boulevard	MFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0
R-1.38	EW 1-3	NB No. 1-2	Sepulveda Boulevard	Preschool	1		**69/49**	**69/49**	**69/49**	**69/49**	0	0	C(67)/D(52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**67/47**	2	0	**66/46**	3	0	65/45	4	0	65/45	4	0	64/44	5	1	64/44	5	1
R-1.39	EW 1-3	NB No. 1-2	Sepulveda Boulevard	Preschool	1		62/42	62/42	62/42	61/41	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	60/40	2	0	59/39	3	0	58/38	4	0	58/38	4	0	58/38	4	0	58/38	4	0
R-1.40	EW 1-3	NB No. 1-2	Sepulveda Boulevard	Preschool	1		61/41	61/41	61/41	60/40	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	59/39	2	0	58/38	3	0	58/38	3	0	58/38	3	0	58/38	3	0	58/38	3	0
R-1.41	EW 1-3		Sepulveda Boulevard	Preschool	1		64/44	65/45	65/45	60/40	0	1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.42	EW 1-3		Sepulveda Boulevard	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.43	EW 1-3		Sepulveda Boulevard	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.44	EW 1-3		Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.45-1	EW 1-3		Queensland Street	MFR	2		**70**	**70**	**70**	56	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.45-2	EW 1-3		Queensland Street	MFR	1		**70**	**70**	**70**	56	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.46	EW 1-3		Queensland Street	MFR	1		54	54	54	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.47-1	EW 1-3		Queensland Street	MFR	1		54	54	54	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.47-2	EW 1-3		Queensland Street	MFR	1		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.48-1	EW 1-3		Queensland Street	MFR	4		**70**	**70**	**70**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.48-2	EW 1-3		Queensland Street	MFR	3		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.49-1	EW 1-3		Queensland Street	MFR	4		56	56	56	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.49-2	EW 1-3		Queensland Street	MFR	4		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.50	EW 1-3		Queensland Street	MFR	1		63	63	63	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.51-1	EW 1-3		Queensland Street	MFR	4		**70**	**70**	**70**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.51-2	EW 1-3		Queensland Street	MFR	3		**70**	**70**	**70**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.52-1	EW 1-3		Queensland Street	MFR	6		55	55	55	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.52-2	EW 1-3		Queensland Street	MFR	6		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.53-1	EW 1-3		Queensland Street	MFR	1		54	54	54	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.53-2	EW 1-3		Queensland Street	MFR	1		62	62	62	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.54-1	EW 1-3		Queensland Street	MFR	4		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.54-2	EW 1-3		Queensland Street	MFR	4		**67**	**67**	**67**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.55-1	EW 1-3		Queensland Street	MFR	5		53	53	53	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.55-2	EW 1-3		Queensland Street	MFR	5		56	56	56	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.56-1	EW 1-3		Queensland Street	MFR	1		59	59	59	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.56-2	EW 1-3		Queensland Street	MFR	1		61	61	61	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.57	EW 1-3		Queensland Street	MFR	1		**66**	**66**	**66**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.58	EW 1-3		Queensland Street	MFR	1		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.59-2	EW 1-3		Queensland Street	MFR	4		**67**	**67**	**67**	54	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.60-1	EW 1-3		Queensland Street	MFR	1		54	54	54	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.60-2	EW 1-3		Queensland Street	MFR	1		59	59	59	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.61-1	EW 1-3		Queensland Street	MFR	3		51	51	51	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.61-2	EW 1-3		Queensland Street	MFR	3		53	53	53	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.62-1	EW 1-3		Sepulveda Boulevard	MFR	1		63	63	63	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.62-2	EW 1-3		Sepulveda Boulevard	MFR	1		63	63	63	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.63	EW 1-3		Sepulveda Boulevard	MFR	1		52	52	52	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.64-1	EW 1-3		Sepulveda Boulevard	MFR	1		64	64	64	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.64-2	EW 1-3		Sepulveda Boulevard	MFR	1		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.65			Sepulveda Boulevard	Commercial	1		72	73	73	72	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-1.66	EW 1-3		Sepulveda Boulevard	Commercial	1		69	69	69	59	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.1			Sepulveda Boulevard	Commercial	1		68	68	68	66	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	Commercial	1		64	64	64	63	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-2.3-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-2.3-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-2.4-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**66**	**66**	**66**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-2.4-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**68**	**68**	**69**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-2.5-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-2.5-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-2.6	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		51	52	52	49	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	51	1	0	51	1	0
R-2.7-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		50	50	50	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	50	0	0
R-2.7-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		52	52	52	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	51	1	0
R-2.7-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		56	56	56	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	55	1	0	55	1	0
R-2.8-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		51	51	51	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-2.8-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	51	1	0	51	1	0	51	1	0
R-2.8-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		56	57	57	54	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-2.9-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		49	50	50	47	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	1	0	49	1	0	49	1	0	49	1	0
R-2.9-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		51	51	52	50	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	51	1	0	51	1	0
R-2.9-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		54	54	55	53	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	54	1	0
R-2.10-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	50	1	0	50	1	0
R-2.10-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	2		55	55	55	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	54	1	0	54	1	0
R-2.11-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.11-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		55	55	55	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-2.12-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	6		**69**	**69**	**69**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-2.12-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	6		**70**	**70**	**70**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-2.12-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	6		**70**	**70**	**71**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0
R-2.13-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-2.13-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-2.13-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		**69**	**69**	**69**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-2.14-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		47	47	47	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	0	0	47	0	0	47	0	0	47	0	0
R-2.14-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0	50	1	0
R-2.14-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	1		55	55	55	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-2.15-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		47	48	48	45	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	1	0	47	1	0	47	1	0	47	1	0
R-2.15-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	50	1	0
R-2.15-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		56	56	56	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0
R-2.16-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		49	49	49	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	0	0	49	0	0	49	0	0	49	0	0
R-2.16-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.16-3	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	3		60	60	60	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-2.17-1	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	4		49	49	49	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	0	0	49	0	0	49	0	0	49	0	0
R-2.17-2	EW 2-1	NB No. 2-1	Sepulveda Boulevard	MFR	4		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-2.18-1	EW 2-1		Sepulveda Boulevard	MFR	1		47	47	47	44	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.18-2	EW 2-1		Sepulveda Boulevard	MFR	1		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.19-1	EW 2-1		Sepulveda Boulevard	MFR	3		49	49	49	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.19-2	EW 2-1		Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.20-1	EW 2-1		Sepulveda Boulevard	MFR	3		48	48	48	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.20-2	EW 2-1		Sepulveda Boulevard	MFR	3		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.21-1	EW 2-1		Sepulveda Boulevard	MFR	4		49	49	49	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.21-2	EW 2-1		Sepulveda Boulevard	MFR	4		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.22-1	EW 2-1		Sepulveda Boulevard	MFR	1		48	48	48	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.22-2	EW 2-1		Sepulveda Boulevard	MFR	1		51	51	51	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.23-1	EW 2-1		Sepulveda Boulevard	MFR	1		47	47	47	44	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.23-2	EW 2-1		Sepulveda Boulevard	MFR	1		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.24-1	EW 2-1		Sepulveda Boulevard	MFR	3		48	48	48	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.24-2	EW 2-1		Sepulveda Boulevard	MFR	3		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.25-1	EW 2-1		Sepulveda Boulevard	MFR	4		48	48	48	46	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.25-2	EW 2-1		Sepulveda Boulevard	MFR	4		51	51	51	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.26-1	EW 2-1		Sepulveda Boulevard	MFR	2		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.26-2	EW 2-1		Sepulveda Boulevard	MFR	2		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.26-3	EW 2-1		Sepulveda Boulevard	MFR	2		**66**	**66**	**66**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.27-1	EW 2-1		Sepulveda Boulevard	MFR	2		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.27-2	EW 2-1		Sepulveda Boulevard	MFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.28-1	EW 2-1		Sepulveda Boulevard	MFR	2		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.28-2	EW 2-1		Sepulveda Boulevard	MFR	2		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.29-2	EW 2-1		Sepulveda Boulevard	MFR	3		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.30-2	EW 2-1		Sepulveda Boulevard	MFR	3		**70**	**70**	**70**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.31-2			Sardis Avenue	MFR	1		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.32-1			Sardis Avenue	MFR	1		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.32-2			Sardis Avenue	MFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.33-1			Sardis Avenue	MFR	1		64	64	64	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.33-2			Sardis Avenue	MFR	1		**67**	**67**	**67**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.34			Sardis Avenue	MFR	2		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.35			Sepulveda Boulevard	MFR	1		57	57	57	56	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.36			Sepulveda Boulevard	MFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.37			Sepulveda Boulevard	SFR	1		65	65	65	63	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-2.38			Sepulveda Boulevard	Garbage Transfer Station	1		76	76	76	75	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.1	EW 3-1		Richland Avenue	MFR	1		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.2	EW 3-1		Richland Avenue	SFR	1		62	62	62	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.3	EW 3-1		Richland Avenue	SFR	1		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.4	EW 3-1		Sepulveda Boulevard	MFR	2		**66**	**66**	**66**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.5	EW 3-1		Sepulveda Boulevard	MFR	2		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.6-1	EW 3-1		Sepulveda Boulevard	MFR	3		65	65	65	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.6-2	EW 3-1		Sepulveda Boulevard	MFR	3		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.7-1	EW 3-1		Sepulveda Boulevard	MFR	2		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.7-2	EW 3-1		Sepulveda Boulevard	MFR	2		62	62	63	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.8	EW 3-1		Richland Avenue	MFR	3		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.9	EW 3-1		Richland Avenue	MFR	1		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.10	EW 3-1		Richland Avenue	MFR	4		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.11	EW 3-1		Richland Avenue	MFR	1		62	62	63	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.12	EW 3-1		Richland Avenue	MFR	1		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.13-1	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.13-2	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.14-1	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**71**	**71**	60	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.14-2	EW 3-1		Sepulveda Boulevard	MFR	1		**72**	**71**	**71**	60	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.15-1	EW 3-1		Sepulveda Boulevard	MFR	1		62	61	61	56	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.15-2	EW 3-1		Sepulveda Boulevard	MFR	1		63	63	63	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.16	EW 3-1		Sepulveda Boulevard	MFR	1		58	59	59	53	0	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-3.17-1	EW 3-1		Sepulveda Boulevard	MFR	4		59	58	58	49	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.17-2	EW 3-1		Sepulveda Boulevard	MFR	4		63	62	62	53	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.18-1	EW 3-1		Sepulveda Boulevard	MFR	4		60	59	59	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.18-2	EW 3-1		Sepulveda Boulevard	MFR	4		64	63	63	58	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.19-1	EW 3-1		Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.19-2	EW 3-1		Sepulveda Boulevard	MFR	2		**71**	**70**	**70**	58	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.20-2	EW 3-1		Sepulveda Boulevard	MFR	2		64	64	64	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.21	EW 3-1		Cotner Avenue	MFR	1		60	60	61	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.22-1	EW 3-1		Richland Avenue	MFR	1		60	60	60	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.22-2	EW 3-1		Richland Avenue	MFR	1		64	64	64	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.23-1	EW 3-1		Richland Avenue	MFR	1		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.23-2	EW 3-1		Richland Avenue	MFR	2		62	62	63	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.23-3	EW 3-1		Richland Avenue	MFR	2		**69**	**69**	**69**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.24-1	EW 3-1		Richland Avenue	MFR	2		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.24-2	EW 3-1		Richland Avenue	MFR	2		62	62	62	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.24-3	EW 3-1		Richland Avenue	MFR	2		**68**	**68**	**68**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.25-2	EW 3-1		Richland Avenue	MFR	1		63	63	63	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.25-3	EW 3-1		Richland Avenue	MFR	1		**67**	**67**	**67**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.26	EW 3-1		Cotner Avenue	SFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.27	EW 3-1		Cotner Avenue	SFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.28	EW 3-1		Richland Avenue	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.29	EW 3-1		Pickford Street	SFR	2		58	59	59	58	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.30-1	EW 3-1		Richland Avenue	MFR	1		53	53	53	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.30-2	EW 3-1		Richland Avenue	MFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.30-3	EW 3-1		Richland Avenue	MFR	1		**68**	**68**	**68**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.31-1	EW 3-1		Richland Avenue	MFR	4		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.31-2	EW 3-1		Richland Avenue	MFR	4		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.31-3	EW 3-1		Richland Avenue	MFR	4		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.32-1	EW 3-1		Richland Avenue	MFR	3		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.32-2	EW 3-1		Richland Avenue	MFR	3		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.32-3	EW 3-1		Richland Avenue	MFR	3		62	62	62	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.33	EW 3-1		Pickford Street	SFR	1		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.34	EW 3-1		Cotner Avenue	SFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.35	EW 3-1		Pickford Street	SFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.36	EW 3-1		Pearl Street	SFR	1		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.37	EW 3-1		Pickford Street	SFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.38	EW 3-1		Pearl Street	SFR	3		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.39	EW 3-1		Pickford Street	SFR	2		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.40	EW 3-1		Pickford Street	SFR	1		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.41	EW 3-1		Cotner Avenue	SFR	1		59	60	60	58	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.42	EW 3-1		Pearl Street	SFR	1		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.43	EW 3-1		Pearl Street	SFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.44	EW 3-1		Pearl Street	SFR	1		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.45	EW 3-1		Pearl Street	SFR	1		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.46	EW 3-1		Pearl Street	SFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.47			Exposition Boulevard	Commercial	1		68	68	68	68	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.48			Pico Boulevard	Storage Facility	1		68	68	69	68	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.49			Sepulveda Boulevard	MFR	1		68	68	68	68	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.50-6			Sepulveda Boulevard	MFR	4		**74**	**75**	**75**	**74**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.50-7			Pico Boulevard	MFR	4		**75**	**75**	**75**	**75**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.51			Cotner Avenue	Commercial	1		65	65	65	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.52			Cotner Avenue	Commercial	1		70	70	70	64	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.53			Cotner Avenue	Commercial	1		68	68	67	62	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.54			Cotner Avenue	Commercial	1		68	68	68	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.55			Cotner Avenue	Commercial	1		69	69	68	67	-1	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-3.56			Pontius Avenue	Commercial	1		66	66	66	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.1			Cotner Avenue	SFR	1		66	66	66	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.2			Cotner Avenue	Commercial	1		68	68	68	67	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.3			Cotner Avenue	Commercial	1		71	71	72	71	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.4			Olympic Boulevard	Commercial	1		69	69	69	59	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.5			Pontius Avenue	Commercial	1		61	61	62	61	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.6			Pontius Avenue	Commercial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.7			Olympic Boulevard	Office	1		61	61	61	56	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.8			Pontius Avenue	Daycare	1		62/42	61/41	61/41	49/29	0	-1	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.9			Pontius Avenue	Daycare	1		61/41	61/41	61/41	61/41	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.10			Pontius Avenue	Industrial	1		60	60	61	60	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.11			Mississippi Avenue	Industrial	1		74	74	74	74	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.12			Cotner Avenue	Industrial	1		73	73	73	73	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.13			Cotner Avenue	Industrial	1		72	72	73	72	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.14			Pontius Avenue	Industrial	1		60	60	60	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.15			Pontius Avenue	Industrial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.16			Cotner Avenue	Industrial	1		72	72	73	72	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.17			Missouri Avenue	Utilities/Office	1		68	68	69	69	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.18			Pontius Avenue	Animal Hospital	1		64/44	64/44	64/44	64/44	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.19			Pontius Avenue	Industrial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.20			Pontius Avenue	Industrial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.21			Cotner Avenue	Utilities	1		71	71	71	71	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.22			Cotner Avenue	Utility	1		74	74	74	74	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.23			Nebraska Avenue	Utilities	1		76	76	77	76	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.24			Pontius Avenue	Commercial	1		63	63	63	63	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.25			Pontius Avenue	Commercial	1		69	69	69	69	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.26			Sepulveda Boulevard	Fitness	1		65	64	64	60	0	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.27			Santa Monica Boulevard	Office	1		57	56	56	56	0	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.28			Santa Monica Boulevard	Office	1		63	63	63	61	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-4.29			Santa Monica Boulevard	Office	1		72	72	72	72	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.1			Cotner Avenue	Industrial	1		71	71	71	71	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.2			Cotner Avenue	Utility	1		69	69	70	70	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.3			Cotner Avenue	Commercial	1		70	70	71	71	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.4			Pontius Avenue	Commercial/Industrial	1		61	61	62	61	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-5.5			Massachusetts Avenue	MFR	1		68	68	69	69	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.6			Pontius Avenue	Commercial	1		56	56	56	55	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.7			Pontius Avenue	MFR	1		61	61	61	61	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.8			Ohio Avenue	Meeting Room	1		70/50	70/50	70/50	65/45	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.9	EW 5-1		Sepulveda Boulevard	Recreation	1		65	65	65	65	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.10	EW 5-1		Sepulveda Boulevard	Recreation	1		64	64	64	62	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.11	EW 5-1		Sepulveda Boulevard	Recreation	1		64	64	64	61	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.12	EW 5-1		Sepulveda Boulevard	MFR	1		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.13	EW 5-1		Sepulveda Boulevard	Preschool	1		61/41	61/41	61/41	58/38	0	0	C(67)/D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.14	EW 5-1		Sepulveda Boulevard	Recording Studio	1		73/49	73/49	73/49	63/39	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.15	EW 5-1		Sepulveda Boulevard	Utilities	1		71	72	72	63	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.16			Sepulveda Boulevard	Recreation	1		61	61	61	58	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-5.17			Wilshire Boulevard	Federal	1		64	64	64	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.1			Sepulveda Boulevard	Cemetery	1		66	66	66	66	0	0	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.2			Sepulveda Boulevard	Chapel	1		72/50	72/50	72/50	70/48	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.3			Sepulveda Boulevard	Cemetery	1		72	72	73	72	1	1	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	Office	1		73	73	79	78	6	6	E	--	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1
R-6.5	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	2		63	63	**66**	**66**	3	3	B(67)	A/E	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0	63	3	0	62	4	0	62	4	0
R-6.6	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	2		61	61	62	62	1	1	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R-6.7	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	1		60	60	**66**	65	6	6	B(67)	--**	62	4	0	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1
R-6.8-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**73**	**73**	**76**	**74**	3	3	B(67)	A/E	**74**	2	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0
R-6.8-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**73**	**73**	**79**	**78**	6	6	B(67)	A/E	**75**	4	0	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3
R-6.8-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**73**	**73**	**80**	**79**	7	7	B(67)	A/E	**78**	2	0	**76**	4	0	**75**	5	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3
R-6.9	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**70**	**70**	**78**	**78**	8	8	B(67)	A/E	**77**	1	0	**76**	2	0	**75**	3	0	**73**	5	1	**71**	7	1	**70**	8	1	**70**	8	1	**69**	9	1	**69**	9	1
R-6.10-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**68**	**68**	**72**	**70**	4	4	B(67)	A/E	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0
R-6.10-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**68**	**68**	**76**	**75**	8	8	B(67)	A/E	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2
R-6.11-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		50	50	55	54	5	5	B(67)	--	53	2	0	52	3	0	52	3	0	52	3	0	51	4	0	51	4	0	51	4	0	51	4	0	51	4	0
R-6.11-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		58	58	**66**	65	8	8	B(67)	--**	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2
R-6.12	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**76**	**75**	9	9	B(67)	A/E	**73**	3	0	**72**	4	0	**70**	6	1	**69**	7	1	**68**	8	1	**68**	8	1	**68**	8	1	**68**	8	1	**68**	8	1
R-6.13	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		63	63	**69**	**68**	6	6	B(67)	A/E	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1
R-6.14	EW 6-1*	NB No. 6-1	Montana Avenue	MFR	1		52	52	58	58	6	6	B(67)	--	56	2	0	55	3	0	54	4	0	54	4	0	54	4	0	54	4	0	54	4	0	54	4	0	54	4	0
R-6.15	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	1		58	58	62	62	4	4	B(67)	--	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
R-6.16	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	2		58	58	63	63	5	5	B(67)	--	61	2	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0
R-6.17	EW 6-1*	NB No. 6-1	Bentley Avenue	SFR	2		58	58	63	62	5	5	B(67)	--	61	2	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0
R-6.18	EW 6-1*	NB No. 6-1	Montana Avenue	SFR	1		59	59	64	64	5	5	B(67)	--	62	2	0	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
R-6.19	EW 6-1*	NB No. 6-1	Montana Avenue	SFR	3		60	60	63	63	3	3	B(67)	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	61	2	0	61	2	0	61	2	0
R-6.20-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**76**	**76**	**80**	**78**	4	4	B(67)	A/E	**78**	2	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0
R-6.20-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**75**	**75**	**81**	**80**	6	6	B(67)	A/E	**78**	3	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0
R-6.20-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**74**	**74**	**81**	**80**	7	7	B(67)	A/E	**80**	1	0	**79**	2	0	**78**	3	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0
R-6.21-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**71**	**71**	**78**	**77**	7	7	B(67)	A/E	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0
R-6.21-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**72**	**72**	**79**	**79**	7	7	B(67)	A/E	**76**	3	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0
R-6.21-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**73**	**73**	**80**	**79**	7	7	B(67)	A/E	**78**	2	0	**77**	3	0	**76**	4	0	**75**	5	1	**75**	5	1	**75**	5	1	**75**	5	1	**75**	5	1	**75**	5	1
R-6.22-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	5		**77**	**77**	**82**	**80**	5	5	B(67)	A/E	**79**	3	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0
R-6.22-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	5		**78**	**78**	**84**	**84**	6	6	B(67)	A/E	**81**	3	0	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5
R-6.22-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	5		**79**	**79**	**84**	**84**	5	5	B(67)	A/E	**84**	0	0	**83**	1	0	**81**	3	0	**80**	4	0	**80**	4	0	**80**	4	0	**80**	4	0	**80**	4	0	**80**	4	0
R-6.23	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**69**	**69**	**76**	**76**	7	7	B(67)	A/E	**72**	4	0	**71**	5	1	**71**	5	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1
R-6.24	EW 6-1*	NB No. 6-1	Montana Avenue	SFR	2		55	55	58	57	3	3	B(67)	--	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0
R-6.25	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	1		59	59	61	60	2	2	B(67)	--	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
R-6.26	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	1		**67**	**67**	**73**	**73**	6	6	B(67)	A/E	**71**	2	0	**70**	3	0	**68**	5	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1
R-6.27	EW 6-1*	NB No. 6-1	Montana Avenue	SFR	1		60	60	65	65	5	5	B(67)	--	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0
R-6.28	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	5		65	65	**66**	65	1	1	B(67)	--**	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
R-6.29	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	6		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-6.30	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	3		**68**	**68**	**67**	**67**	-1	-1	B(67)	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0
R-6.31	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	4		55	55	56	56	1	1	B(67)	--	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0
R-6.32	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	4		60	60	62	62	2	2	B(67)	--	62	0	0	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
R-6.33	EW 6-1*	NB No. 6-1	Dalkeith Avenue	SFR	4		57	56	59	59	3	2	B(67)	--	58	1	0	58	1	0	57	2	0	57	2	0	56	3	0	56	3	0	56	3	0	56	3	0	56	3	0
R-6.34	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	4		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0
R-6.35	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	4		61	62	61	61	-1	0	B(67)	--	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0
R-6.36	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	3		62	62	61	61	-1	-1	B(67)	--	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0
R-6.37	EW 6-1*	NB No. 6-1	Homedale Street	SFR	4		64	64	63	63	-1	-1	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	62	1	0	61	2	0	61	2	0	61	2	0
R-6.38	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		**66**	**66**	**67**	65	1	1	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.39	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	2		**71**	**71**	**70**	**70**	-1	-1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0
R-6.40	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	2		**69**	**69**	**70**	**70**	1	1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-6.41	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0
R-6.42	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		55	55	56	55	1	1	B(67)	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0
R-6.43	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	5		58	58	58	58	0	0	B(67)	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0
R-6.44	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R-6.45	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		64	64	64	64	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-6.46	EW 6-1*	NB No. 6-1	Homedale Street	SFR	5		60	60	60	59	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	59	1	0
R-6.47	EW 6-1*	NB No. 6-1	Homedale Street	SFR	2		62	62	63	63	1	1	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
R-6.48	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		**69**	**70**	**70**	**69**	0	1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-6.49	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		65	65	**66**	65	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0
R-6.50	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		63	63	63	63	0	0	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
R-6.51	EW 6-1*	NB No. 6-1	Bronwood Avenue	SFR	2		61	61	62	61	1	1	B(67)	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-6.52	EW 6-1*	NB No. 6-1	Thurston Avenue	SFR	1		64	64	64	64	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-6.53-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**71**	**71**	**71**	65	0	0	B(67)	--**	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-6.53-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	**69**	0	0	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0
R-6.53-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**74**	**75**	**74**	**73**	-1	0	B(67)	A/E	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**73**	1	0	**73**	1	0	**72**	2	0	**72**	2	0
R-6.54-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	63	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.54-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	**66**	0	0	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0
R-6.54-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**69**	0	1	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**69**	2	0	**69**	2	0	**69**	2	0
R-6.55-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		**77**	**77**	**77**	**70**	0	0	B(67)	A/E	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0
R-6.55-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**78**	**78**	**78**	**73**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0
R-6.55-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**80**	**81**	**81**	**79**	0	1	B(67)	A/E	**80**	1	0	**80**	1	0	**80**	1	0	**80**	1	0	**80**	1	0	**80**	1	0	**80**	1	0	**80**	1	0	**80**	1	0
R-6.55-4	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	3		**82**	**82**	**82**	**81**	0	0	B(67)	A/E	**82**	0	0	**82**

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																																	
								2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-6.57-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		75	75	74	69	-1	-1	B(67)	A/E	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0
R-6.57-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		75	75	74	71	-1	-1	B(67)	A/E	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0	74	0	0
R-6.57-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	1		78	78	77	76	-1	-1	B(67)	A/E	77	0	0	77	0	0	77	0	0	77	0	0	77	0	0	77	0	0	77	0	0	77	0	0	77	0	0
R-6.58-1	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		71	71	71	67	0	0	B(67)	A/E	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0
R-6.58-2	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		72	72	72	69	0	0	B(67)	A/E	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0
R-6.58-3	EW 6-1*	NB No. 6-1	Sepulveda Boulevard	MFR	2		74	74	75	74	1	1	B(67)	A/E	74	1	0	74	1	0	74	1	0	74	1	0	74	1	0	74	1	0	74	1	0	74	1	0	74	1	0
R-6.59	EW 6-1*		Bronwood Avenue	MFR	1		77	77	76	70	-1	-1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.60	EW 6-1*		Bronwood Avenue	SFR	2		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.61	EW 6-1*		Bronwood Avenue	SFR	2		61	62	62	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.62	EW 6-1*		Thurston Avenue	SFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.63	EW 6-1*		Thurston Avenue	SFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.64	EW 6-1*		Sunset Boulevard	SFR	1		62	62	62	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.65	EW 6-1*		Sunset Boulevard	SFR	1		61	61	62	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-6.66	EW 6-1*		Sunset Boulevard	SFR	1		60	61	61	58	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.1	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		70	70	70	70	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	69	1	0	68	2	0	68	2	0	68	2	0
R-7.2	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		73	73	73	72	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	71	2	0	70	3	0	70	3	0	69	4	0
R-7.3	EW 7-1	NB No. 7-1	Thurston Circle	SFR	3		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0	64	1	0
R-7.4	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		68	68	68	67	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	67	1	0	66	2	0	66	2	0	66	2	0
R-7.5	EW 7-1	NB No. 7-1	Sepulveda Boulevard	Utility	1		65	65	65	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-7.6	EW 6-1	NB No. 7-1	Thurston Circle	SFR	1		66	67	66	61	-1	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	0	0	66	0	0	66	0	0	66	0	0
R-7.7	EW 6-1	NB No. 7-1	Thurston Circle	SFR	1		60	60	60	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-7.8	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	2	0	58	3	0	58	3	0	57	4	0
R-7.9	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	57	1	0
R-7.10	EW 7-1	NB No. 7-1	Thurston Circle	SFR	2		58	59	59	57	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0	58	1	0
R-7.11	EW 7-1	NB No. 7-1	Thurston Place	SFR	2		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	2	0	60	3	0	59	4	0	58	5	2
R-7.12	EW 7-1	NB No. 7-1	Thurston Place	SFR	2		61	61	62	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	59	3	0	58	4	0
R-7.13	EW 7-1	NB No. 7-1	Thurston Place	SFR	2		65	65	66	66	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	63	3	0	62	4	0
R-7.14	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	62	3	0	62	3	0
R-7.15	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		62	62	62	60	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0
R-7.16	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		66	66	66	66	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	63	3	0	63	3	0
R-7.17	EW 7-1	NB No. 7-1	Ovada Place	SFR	1		53	54	54	53	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	52	2	0	52	2	0
R-7.18	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		66	66	67	66	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	2	0	64	3	0	63	4	0	63	4	0
R-7.19	EW 7-1	NB No. 7-1	Thurston Circle	SFR	1		66	66	66	66	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	63	3	0	62	4	0
R-7.20	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		47	47	48	48	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	47	1	0	46	2	0	46	2	0	46	2	0
R-7.21	EW 7-1	NB No. 7-1	Sepulveda Boulevard	Office/Commercial	1		59	59	59	52	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-7.22	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		61	63	61	60	-2	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-7.23	EW 7-1	NB No. 7-1	Acanto Street	MFR	5		59	60	59	59	-1	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	58	1	0	58	1	0
R-7.24	EW 7-1	NB No. 7-1	Bellagio Road	MFR	1		55	55	56	55	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	55	1	0	54	2	0
R-7.25	EW 7-1	NB No. 7-1	Bellagio Road	SFR	1		56	56	56	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0
R-7.26-2	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		60	61	60	60	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0	59	1	0
R-7.26-3	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		62	63	62	61	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0
R-7.27	EW 7-1	NB No. 7-1	Ovada Place	MFR	1		53	54	53	53	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	0	0	53	0	0	52	1	0	52	1	0
R-7.28	EW 7-1	NB No. 7-1	Bellagio Road	SFR	2		61	62	61	61	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0
R-7.29	EW 7-1	NB No. 7-1	Bellagio Road	SFR	2		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-7.30	EW 7-1	NB No. 7-1	Sepulveda Boulevard	Restaurant	1		71	71	71	55	0	0	E(72)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	71	0	0	71	0	0	71	0	0	71	0	0
R-7.31	EW 7-2		Sepulveda Boulevard	Commercial	1		69	69	69	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.32	EW 7-3		Sepulveda Boulevard	Commercial	1		67	67	67	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.33	EW 7-3		Bellagio Road	MFR	1		50	50	50	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.34	EW 7-3		Bellagio Road	MFR	1		62	62	62	56	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.35	EW 7-3		Bellagio Road	SFR	4		65	65	65	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.36	EW 7-3		Bellagio Road	SFR	4		62	62	62	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.37	EW 7-3		Moraga Drive	Office	1		60	60	60	57	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.38	EW 7-3		Bellagio Road	MFR	1		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.39-1	EW 7-3		Bellagio Road	MFR	4		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.39-2	EW 7-3		Bellagio Road	MFR	3		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.39-3	EW 7-3		Bellagio Road	MFR	4		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.40-1	EW 7-3		Bellagio Road	MFR	1		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.40-2	EW 7-3		Bellagio Road	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.41	EW 7-3		Bellagio Road	MFR	1		57	57	58	57	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.42	EW 7-3		Bellagio Road	SFR	4		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.43	EW 7-3		Bellagio Road	SFR	4		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.44	EW 7-3		Bellagio Road	SFR	3		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.45	EW 7-3		Bellagio Road	SFR	3		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.46	EW 7-3		Casiano Road	SFR	3		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.47	EW 7-3		Casiano Road	SFR	1		64	64	64	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.48	EW 7-3		Sepulveda Boulevard	SFR	2		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.49	EW 7-3		Casiano Road	SFR	1		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.50	EW 7-3		Acanto Place	SFR	2		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.51	EW 7-3		Acanto Place	Assisted Living	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.52	EW 7-3		Sepulveda Boulevard	Assisted Living	1		65	65	65	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.53	EW 7-3		Acanto Place	SFR	1		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.54	EW 7-3		Acanto Place	SFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.55	EW 7-3	NB No. 7-2	Acanto Place	SFR	2		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	62	1	0
R-7.56	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	61	2	0	61	2	0	61	2	0
R-7.57	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		59	59	62	61	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	3	0	59	3	0	58	4	0	58	4	0
R-7.58	EW 7-3	NB No. 7-2	Acanto Place	SFR	2		60	60	63	62	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	3	0	60	3	0	59	4	0	59	4	0
R-7.59	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		55	55	58	57	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	3	0	55	3	0	55	3	0	55	3	0
R-7.60	EW 7-3		Acanto Place	SFR	4		57	57	59	59	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-7.61	EW 7-3	NB No. 7-2	Acanto Place	SFR	2		56	56	59	59	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	3	0	56	3	0	56	3	0	55	4	0
R-7.62	EW 7-3	NB No. 7-2	Acanto Place	SFR	1		59	59	63	62	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	4	0	58	5	1	58	5	1	58	5	1
R-7.63	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		63	63	71	71	8	8	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	8	1	63	8	1	62	9	1	62	9	1
R-7.64	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		64	64	73	72	9	9	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	9	1	64	9	1	63	10	1	63	10	1
R-7.65	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		64	64	72	71	8	8	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	8	1	63	9	1	63	9	1	63	9	1
R-7.66	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		65	65	69	68	4	4	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	4	0	65	4	0	64	5	1	64	5	1
R-7.67	EW 7-3	NB No. 7-2	Sepulveda Boulevard	SFR	2		61	61	68	67	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	7	2	61	7	2	60	8	2	60	8	2
R-7.68	EW 7-3	NB No. 7-2	Bel Terrace	SFR	1		64	64	73	73	9	9	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	9	1	64	9	1	63	10	1	63	10	1
R-7.69	EW 7-3	NB No. 7-2	Sepulveda Boulevard	SFR	1		63	63	72	71	9	9	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	9	1	63	9	1	62	10	1	62	10	1
R-7.70	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Daycare	1		68/48	68/48	73/53	71/51	5	5	D(52)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68/48	5	1	68/48	5	1	68/48	5	1	68/48	5	1
R-7.71	EW 7-3	NB No. 7-2	Sepulveda Boulevard	Daycare	1		64	64	71	71	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	7	1	63	8	1	63	8	1	63	8	1

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

| Receptor No. | Existing Wall No.[1] | Noise Barrier No. | Location | Land Use | No. of Receptors/Units | Background Noise Level | Existing Noise Level, dBA $L_{eq}(h)$[2,3] | 2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3] | 2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4] | 2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5] | 2050 Noise Level: Build Alternative Minus No Build Conditions | 2050 Noise Level: Build Alternative Minus Existing Conditions | Activity Category (NAC)[6] | Impact Type[7] | Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10] | | |

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-9.64-4	EW 9-1	NB No. 9-6	Sepulveda Boulevard	MFR	7		**75**	**75**	**75**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**74**	1	0	**74**	1	0	**74**	1	0
R-9.65		NB No. 9-6	Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.66	EW 9-1		Saugus Avenue	MFR	1		49	49	49	46	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.67-2	EW 9-1		Saugus Avenue	MFR	6		49	49	49	47	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.67-3	EW 9-1		Saugus Avenue	MFR	6		53	53	53	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.67-4	EW 9-1		Saugus Avenue	MFR	6		52	52	52	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.68	EW 9-1		Saugus Avenue	MFR	2		51	51	51	47	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.69			Sepulveda Boulevard	Commercial	1		74	74	74	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.70			Sepulveda Boulevard	Restaurant	1		65	65	65	65	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.71			Sepulveda Boulevard	Restaurant	1		63	63	63	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.72-1			Saugus Avenue	MFR	4		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.72-2			Saugus Avenue	MFR	5		65	65	65	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.73			Saugus Avenue	Restaurant	1		65	65	65	60	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.74			Saugus Avenue	Restaurant/Commercial	0		70	69	69	61	0	-1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.75			Ventura Boulevard	Commercial	1		65	65	65	61	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-9.76			Ventura Boulevard	Recording Studios	1		74/50	73/49	73/49	58/34	0	-1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.1	EW 9-2		Ventura Boulevard	Office	1		63	63	63	51	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.2			Sepulveda Boulevard	MFR	1		58	58	60	60	2	2	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.3	EW 10-1		Sepulveda Boulevard	Motel	1		66	66	67	61	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-10.4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR Pool	1		**73**	**74**	**74**	**74**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**73**	1	0	**72**	2	0	**71**	3	0	**70**	4	0
R-10.5-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		62	63	65	65	2	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
R-10.5-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**71**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**69**	2	0			
R-10.6-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		65	**66**	**68**	**68**	2	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0			
R-10.6-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**69**	2	0			
R-10.7-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		**66**	**66**	**68**	**68**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0			
R-10.7-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**71**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0			
R-10.8-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**76**	**76**	**76**	**76**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**76**	0	0	**75**	1	0	**74**	2	0	**70**	6	2	**67**	9	2
R-10.8-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**77**	**78**	**78**	**78**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0			
R-10.9-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**76**	**76**	**76**	**76**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**76**	0	0	**76**	0	0	**75**	1	0	**70**	6	2	**68**	8	2
R-10.9-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	2		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0
R-10.10-3	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	4		**76**	**77**	**76**	**76**	-1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**76**	0	0	**76**	0	0	**75**	1	0	**71**	5	4	**68**	8	4
R-10.10-4	EW 10-1	NB No. 10-1	Sepulveda Boulevard	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**78**	0	0	**78**	0	0	**77**	1	0			
R-11.1		NB No. 11-1	Morrison Street	School	1		**69/44**	**69/44**	**69/44**	**66/41**	0	0	C(67)/D(52)	A/E	65/40	4	0	64/39	5	1	64/39	5	1	63/38	6	1	62/37	7	1	62/37	7	1	62/37	7	1	61/36	8	1	61/36	8	1
R-11.2		NB No. 11-1	Morrison Street	Office	1		66	66	66	63	0	0	E	--	65	1	0	64	2	0	64	2	0	63	3	0	62	4	0	62	4	0	61	5	1	61	5	1	61	5	1
R-11.3		NB No. 11-1	Morrison Street	Commercial	1		73	73	73	73	0	0	E	--	70	3	0	69	4	0	68	5	1	68	5	1	67	6	1	67	6	1	67	6	1	67	6	1	67	6	1
R-11.4			Morrison Street	Commercial	1		74	74	75	74	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.5			Morrison Street	Fire Dept	1		70	70	70	70	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.6			Morrison Street	Fire Station	1		60	60	60	56	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.7			Morrison Street	Army Reserve	1		64	64	64	61	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.8	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	School	1		**69/37**	**69/37**	**69/37**	**69/37**	0	0	C(67)/D(52)	A/E	--	--	--	--	--	--	**69/37**	0	0	**69/37**	0	0	**69/37**	0	0	**68/36**	1	0	**68/36**	1	0	**68/36**	1	0	**67/35**	2	0
R-11.9-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-11.9-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**71**	**71**	**71**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0
R-11.10-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		**69**	**69**	**69**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-11.10-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-11.11-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-11.11-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	2		**70**	**70**	**70**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0			
R-11.12-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	24		59	59	59	57	0	0	B(67)	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0	59	0	0
R-11.12-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	24		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0
R-11.13-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0
R-11.13-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0
R-11.14-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0	58	2	0	58	2	0	58	2	0
R-11.14-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0
R-11.15-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0
R-11.15-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		61	62	62	62	0	1	B(67)	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0
R-11.16-2	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		56	56	57	56	1	1	B(67)	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0	55	2	0	55	2	0	55	2	0	55	2	0
R-11.16-3	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	58	2	0			
R-11.17	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	MFR	1		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0
R-11.18	EW 11-2	NB Nos. 11-2a & 11-2b	Weddington Street	MFR	1		50	50	51	49	1	1	B(67)	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0	49	2	0	49	2	0	49	2	0			
R-11.19	EW 11-2	NB Nos. 11-2a & 11-2b	Magnolia Boulevard	School	1		64/44	64/44	65/45	64/44	1	1	C(67)/D(52)	--	--	--	--	--	--	--	65/45	0	0	65/45	0	0	64/44	1	0	64/44	1	0	64/44	1	0	64/44	1	0	64/44	1	0
R-11.20	EW 11-2	NB Nos. 11-2a & 11-2b	Weddington Street	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	54	1	0	54	1	0
R-11.21	EW 11-2	NB Nos. 11-2a & 11-2b	Weddington Street	MFR	1		51	51	51	50	0	0	B(67)	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0	50	1	0
R-11.22-1	EW 11-3		Weddington Street	MFR	1		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.22-2	EW 11-3		Weddington Street	MFR	2		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.23	EW 11-3		Weddington Street	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.24	EW 11-3		Weddington Street	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.25	EW 11-3		Weddington Street	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.26-2	EW 11-3		Weddington Street	MFR	1		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.26-3	EW 11-3		Weddington Street	MFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.27	EW 11-3		Weddington Street	MFR	1		49	49	49	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.28	EW 11-3		Sepulveda Boulevard	Church	1		57/37	57/37	57/37	56/36	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.29	EW 11-3		Sepulveda Boulevard	Church	1		57/37	57/37	57/37	54/34	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.30	EW 11-3		Sepulveda Boulevard	MFR	1		55	55	55	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.31	EW 11-3		Sepulveda Boulevard	MFR	1		54	54	54	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.32	EW 11-3		Sepulveda Boulevard	MFR	1		56	56	56	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.33	EW 11-3		Sepulveda Boulevard	MFR Pool	1		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.34	EW 11-3	NB No. 11-3	Sepulveda Boulevard	MFR	1		54	54	55	52	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0
R-11.35-1	EW 11-3	NB No. 11-3	Albers Street	MFR	2		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0
R-11.35-2	EW 11-3	NB No. 11-3	Albers Street	MFR	2		63	64	64	64	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0
R-11.36-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0
R-11.36-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0
R-11.37-1	EW 11-3	NB No. 11-3	Albers Street	MFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0	61	2	0	61	2	0
R-11.37-2	EW 11-3	NB No. 11-3	Albers Street	MFR	2		62	63	63	63	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	61	2	0	61	2	0	60	3	0	60	3	0
R-11.38-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		57	57	58	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	56	2	0	55	3	0	55	3	0	55	3	0
R-11.38-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	56	3	0	56	3	0	55	4	0
R-11.39-1	EW 11-3	NB No. 11-3	Albers Street	MFR	2		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	62	3	0	61	4	0	61	4	0
R-11.39-2	EW 11-3	NB No. 11-3	Albers Street	MFR	2		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	61	3	0	60	4	0	59	5	2	59	5	2
R-11.40-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0
R-11.40-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	57	2	0	56	3	0	55	4	0	55	4	0
R-11.41-1	EW 11-3	NB No. 11-3	Albers Street	MFR	4		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	61	2	0	61	2	0	60	3	0	60	3	0

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-11.41-2	EW 11-3	NB No. 11-3	Albers Street	MFR	4		**70**	**70**	**70**	**70**	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	64	6	4	63	7	4	62	8	4	61	9	4	61	9	4	60	10	4
R-11.42	EW 11-3	NB No. 11-3	Albers Street	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0
R-11.43	EW 11-3	NB No. 11-3	Sepulveda Boulevard	MFR	1		56	56	57	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0	55	2	0	55	2	0
R-11.44	EW 11-3	NB No. 11-3	Sepulveda Boulevard	MFR	1		56	56	56	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0
R-11.45		NB No. 11-3	Sepulveda Boulevard	MFR	1		64	64	64	59	0	0	B(67)	--	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
R-11.46			Sepulveda Boulevard	Hotel	1		61	61	61	58	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.47-1			Sepulveda Boulevard	MFR	4		**71**	**70**	**70**	57	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.47-2			Sepulveda Boulevard	MFR	6		**71**	**70**	**70**	60	0	-1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-11.47-3			Sepulveda Boulevard	MFR	7		**71**	**71**	**71**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.1			Sepulveda Boulevard	Commercial	1		65	66	66	64	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.2			Sepulveda Boulevard	Medical Facility	1		65/41	65/41	66/42	65/41	1	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.3			Sepulveda Boulevard	Commercial	1		70	70	70	70	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.4			Sepulveda Boulevard	Commercial	1		71	71	72	72	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.5			Sepulveda Boulevard	Hotel	1		70	70	70	58	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.6			Sepulveda Boulevard	Restaurant/Retail	1		70	70	70	56	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.7-2			Sepulveda Boulevard	MFR	2		**69**	**69**	**69**	54	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.7-3			Sepulveda Boulevard	MFR	5		**69**	**69**	**69**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.8			Sepulveda Boulevard	MFR	1		68	69	69	51	0	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.9			Sepulveda Boulevard	MFR	1		69	69	69	49	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.10			Sepulveda Boulevard	MFR	1		69	69	69	50	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.11			Sepulveda Boulevard	MFR	1		70	70	70	55	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.12			Sepulveda Boulevard	Office	1		65	65	66	66	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.13			Peach Avenue	Commercial	1		71	71	71	71	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.14			Oxnard Street	Commercial	1		71	71	71	71	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.15			Oxnard Street	Commercial	1		73	73	73	73	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.16			Oxnard Street	Commercial	1		53	53	53	53	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.17			Oxnard Street	Industrial	1		66	66	66	66	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.18			Oxnard Street	Industrial	1		70	70	71	71	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.19			Erwin Street	Office/Commercial	1		68	68	69	69	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.20	EW 12-1		Erwin Street	SFR	2		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.21	EW 12-1		Blucher Avenue	SFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.22	EW 12-1		Blucher Avenue	SFR	5		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.23	EW 12-1		Blucher Avenue	SFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.24	EW 12-1		Blucher Avenue	SFR	3		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.25	EW 12-1		Blucher Avenue	SFR	3		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.26	EW 12-1		Blucher Avenue	SFR	1		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.27	EW 12-1		Orion Avenue	SFR	3		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.28	EW 12-1		Blucher Avenue	SFR	4		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.29	EW 12-1		Blucher Avenue	SFR	3		57	58	58	58	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.30	EW 12-1		Blucher Avenue	SFR	4		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.31	EW 12-1		Sylvan Street	SFR	2		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.32	EW 12-1		Blucher Court	SFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.33	EW 12-1		Sylvan Street	SFR	1		57	57	57	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.34	EW 12-1		Friar Street	SFR	3		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.35	EW 12-1		Sylvan Street	SFR	3		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.36	EW 12-1		Victory Boulevard	SFR	2		65	65	64	62	-1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.37	EW 12-1		Blucher Avenue	SFR	2		62	63	62	60	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.38	EW 12-1		Victory Boulevard	SFR	2		64	64	63	58	-1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.39	EW 12-1		Blucher Avenue	SFR	1		**73**	**73**	**71**	63	-2	-2	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.40	EW 12-1		Blucher Avenue	SFR	5		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.41	EW 12-1		Victory Boulevard	MFR	1		70	70	69	66	-1	-1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.42	EW 12-1		Victory Boulevard	MFR	1		69	69	68	63	-1	-1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-12.43	EW 12-2		Victory Boulevard	MFR	1		70	70	70	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.1	EW 13-3		Tabor Street	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.2	EW 13-3		Tabor Street	SFR	1		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.3	EW 13-3		Tabor Street	SFR	1		50	50	50	48	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.4	EW 13-3		Tabor Street	SFR	1		55	55	55	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.5-1	EW 13-3		Sawtelle Boulevard	MFR	3		57	57	57	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.5-2	EW 13-3		Sawtelle Boulevard	MFR	1		63	63	63	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.6-1	EW 13-3		Sawtelle Boulevard	MFR	4		56	56	56	45	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.6-2	EW 13-3		Sawtelle Boulevard	MFR	2		60	60	60	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.7	EW 13-3		Westminster Avenue	MFR	1		67	67	67	67	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.8-2	EW 13-3		Sawtelle Boulevard	MFR	2		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.9-2	EW 13-3		Sawtelle Boulevard	MFR	4		62	62	62	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.10-2	EW 13-3		Sawtelle Boulevard	MFR	4		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.11-2	EW 13-3		Sawtelle Boulevard	MFR	2		58	58	59	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.12-2	EW 13-3		Sawtelle Boulevard	MFR	2		61	61	61	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.13-2	EW 13-3		Sawtelle Boulevard	MFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.14-2	EW 13-3		Sawtelle Boulevard	MFR	2		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.15-2	EW 13-3		Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.16-2	EW 13-3		Sawtelle Boulevard	MFR	1		63	63	63	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.17-1	EW 13-3		Sawtelle Boulevard	MFR	1		55	55	55	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.17-2	EW 13-3		Sawtelle Boulevard	MFR	1		54	54	54	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.18-1	EW 13-3		Sawtelle Boulevard	MFR	3		53	54	54	49	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.18-2	EW 13-3		Sawtelle Boulevard	MFR	3		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.19-1	EW 13-3		Sawtelle Boulevard	MFR	3		55	55	55	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.19-2	EW 13-3		Sawtelle Boulevard	MFR	3		56	56	56	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.20-1	EW 13-3		Sawtelle Boulevard	MFR	1		55	55	55	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.20-2	EW 13-3		Sawtelle Boulevard	MFR	1		58	58	58	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.21-2	EW 13-3		Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.22-2	EW 13-3		Sawtelle Boulevard	MFR	3		**71**	**71**	**71**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.23-2	EW 13-3		Westminster Avenue	MFR	5		52	52	52	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.24-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	1	0	**71**	2	0	**70**	3	0
R-13.25-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	1	0	**71**	2	0	**70**	3	0
R-13.26-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	1	0	**72**	1	0	**71**	2	0
R-13.27-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**74**	**74**	**75**	**75**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	1	0	**74**	1	0	**74**	1	0
R-13.28-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0
R-13.29-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	59	2	0
R-13.30-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	59	2	0

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]: 6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-13.31-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	61	2	0
R-13.32-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-13.33-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-13.33-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**66**	**66**	**66**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-13.34-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-13.34-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**66**	**67**	**67**	**67**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0
R-13.35	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		63	63	63	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-13.36-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		60	60	60	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	58	2	0
R-13.37-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		62	62	62	53	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0
R-13.38-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0
R-13.39-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	56	2	0
R-13.40	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	57	3	0
R-13.41-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0
R-13.41-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	4		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0
R-13.42-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0
R-13.42-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.43-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.43-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**73**	**73**	**73**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.44-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0
R-13.45-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0
R-13.46-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-13.46-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**70**	**71**	**71**	**71**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.46-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.47-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.47-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	56	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.47-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	3		**73**	**73**	**73**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0
R-13.48-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	47	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.48-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.48-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**74**	**74**	**74**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.49-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	5		**74**	**74**	**74**	49	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.49-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	6		**74**	**74**	**74**	53	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.49-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	6		**74**	**74**	**74**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0
R-13.50-1	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**75**	**75**	**75**	56	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-13.50-2	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**75**	**75**	**75**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-13.50-3	EW 13-3	NB No. 13-1	Sawtelle Boulevard	MFR	2		**75**	**75**	**75**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0
R-13.51	EW 13-4		Palms Boulevard	MFR	1		69	69	69	69	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.52-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		**68**	**68**	**68**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-13.53-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	2	0
R-13.54-1	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	51	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-13.54-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**66**	1	0
R-13.55-1	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.55-2	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-13.56	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	64	2	0
R-13.57	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0
R-13.58	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	3		63	63	63	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-13.59	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	3		**68**	**68**	**68**	54	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-13.60	EW 13-4	NB No. 13-2	Sawtelle Boulevard	MFR	1		**70**	**70**	**70**	52	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0
R-13.61	EW 13-4		Woodbine Street	Park	1		**70**	**70**	**70**	59	0	0	C(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.62	EW 13-4		Rose Avenue	SFR	1		**67**	**67**	**67**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.63	EW 13-4	NB No. 13-2	Sawtelle Boulevard	Church	1		70/50	70/50	70/50	70/50	0	0	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.64	EW 13-4		Sawtelle Boulevard	Church	1		60	61	61	60	0	1	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.65			Sawtelle Boulevard	MFR	1		65	65	65	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.66	EW 13-5		Sawtelle Boulevard	MFR	1		62	62	62	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.67	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	59	3	0	58	4	0
R-13.68	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	65	3	0	63	5	1	63	5	1	62	6	1	62	6	1
R-13.69	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	65	4	0	64	5	1	63	6	1	63	6	1
R-13.70	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		56	57	57	56	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	55	2	0	55	2	0	54	3	0	54	3	0
R-13.71	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0
R-13.72	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		65	64	65	65	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	62	3	0	61	4	0	61	4	0	60	5	1	59	6	1
R-13.73	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	60	2	0	60	2	0	59	3	0	59	3	0
R-13.74			Kingsland Street	SFR	1		**71**	**71**	**71**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.75-2			Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.76-2			Sawtelle Boulevard	MFR	6		**72**	**72**	**72**	55	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.77-1	EW 13-5		Sawtelle Boulevard	MFR	4		**71**	**72**	**72**	57	0	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.77-2	EW 13-5		Sawtelle Boulevard	MFR	4		**72**	**72**	**72**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.78-1	EW 13-5		Sawtelle Boulevard	MFR	3		**71**	**71**	**71**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.78-2	EW 13-5		Sawtelle Boulevard	MFR	3		**72**	**72**	**72**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.79	EW 13-5		Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	57	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.80-1	EW 13-5		Sawtelle Boulevard	MFR	5		**71**	**72**	**72**	57	0	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.80-2	EW 13-5		Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	58	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-13.81-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	60	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-13.81-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-13.82-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	8		**71**	**71**	**71**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.82-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	8		**71**	**71**	**71**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.82-3	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	7		**71**	**71**	**71**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.83-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**71**	**71**	**71**	59	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.83-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**71**	**71**	**71**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.83-3	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	4		**71**	**71**	**71**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.84-1	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**71**	**71**	**71**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-13.84-2	EW 13-5	NB No. 13-3	Sawtelle Boulevard	MFR	5		**72**	**72**	**72**	**67**	0	0	B(67)	A/E	--	--	-

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-14.5-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	--	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-14.5-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**71**	**71**	**71**	**71**	0	0	B(67)	--	A/E	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-14.6-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		51	51	54	52	3	3	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	53	1	0	53	1	0
R-14.6-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		56	56	61	60	5	5	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0
R-14.7-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	8		54	54	57	56	3	3	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	57	0	0	57	0	0
R-14.7-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	8		58	58	62	61	4	4	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0
R-14.8-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		54	54	57	56	3	3	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	57	0	0	57	0	0
R-14.8-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		57	57	61	60	4	4	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	60	1	0
R-14.9-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**69**	**69**	**69**	52	0	0	B(67)	--**		--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.9-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		**69**	**69**	**69**	58	0	0	B(67)	--**		--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.10-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		58	58	58	58	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	57	1	0	57	1	0
R-14.10-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		62	62	63	62	1	1	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	61	2	0	61	2	0
R-14.11-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		56	56	56	56	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	55	1	0
R-14.11-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		59	59	60	60	1	1	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0
R-14.12-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		56	56	56	55	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0
R-14.12-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	6		58	58	60	59	2	2	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-14.13-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		56	56	57	55	1	1	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-14.13-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		58	58	60	59	2	2	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0	59	1	0
R-14.14-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		**68**	**68**	**68**	51	0	0	B(67)	--**		--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-14.14-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		**69**	**69**	**69**	57	0	0	B(67)	--**		--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.15-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		56	56	61	60	5	5	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0	59	2	0
R-14.15-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		58	58	63	62	5	5	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	61	2	0
R-14.15-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	**67**	1	1	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.16-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		54	54	60	59	6	6	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0	59	1	0
R-14.16-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		57	57	63	63	6	6	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0
R-14.16-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	**68**	1	1	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0
R-14.17-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		52	52	59	57	7	7	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0	58	1	0
R-14.17-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		57	57	62	61	5	5	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	61	1	0
R-14.17-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	4		**67**	**67**	**68**	**67**	1	1	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.18-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		53	53	60	59	7	7	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	59	1	0	59	1	0
R-14.18-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		55	55	63	62	8	8	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	61	2	0
R-14.18-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**66**	**66**	**68**	**67**	2	2	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.19-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		57	57	59	57	2	2	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	59	0	0	58	1	0	58	1	0	58	1	0
R-14.19-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		62	62	63	62	1	1	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	62	1	0
R-14.19-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		64	64	**67**	**66**	3	3	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0
R-14.20-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		59	59	60	57	1	1	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	58	2	0	58	2	0
R-14.20-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		63	63	63	62	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	61	2	0	61	2	0
R-14.20-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		64	65	**67**	**66**	2	3	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0
R-14.21-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		58	58	60	59	2	2	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0	59	1	0
R-14.21-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		62	62	64	63	2	2	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	62	2	0
R-14.21-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		64	64	**68**	**67**	4	4	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.22-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-14.22-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0
R-14.22-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**71**	**71**	**71**	**71**	0	0	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0
R-14.23-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		64	64	64	63	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0
R-14.23-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		**67**	**67**	**67**	**66**	0	0	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0
R-14.23-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	3		**68**	**68**	**69**	**67**	1	1	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**67**	2	0	**67**	2	0
R-14.24-1	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		63	63	64	62	1	1	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0	63	1	0
R-14.24-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**66**	**66**	**68**	**67**	2	2	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-14.24-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	2		**68**	**68**	**70**	**68**	2	2	B(67)	A/E		--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**69**	1	0	**69**	1	0	**68**	2	0
R-14.25-2	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**68**	**68**	**68**	55	0	0	B(67)	--**		--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-14.25-3	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	64	0	0	B(67)	--**		--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-14.25-4	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		**70**	**70**	**70**	65	0	0	B(67)	--**		--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-14.26	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	1		65	65	65	65	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-14.27	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	1		63	63	63	63	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-14.28	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	1		62	62	62	61	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0
R-14.29	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	MFR	1		59	59	60	58	1	1	B	--		--	--	--	--	--	--	--	--	--	--	--	60	0	0	59	1	0	59	1	0	59	1	0
R-14.30	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	1		57	57	58	56	1	1	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	57	1	0	56	2	0
R-14.31	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	1		58	58	59	56	1	1	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-14.32	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	MFR	2		60	60	60	59	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	58	2	0	58	2	0
R-14.33	EW 14-1	NB Nos. 14-1a and 14-1b	Ivy Place	SFR	1		62	62	62	62	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	60	2	0	60	2	0
R-14.34	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	2		63	63	63	62	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	61	2	0	61	2	0
R-14.35	EW 14-1	NB Nos. 14-1a and 14-1b	Sardis Avenue	SFR	4		63	63	63	62	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	61	2	0
R-14.36	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	3		62	62	62	59	0	0	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-14.37	EW 14-1	NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	3		62	62	63	59	1	1	B(67)	--		--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	61	2	0
R-14.38		NB Nos. 14-1a and 14-1b	Ivy Place	SFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	**67**	3	0	**66**	4	0	64	6	2	63	7	2	63	7	2	62	8	2	62	8	2	61	9	2	61	9	2
R-14.39		NB Nos. 14-1a and 14-1b	Ivy Place	SFR	2		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	**66**	1	0	65	2	0	64	3	0	64	3	0	63	4	0	63	4	0	62	5	2	62	5	2	62	5	2
R-14.40		NB Nos. 14-1a and 14-1b	Ivy Place	SFR	3		65	65	**66**	64	1	1	B(67)	--**	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0	63	3	0	62	4	0	62	4	0	62	4	0
R-14.41		NB Nos. 14-1a and 14-1b	Sawtelle Boulevard	SFR	4		65	65	65	62	0	0	B(67)	--	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	62	3	0	62	3	0
R-14.42		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	MFR	1		61	61	61	54	0	0	B(67)	--	61	0	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0
R-14.43		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	1		**66**	**66**	**67**	**66**	1	1	B(67)	A/E	63	4	0	62	5	1	61	6	1	60	7	1	60	7	1	59	8	1	59	8	1	58	9	1	58	9	1
R-14.44		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	1		62	63	63	61	0	1	B(67)	--	62	1	0	62	1	0	61	2	0	60	3	0	60	3	0	59	4	0	59	4	0	58	5	1	58	5	1
R-14.45		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	1		65	65	65	60	0	0	B(67)	--	64	1	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
R-14.46		NB Nos. 14-1a and 14-1b	Graham Place	SFR	2		65	65	65	60	0	0	B(67)	--	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0
R-14.47		NB Nos. 14-1a and 14-1b	Brookhaven Avenue	SFR	2		65	65	65	61	0	0	B(67)	--	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0
R-14.48		NB Nos. 14-1a and 14-1b	Graham Place	School	1		69/38	69/38	69/38	62/31	0	0	D(52)	--	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0	69/38	0	0
R-14.49		NB Nos. 14-1a and 14-1b	Graham Place	School	1		**72/51**	**72/51**	**73/52**	64/43	1	1	D(52)	--**	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	**72/51**	1	0	71/50	2	0	71/50	2	0
R-14.50		NB Nos. 14-1a and 14-1b	Graham Place	School	1		72/41	72/41	72/41	65/34	0	0	D(52)	--	72/41	0	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0	71/40	1	0
R-14.51-1		NB Nos. 14-1a and 14-1b	Graham Place	MFR	1		**75**	**75**	**75**	65	0	0	B(67)	--**	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0
R-14.51-2		NB Nos. 14-1a and 14-1b	Graham Place	MFR	1		**76**	**76**	**76**	**68**	0	0	B(67)	A/E	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0
R-15.1			Sawtelle Boulevard	Commercial	1		73	73	73	65	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.2-1		NB No. 15-1	Sawtelle Boulevard	MFR	2		**69**	**69**	**69**	**66**	0	0	B(67)	A/E	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-15.2-2		NB No. 15-1	Sawtelle Boulevard	MFR	2		**72**	**72**	**72**	**70**	0	0	B(67)	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0	**70**	2	0
R-15.3-1		NB No. 15-1	Sawtelle Boulevard	MFR	1		65	65	**66**	63	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0
R-15.3-2		NB No. 15-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**66**	0	0	B(67)	A/E	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-15.4		NB No. 15-1	Sawtelle Boulevard	MFR	2		60	60	60	56	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
R-15.5		NB No

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-15.8		NB No. 15-1	Pearl Street	SFR	1		66	66	66	63	0	0	B(67)	--**	66	0	0	66	0	0	66	0	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
R-15.9		NB No. 15-1	Pearl Street	SFR	1		61	61	61	60	0	0	B(67)	--	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
R-15.10-1		NB No. 15-1	Sawtelle Boulevard	MFR	2		72	72	72	67	0	0	B(67)	A/E	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0
R-15.10-2		NB No. 15-1	Sawtelle Boulevard	MFR	2		73	73	73	69	0	0	B(67)	A/E	72	1	0	72	1	0	72	1	0	72	1	0	72	1	0	72	1	0	72	1	0	72	1	0	72	1	0
R-15.11-1		NB No. 15-1	Sawtelle Boulevard	MFR	1		71	71	71	65	0	0	B(67)	--**	70	1	0	70	1	0	70	1	0	70	1	0	70	1	0	70	1	0	70	1	0	70	1	0	70	1	0
R-15.11-2		NB No. 15-1	Sawtelle Boulevard	MFR	1		72	72	72	67	0	0	B(67)	A/E	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0
R-15.12-1		NB No. 15-1	Sawtelle Boulevard	MFR	1		71	71	71	66	0	0	B(67)	A/E	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0	71	0	0
R-15.12-2		NB No. 15-1	Sawtelle Boulevard	MFR	2		72	72	72	68	0	0	B(67)	A/E	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0	71	1	0
R-15.13		NB No. 15-1	Sawtelle Boulevard	Preschool	1		64	64	64	62	0	0	C(67)	--	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0	61	3	0
R-15.14-2		NB No. 15-1	Exposition Boulevard	MFR	3		74	74	74	70	0	0	B(67)	A/E	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0
R-15.14-3		NB No. 15-1	Exposition Boulevard	MFR	3		74	74	75	71	1	1	B(67)	A/E	73	2	0	73	2	0	72	3	0	72	3	0	72	3	0	72	3	0	72	3	0	72	3	0	72	3	0
R-15.14-4		NB No. 15-1	Exposition Boulevard	MFR	3		77	77	77	75	0	0	B(67)	A/E	73	4	0	73	4	0	73	4	0	73	4	0	73	4	0	73	4	0	73	4	0	73	4	0	73	4	0
R-15.14-5		NB No. 15-1	Exposition Boulevard	MFR	3		78	78	78	77	0	0	B(67)	A/E	75	3	0	75	3	0	75	3	0	75	3	0	74	4	0	74	4	0	74	4	0	74	4	0	74	4	0
R-15.15-2		NB No. 15-1	Exposition Boulevard	MFR	1		74	74	74	71	0	0	B(67)	A/E	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0
R-15.15-3		NB No. 15-1	Exposition Boulevard	MFR	1		74	74	74	72	0	0	B(67)	A/E	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0	72	2	0
R-15.15-4		NB No. 15-1	Exposition Boulevard	MFR	1		75	75	75	74	0	0	B(67)	A/E	72	3	0	72	3	0	72	3	0	72	3	0	72	3	0	72	3	0	72	3	0	72	3	0	72	3	0
R-15.15-5		NB No. 15-1	Exposition Boulevard	MFR	1		76	76	77	76	1	1	B(67)	A/E	73	4	0	73	4	0	73	4	0	73	4	0	73	4	0	73	4	0	72	5	1	72	5	1	72	5	1
R-15.16-2		NB No. 15-1	Pearl Street	MFR	2		67	67	67	63	0	0	B(67)	--**	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	67	0	0	66	1	0	66	1	0	66	1	0
R-15.16-3		NB No. 15-1	Pearl Street	MFR	2		70	70	70	66	0	0	B(67)	A/E	69	1	0	69	1	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0
R-15.17-2		NB No. 15-1	Pearl Street	MFR	2		67	67	67	62	0	0	B(67)	--**	67	0	0	67	0	0	67	0	0	67	0	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0
R-15.17-3		NB No. 15-1	Pearl Street	MFR	2		63	63	63	59	0	0	B(67)	--	63	0	0	63	0	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-15.18		NB No. 15-1	Corinth Avenue	SFR	1		59	59	59	58	0	0	B(67)	--	58	1	0	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0
R-15.19		NB No. 15-1	Corinth Avenue	MFR	1		60	60	61	60	1	1	B(67)	--	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	58	3	0	58	3	0	58	3	0	58	3	0
R-15.20		NB No. 15-1	Corinth Avenue	SFR	2		62	62	62	61	0	0	B(67)	--	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
R-15.21		NB No. 15-1	Corinth Avenue	MFR	1		64	64	64	63	0	0	B	--	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0
R-15.22		NB No. 15-1	Corinth Avenue	MFR	4		62	62	62	62	0	0	B(67)	--	59	3	0	59	3	0	58	4	0	58	4	0	58	4	0	58	4	0	58	4	0	58	4	0	58	4	0
R-15.23		NB No. 15-1	Corinth Avenue	MFR	4		62	62	63	61	1	1	B(67)	--	60	3	0	60	3	0	60	3	0	60	3	0	59	4	0	59	4	0	59	4	0	59	4	0	59	4	0
R-15.24		NB No. 15-1	Corinth Avenue	MFR	2		48	47	48	47	1	0	B(67)	--	46	2	0	46	2	0	45	3	0	45	3	0	45	3	0	45	3	0	44	4	0	44	4	0	44	4	0
R-15.25		NB No. 15-1	Corinth Avenue	MFR	4		50	49	50	48	1	0	B(67)	--	48	2	0	48	2	0	48	2	0	47	3	0	47	3	0	47	3	0	47	3	0	47	3	0	47	3	0
R-15.26		NB No. 15-1	Corinth Avenue	MFR	2		57	56	57	54	1	0	B(67)	--	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0
R-15.27		NB No. 15-1	Corinth Avenue	MFR	2		60	60	61	60	1	1	B	--	58	3	0	57	4	0	57	4	0	57	4	0	57	4	0	56	5	2	56	5	2	56	5	2	56	5	2
R-15.28-1		NB No. 15-1	Corinth Avenue	MFR	2		54	54	54	52	0	0	B(67)	--	53	1	0	53	1	0	52	2	0	52	2	0	52	2	0	52	2	0	52	2	0	52	2	0	52	2	0
R-15.28-2		NB No. 15-1	Corinth Avenue	MFR	2		63	63	63	59	0	0	B(67)	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-15.28-3		NB No. 15-1	Corinth Avenue	MFR	2		65	65	65	62	0	0	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-15.29-1		NB No. 15-1	Corinth Avenue	MFR	1		56	56	56	55	0	0	B(67)	--	54	2	0	54	2	0	54	2	0	53	3	0	53	3	0	53	3	0	53	3	0	53	3	0	53	3	0
R-15.29-2		NB No. 15-1	Corinth Avenue	MFR	1		63	63	63	59	0	0	B(67)	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0
R-15.29-3		NB No. 15-1	Corinth Avenue	MFR	1		65	65	65	62	0	0	B(67)	--	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	63	2	0	63	2	0
R-15.30-2		NB No. 15-1	Corinth Avenue	MFR	1		51	51	52	50	1	1	B(67)	--	50	2	0	50	2	0	50	2	0	50	2	0	50	2	0	49	3	0	49	3	0	49	3	0	49	3	0
R-15.30-3		NB No. 15-1	Corinth Avenue	MFR	1		56	56	56	54	0	0	B(67)	--	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0	54	2	0
R-15.31-2		NB No. 15-1	Corinth Avenue	MFR	1		52	52	52	50	0	0	B(67)	--	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0	51	1	0
R-15.31-3		NB No. 15-1	Corinth Avenue	MFR	1		58	58	58	56	0	0	B(67)	--	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0	56	2	0
R-15.32-4		NB No. 15-1	Corinth Avenue	MFR	1		70	70	70	69	0	0	B	--	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	68	2	0	67	3	0	67	3	0	67	3	0
R-15.33			Pico Boulevard	Commercial/Restaurant	1		72	72	72	66	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.34			Pico Boulevard	Restaurant	1		67	67	67	59	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.35			Sawtelle Boulevard	Commercial	1		61	61	62	62	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.36			Pico Boulevard	Commercial	1		69	69	69	63	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.37			Olympic Boulevard	Commercial	1		71	71	--[11]	--	--	--	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.38			Olympic Boulevard	Commercial	1		70	70	70	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-15.39			Sawtelle Boulevard	MFR	1		65	65	65	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.1	EW 16-1*	NB No. 16-1	Olympic Boulevard	Commercial	1		70	68	69	69	1	-1	F	--	69	0	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.2-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	8		66	66	77	77	11	11	B(67)	A/E	70	7	8	69	8	8	68	9	8	67	10	8	66	11	8	66	11	8	66	11	8	66	11	8	65	12	8
R-16.2-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	8		68	67	77	77	10	9	B(67)	A/E	75	2	0	73	4	0	71	6	8	69	8	8	68	9	8	68	9	8	67	10	8	67	10	8	66	11	8
R-16.3-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		52	50	56	56	6	4	B(67)	--	55	1	0	55	1	0	54	2	0	52	4	0	51	5	2	50	6	2	49	7	2	49	7	2	48	8	2
R-16.3-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		55	53	58	58	5	3	B(67)	--	58	0	0	57	1	0	56	2	0	55	3	0	53	5	2	52	6	2	52	6	2	51	7	2	51	7	2
R-16.4-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	3		53	50	51	50	1	-2	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0	50	1	0
R-16.4-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	3		63	55	56	56	1	-7	B(67)	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0
R-16.5	EW 16-1*	NB No. 16-1	Mississippi Avenue	SFR	1		64	63	71	71	8	7	B(67)	A/E	67	4	0	66	5	1	65	6	1	64	7	1	64	7	1	63	8	1	63	8	1	62	9	1	62	9	1
R-16.6-2	EW 16-1*	NB No. 16-1	Mississippi Avenue	MFR	1		66	66	77	77	11	11	B(67)	A/E	72	5	1	70	7	1	69	8	1	68	9	1	67	10	1	66	11	1	65	12	1	65	12	1	65	12	1
R-16.6-3	EW 16-1*	NB No. 16-1	Mississippi Avenue	MFR	1		66	66	75	75	9	9	B(67)	A/E	74	1	0	73	2	0	71	4	0	68	7	1	66	9	1	64	11	1	63	12	1	62	13	1	61	14	1
R-16.7	EW 16-1*	NB No. 16-1	Mississippi Avenue	MFR	2		57	57	68	68	11	11	B(67)	A/E	61	7	2	60	8	2	59	9	2	58	10	2	57	11	2	57	11	2	56	12	2	55	13	2	55	13	2
R-16.8	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		54	53	53	44	0	-1	E(72)	--	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0
R-16.9	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		42	42	42	42	0	0	B(67)	--	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	41	1	0	41	1	0
R-16.10	EW 16-1*	NB No. 16-1	Mississippi Avenue	MFR	2		74	74	78	78	4	4	B(67)	A/E	78	0	0	78	0	0	77	1	0	76	2	0	75	3	0	72	6	2	69	9	2	68	10	2	67	11	2
R-16.11-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		67	67	78	78	11	11	B(67)	A/E	74	4	0	72	6	2	70	8	2	68	10	2	67	11	2	66	12	2	65	13	2	65	13	2	64	14	2
R-16.11-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		71	71	78	78	7	7	B(67)	A/E	78	0	0	77	1	0	76	2	0	74	4	0	71	7	2	69	9	2	68	10	2	67	11	2	66	12	2
R-16.12-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		57	52	53	49	1	-4	B(67)	--	53	0	0	53	0	0	53	0	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0
R-16.13-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		67	67	78	78	11	11	B(67)	A/E	75	3	0	73	5	1	71	7	1	69	9	1	67	11	1	66	12	1	66	12	1	65	13	1	64	14	1
R-16.14-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		67	67	78	78	11	11	B(67)	A/E	75	3	0	73	5	2	71	7	2	69	9	2	67	11	2	66	12	2	65	13	2	65	13	2	64	14	2
R-16.14-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		72	72	79	79	7	7	B(67)	A/E	78	1	0	77	2	0	76	3	0	75	4	0	72	7	2	70	9	2	68	11	2	67	12	2	66	13	2
R-16.15	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		71	70	72	72	2	1	B(67)	A/E	72	0	0	72	0	0	72	0	0	71	1	0	71	1	0	70	2	0	69	3	0	68	4	0	68	4	0
R-16.16	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		55	52	51	48	-1	-4	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
R-16.17-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		70	70	79	78	9	9	B(67)	A/E	78	1	0	76	3	0	75	4	0	72	7	2	70	9	2	68	11	2	67	12	2	66	13	2	65	14	2
R-16.17-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		75	75	79	79	4	4	B(67)	A/E	78	1	0	78	1	0	77	2	0	76	3	0	75	4	0	73	6	2	71	8	2	69	10	2	67	12	2
R-16.18	EW 16-1*	NB No. 16-1	Beloit Avenue	SFR	1		61	61	68	68	7	7	B(67)	A/E	64	4	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	60	8	1	60	8	1	60	8	1
R-16.19	EW 16-1*	NB No. 16-1	La Grange Avenue	SFR	1		63	63	75	75	12	12	B(67)	A/E SI	67	8	1	66	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1
R-16.20	EW 16-1*	NB No. 16-1	La Grange Avenue	SFR	1		59	59	68	68	9	9	B(67)	A/E	63	5	1	62	6	1	61	7	1	59	9	1	59	9	1	58	10	1	58	10	1	57	11	1	57	11	1
R-16.21	EW 16-1*	NB No. 16-1	La Grange Avenue	SFR	1		61	61	70	70	9	9	B(67)	A/E	65	5	1	64	6	1	63	7	1	62	8	1	61	9	1	60	10	1	60	10	1	60	10	1	59	11	1
R-16.22	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		65	64	65	52	1	0	E(72)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0
R-16.23	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		64	64	65	57	1	1	E(72)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-16.24	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Wellness Center	1		60	58	67	67	9	7	E(72)	--	61	6	1	61	6	1	60	7	1	59	8	1	59	8	1	58	9	1	57	10	1	57	10	1	56	11	1
R-16.25	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		66	66	66	55	0	0	E(72)	--	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0
R-16.26-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		70	70	80	80	10	10	B(67)	A/E	78	2	0	76	4	0	73	7	2	72	8	2	70	10	2	69	11	2	68	12	2	67	13	2	66	14	2
R-16.27-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		70	70	81	81	11	11	B(67)	A/E	78	3	0	76	5	2	74	7	2	72	9	2	70	11	2	69	12	2	68	13	2	67	14	2	67	14	2
R-16.27-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		75	75	81	81	6	6	B(67)	A/E	81	0	0	80	1	0	79	2	0	78	3	0	75	6	2	73	8	2	71	10	2	69	12	2	68	13	2
R-16.28-2	EW 16-1*	NB No. 16-1	Be

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.30-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	7		**71**	**71**	**81**	**81**	10	10	B(67)	A/E	**80**	1	0	**79**	2	0	**76**	5	7	**74**	7	7	**72**	9	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7
R-16.31	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		55	55	57	57	2	2	B(67)	--	57	0	0	57	0	0	56	1	0	56	1	0	55	2	0	54	3	0	53	4	0	51	6	2	50	7	2
R-16.32-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	7		56	52	55	55	3	-1	B(67)	--	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	52	3	0	51	4	0	51	4	0	50	5	7
R-16.32-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	7		56	54	57	56	3	1	B(67)	--	56	1	0	56	1	0	55	2	0	55	2	0	54	3	0	53	4	0	53	4	0	53	4	0	52	5	7
R-16.33-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		63	64	**75**	**75**	11	12	B(67)	A/E SI	**68**	7	1	**67**	8	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	62	13	1	61	14	1
R-16.33-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		65	65	**74**	**74**	9	9	B(67)	A/E	**71**	3	0	**70**	4	0	**68**	6	1	**67**	7	1	65	9	1	64	10	1	63	11	1	62	12	1	62	12	1
R-16.34-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		62	62	**73**	**73**	11	11	B(67)	A/E	**66**	7	1	65	8	1	64	9	1	63	10	1	62	11	1	61	12	1	61	12	1	60	13	1	60	13	1
R-16.34-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		64	64	**72**	**72**	8	8	B(67)	A/E	**69**	3	0	**68**	4	0	**66**	6	1	65	7	1	64	8	1	63	9	1	62	10	1	62	10	1	61	11	1
R-16.35	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Office	1		64	64	64	50	0	0	E(72)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-16.36-2	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	4		58	55	58	58	3	0	B(67)	--	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0	54	4	0
R-16.36-3	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	4		59	58	61	60	3	2	B(67)	--	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	58	3	0	57	4	0	57	4	0	56	5	4
R-16.37-1	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	3		55	54	57	56	3	2	B(67)	--	56	1	0	56	1	0	55	2	0	55	2	0	54	3	0	54	3	0	53	4	0	52	5	3	52	5	3
R-16.37-2	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	3		61	59	**67**	**67**	8	6	B(67)	A/E	64	3	0	62	5	3	61	6	3	60	7	3	59	8	3	58	9	3	58	9	3	58	9	3	58	9	3
R-16.38-2	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		61	61	**70**	**69**	9	9	B(67)	A/E	**66**	4	0	64	6	1	63	7	1	62	8	1	61	9	1	61	9	1	61	9	1	60	10	1	60	10	1
R-16.38-3	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**69**	2	0	**69**	2	0	**67**	4	0	65	6	1	64	7	1	62	9	1	62	9	1	61	10	1	60	11	1
R-16.39-2	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
R-16.39-3	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**68**	1	0	**67**	2	0	**66**	3	0	65	4	0	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1
R-16.40-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		62	62	**75**	**75**	13	13	B(67)	A/E SI	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	62	13	1	61	14	1	60	15	1	60	15	1
R-16.40-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		65	65	**75**	**75**	10	10	B(67)	A/E	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1
R-16.41-1	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		57	57	**70**	**70**	13	13	B(67)	A/E SI	62	8	2	61	9	2	60	10	2	58	12	2	57	13	2	57	13	2	56	14	2	55	15	2	55	15	2
R-16.41-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		58	58	**69**	**69**	11	11	B(67)	A/E	65	4	0	63	6	2	62	7	2	60	9	2	59	10	2	57	12	2	57	12	2	56	13	2	55	14	2
R-16.42-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**70**	4	0	**68**	6	1	**66**	8	1	65	9	1	64	10	1	63	11	1	62	12	1	61	13	1	60	14	1
R-16.42-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		**68**	**68**	**75**	**75**	7	7	B(67)	A/E	**75**	0	0	**74**	1	0	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	64	11	1	63	12	1	62	13	1
R-16.43-2	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**71**	3	0	**69**	5	1	**67**	7	1	65	9	1	64	10	1	63	11	1	62	12	1	62	12	1	61	13	1
R-16.43-3	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	1		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**74**	1	0	**74**	1	0	**72**	3	0	**71**	4	0	**69**	6	1	**67**	8	1	65	10	1	64	11	1	62	13	1
R-16.44	EW 16-1*	NB No. 16-1	Beloit Avenue	MFR	2		62	62	72	72	10	10	B	--	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	61	11	2	60	12	2	59	13	2	59	13	2
R-16.45-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		64	64	**71**	**71**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	8	1	62	9	1	61	10	1	61	10	1
R-16.46	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		62	62	69	69	7	7	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	8	1	60	9	1	60	9	1	59	10	1
R-16.47-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	6	2	60	7	2	60	7	2	59	8	2
R-16.48	EW 16-1	NB No. 16-1	Beloit Avenue	SFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	52	2	0	51	3	0
R-16.49	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		61	61	65	65	4	4	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	4	0	60	5	1	59	6	1	59	6	1
R-16.50	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		61	61	65	65	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	5	1	60	5	1	59	6	1	59	6	1
R-16.51	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	60	4	0	60	4	0	59	5	1
R-16.52	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	57	3	0	57	3	0	56	4	0
R-16.53-1	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		51	51	51	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0	50	1	0
R-16.53-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	53	2	0
R-16.54	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	Restaurant	1		51	51	53	53	2	2	E(72)	--	53	0	0	52	1	0	52	1	0	52	1	0	51	2	0	51	2	0	51	2	0	51	2	0	51	2	0
R-16.55	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	SFR	1		51	51	52	51	1	1	B	--	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	50	2	0	50	2	0	49	3	0	48	4	0
R-16.56	EW 16-1*	NB No. 16-1	Sawtelle Boulevard	MFR	1		50	50	50	50	0	0	B	--	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	49	1	0	49	1	0	48	2	0	48	2	0
R-16.57	EW 16-1	NB No. 16-1	Sawtelle Boulevard	Office	1		51	51	51	50	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.58	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		50	50	50	48	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	49	1	0	49	1	0	49	1	0
R-16.59	EW 16-1	NB No. 16-1	Sawtelle Boulevard	SFR	1		52	52	52	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	51	1	0	50	2	0
R-16.60-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	53	2	0
R-16.60-3	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	58	2	0	57	3	0	57	3	0
R-16.61-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		56	56	57	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-16.61-3	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	56	2	0	56	2	0
R-16.62-1	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**66**	**66**	**68**	**68**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	3	0	64	4	0	63	5	2	63	5	2
R-16.62-2	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**68**	**68**	**70**	**70**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	3	0	**66**	4	0	65	5	2	64	6	2
R-16.62-3	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**73**	**73**	**74**	**74**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	3	0	**69**	5	2	**68**	6	2	**67**	7	2
R-16.62-4	EW 16-1	NB No. 16-1	Nebraska Avenue	MFR	2		**79**	**79**	**79**	**79**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**78**	1	0	**77**	2	0	**76**	3	0	**73**	6	2
R-16.63-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		65	65	**67**	**67**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	3	0	63	4	0	63	4	0	62	5	4
R-16.63-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		**68**	**68**	**69**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	**66**	3	0	65	4	0	64	5	4
R-16.63-4	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	1	0	**72**	2	0	**71**	3	0	**69**	5	4
R-16.63-5	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**77**	1	0	**77**	1	0	**77**	1	0
R-16.64-1	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	5		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	62	3	0	62	3	0
R-16.64-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	5		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	65	3	0	64	4	0
R-16.64-3	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	5		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**70**	1	0	**69**	2	0	**69**	2	0
R-16.65-2	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-16.65-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-16.66-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-16.66-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		65	65	**67**	**66**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-16.67	EW 16-1	NB No. 16-1	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	54	1	0			
R-16.68-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0	56	1	0
R-16.68-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	57	1	0	57	1	0
R-16.69-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-16.69-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-16.69-4	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-16.70-2	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-16.70-3	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-16.70-4	EW 16-1	NB No. 16-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-16.71	EW 16-2*		Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.72	EW 16-2*		Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.73	EW 16-2*		Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.74	EW 16-2*		Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.75	EW 16-2*		Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.76-2	EW 16-2*		Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.76-3	EW 16-2*		Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.76-4	EW 16-2*		Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.77	EW 16-2*		Santa Monica Boulevard	Commercial	1		68	68	69	63	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-16.78	EW 16-2*		Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.1	EW 16-2		Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.2	EW 16-2		Santa Monica Boulevard	Commercial	1		62	62	65	64	3	3	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.3-1	EW 16-2		Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.3-2	EW 16-2		Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.3-3	EW 16-2		Beloit Avenue	MFR	2		**68**	**67**	**75**	**75**	8	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.3-4	EW 16-2		Beloit Avenue	MFR	2		**69**	**69**	**76**	**75**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.4-1	EW 16-2		Beloit Avenue	MFR	1		64	63	**68**	**67**	5	4	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.4-2	EW 16-2		Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3]	2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4]	2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	2050 Noise Level: Build Alternative Minus No Build Conditions	2050 Noise Level: Build Alternative Minus Existing Conditions	Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																							
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
															$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-17.4-4	EW 16-2		Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.5-1	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**70**	1	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0
R-17.5-2	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	**71**	2	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0
R-17.5-3	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	**74**	2	0	**74**	2	0	**73**	3	0	**72**	4	0	**71**	5	10	**71**	5	10	**71**	5	10	**71**	5	10
R-17.5-4	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	10		**69**	**69**	**79**	**79**	10	10	B(67)	A/E	**78**	1	0	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**73**	6	10	**73**	6	10	**72**	7	10
R-17.6	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	1		55	55	62	62	7	7	B	--	58	4	0	57	5	1	57	5	1	56	6	1	56	6	1	55	7	1	55	7	1	55	7	1
R-17.7	EW 17-1*	NB No. 17-1	Beloit Avenue	MFR	3		64	64	68	67	4	4	B	--	66	2	0	65	3	0	65	3	0	65	3	0	64	4	0	64	4	0	64	4	0	64	4	0
R-17.8	EW 17-1*	NB No. 17-1	Beloit Avenue	SFR	1		62	62	65	63	3	3	B(67)	--	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
R-17.9	EW 17-1*	NB No. 17-1	Ohio Avenue	SFR	2		55	55	61	61	6	6	B(67)	--	58	3	0	57	4	0	56	5	2	56	5	2	55	6	2	55	6	2	54	7	2	54	7	2
R-17.10	EW 16-2		Massachusetts Avenue	Commercial	1		61	60	64	64	4	3	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.11	EW 16-2*		Sawtelle Boulevard	Hotel	1		54	54	56	54	2	2	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.12	EW 17-1*	NB No. 17-1	Sawtelle Boulevard	Rehab	1		59	58	64	63	6	5	E	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0
R-17.13	EW 17-1*	NB No. 17-1	Ohio Avenue	MFR	1		66	66	67	62	1	1	B	--	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0
R-17.14	EW 17-1		Wilshire Boulevard	Hotel	1		62	62	65	65	3	3	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.15			Wilshire Boulevard	Hospital	1		67/39	67/39	68/40	68/40	1	1	D(52)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-17.16			Wilshire Boulevard	Subway	1		65	66	66	65	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.1			Wilshire Boulevard	Industrial	1		68	68	69	69	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.2	EW 18-1*		Constitution Avenue	Cemetery	1		67	67	68	68	1	1	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.3	EW 18-1*		Constitution Avenue	Cemetery	1		67	67	69	69	2	2	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.4	EW 18-1*		Constitution Avenue	Cemetery	1		65	65	68	68	3	3	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.5	EW 18-1*		Constitution Avenue	Cemetery	1		63	63	67	67	4	4	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.6	EW 18-1*		Constitution Avenue	Cemetery	1		62	62	66	66	4	4	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-18.7	EW 18-1*	NB No. 18-1	Waterford Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**71**	5	1	**70**	6	1	**69**	7	1	**68**	8	1	**67**	9	1	**66**	10	1	**66**	10	1	65	11	1	65	11	1
R-18.8	EW 18-1*	NB No. 18-1	Waterford Street	SFR	1		65	65	**73**	**73**	8	8	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	1	**67**	6	1	**66**	7	1	65	8	1	65	8	1	65	8	1
R-18.9	EW 18-1*	NB No. 18-1	Waterford Street	SFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	63	8	1	63	8	1	62	9	1	62	9	1	61	10	1
R-18.10	EW 18-1*	NB No. 18-1	Waterford Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	65	3	0	64	4	0	63	5	2	63	5	2	62	6	2	62	6	2	62	6	2	61	7	2
R-18.11	EW 18-1*	NB No. 18-1	Waterford Street	SFR	2		62	62	**66**	**66**	4	4	B(67)	A/E	64	2	0	64	2	0	64	2	0	63	3	0	63	3	0	63	3	0	63	3	0	63	3	0	63	3	0
R-18.12	EW 18-2*	NB No. 18-2	Waterford Street	SFR	2		**66**	**66**	**74**	**74**	8	8	B(67)	A/E	**70**	4	0	**69**	5	2	**69**	5	2	**68**	6	2	**68**	6	2	**68**	6	2	**68**	6	2	**68**	6	2	**67**	7	2
R-18.13	EW 18-2*	NB No. 18-2	Chenault Street	SFR	1		65	64	**70**	**70**	6	5	B(67)	A/E	**69**	1	0	**68**	2	0	**68**	2	0	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0	**66**	4	0
R-18.14	EW 18-2*	NB No. 18-2	Chenault Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	**68**	2	0	**67**	3	0	**66**	4	0	**66**	4	0	65	5	2	65	5	2	65	5	2	64	6	2	64	6	2
R-18.15	EW 18-2*	NB No. 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	65	3	0	64	4	0	63	5	4	63	5	4	63	5	4	62	6	4	62	6	4	62	6	4
R-18.16	EW 18-2*	NB No. 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0
R-18.17	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		**67**	**66**	**77**	**77**	11	10	B(67)	A/E	**71**	6	2	**69**	8	2	**68**	9	2	**66**	11	2	65	12	2	65	12	2	64	13	2	64	13	2	64	13	2
R-18.18	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		65	65	**74**	**74**	9	9	B(67)	A/E	**70**	4	0	**69**	5	2	**68**	6	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2
R-18.19	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		65	64	**73**	**73**	9	8	B(67)	A/E	**68**	5	2	**67**	6	2	**66**	7	2	**66**	7	2	65	8	2	65	8	2	64	9	2	64	9	2	64	9	2
R-18.20	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		65	64	**71**	**71**	7	6	B(67)	A/E	**67**	4	0	**66**	5	4	**66**	5	4	65	6	4	65	6	4	64	7	4	64	7	4	63	8	4	63	8	4
R-18.21	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	4	64	5	4	63	6	4	63	6	4	63	6	4	63	6	4
R-18.22	EW 18-2*	NB No. 18-2	Berwick Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**70**	6	1	**68**	8	1	**67**	9	1	65	11	1	64	12	1	64	12	1	63	13	1	63	13	1	62	14	1
R-18.23	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	62	10	2	62	10	2
R-18.24	EW 18-2*	NB No. 18-2	Burnham Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	**66**	3	0	64	5	2	63	6	2	63	6	2	63	6	2	63	6	2	62	7	2	62	7	2	61	8	2
R-18.25	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	60	8	4
R-18.26	EW 18-2*	NB No. 18-2	Burnham Street	SFR	4		61	61	**66**	**66**	5	5	B(67)	A/E	64	2	0	62	4	0	62	4	0	62	4	0	61	5	4	60	6	4	60	6	4	59	7	4	59	7	4
R-18.27	EW 18-2*	NB No. 18-2	Berwick Street	SFR	2		65	65	**75**	**75**	10	10	B(67)	A/E	**69**	6	2	**67**	8	2	**66**	9	2	64	11	2	64	11	2	63	12	2	63	12	2	62	13	2	62	13	2
R-18.28	EW 18-2*	NB No. 18-2	Berwick Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2
R-18.29	EW 18-2*	NB No. 18-2	Berwick Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	**66**	6	2	65	7	2	65	7	2	65	7	2	64	8	2	64	8	2	63	9	2
R-18.30	EW 18-2*	NB No. 18-2	Berwick Street	SFR	4		64	64	**71**	**71**	7	7	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	65	6	4	64	7	4	64	7	4	63	8	4	63	8	4	63	8	4
R-18.31	EW 18-2*	NB No. 18-2	Berwick Street	SFR	4		63	62	**68**	**68**	6	5	B(67)	A/E	65	3	0	64	4	0	64	4	0	64	4	0	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4
R-18.32	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		**68**	**68**	**79**	**78**	11	11	B(67)	A/E	**72**	7	2	**70**	9	2	**69**	10	2	**67**	12	2	**67**	12	2	**66**	13	2	**66**	13	2	65	14	2	65	14	2
R-18.33	EW 18-2*	NB No. 18-2	Albata Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**68**	5	2	**67**	6	2	**66**	7	2	64	9	2	63	10	2	63	10	2	62	11	2	62	11	2	62	11	2
R-18.34	EW 18-2*	NB No. 18-2	Albata Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**67**	5	2	65	7	2	65	7	2	64	8	2	64	8	2	64	8	2	64	8	2	63	9	2
R-18.35	EW 18-2*	NB No. 18-2	Albata Street	SFR	4		65	65	**71**	**71**	6	6	B(67)	A/E	**68**	3	0	**66**	5	4	**66**	5	4	65	6	4	64	7	4	64	7	4	63	8	4	63	8	4	62	9	4
R-18.36	EW 18-2*	NB No. 18-2	Albata Street	SFR	4		63	62	**69**	**69**	7	6	B(67)	A/E	**66**	3	0	64	5	4	64	5	4	64	5	4	64	5	4	64	5	4	64	5	4	64	5	4	64	5	4
R-18.37	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		**67**	**67**	**77**	**77**	10	10	B(67)	A/E	**70**	7	2	**69**	8	2	**67**	10	2	**66**	11	2	**66**	11	2	65	12	2	65	12	2	65	12	2	65	12	2
R-18.38	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		65	65	**74**	**74**	9	9	B(67)	A/E	**67**	7	2	**66**	8	2	65	9	2	64	10	2	64	10	2	64	10	2	63	11	2	63	11	2	62	12	2
R-18.39	EW 18-2*	NB No. 18-2	Bolas Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**66**	5	2	65	6	2	64	7	2	63	8	2	63	8	2	62	9	2	62	9	2	61	10	2	61	10	2
R-18.40	EW 18-2*	NB No. 18-2	Bolas Street	SFR	4		63	63	**70**	**70**	7	7	B(67)	A/E	65	5	4	64	6	4	64	6	4	62	8	4	62	8	4	61	9	4	61	9	4	60	10	4	60	10	4
R-18.41	EW 18-2*	NB No. 18-2	Bolas Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	64	4	0	63	5	4	63	5	4	63	5	4	62	6	4	62	6	4	62	6	4	62	6	4	62	6	4
R-18.42	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	**68**	4	0	**67**	5	2	**67**	5	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2
R-18.43	EW 18-2*	NB No. 18-2	Cashmere Street	SFR	1		62	62	**71**	**71**	9	9	B(67)	A/E	65	6	1	64	7	1	63	8	1	63	8	1	63	8	1	62	9	1	62	9	1	62	9	1	61	10	1
R-18.44	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	63	6	2	62	7	2	62	7	2	61	8	2	61	8	2	61	8	2	61	8	2	61	8	2
R-18.45	EW 18-2*	NB No. 18-2	Cashmere Street	SFR	4		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	4	64	5	4	62	7	4	61	8	4	61	8	4	61	8	4	60	9	4	60	9	4	60	9	4
R-18.46	EW 18-2*	NB No. 18-2	Cashmere Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	60	8	4	60	8	4	60	8	4	60	8	4
R-18.47	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		63	63	**69**	**69**	6	6	B(67)	A/E	65	4	0	64	5	2	63	6	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	62	7	2
R-18.48	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		64	64	**69**	**69**	5	5	B(67)	A/E	65	4	0	64	5	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	61	8	2	61	8	2
R-18.49	EW 18-2*	NB No. 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	63	6	2	62	7	2	61	8	2	61	8	2	61	8	2	60	9	2	60	9	2	60	9	2
R-18.50	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	63	5	4	62	6	4	61	7	4	60	8	4	60	8	4	60	8	4	59	9	4	59	9	4	59	9	4
R-18.51	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	4		60	60	**66**	**66**	6	6	B(67)	A/E	61	5	4	61	5	4	60	6	4	59	7	4	59	7	4	59	7	4	59	7	4	59	7	4	59	7	4
R-18.52	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	1		60	60	**66**	**66**	6	6	B(67)	A/E	--	--	--	--	--	--	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1
R-18.53	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	1		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	64	6	1	64	6	1	64	6	1	64	6	1	63	7	1	63	7	1	63	7	1
R-18.54	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	64	6	2	63	7	2	63	7	2	63	7	2	62	8	2	62	8	2	62	8	2
R-18.55	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	61	8	2	60	9	2	60	9	2	60	9	2	60	9	2	60	9	2	59	10	2
R-18.56	EW 18-2*	NB No. 18-2	Montana Avenue	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	--	--	--	--	--	--	61	7	4	60	8	4	60	8	4	60	8	4	59	9	4	59	9	4	59	9	4
R-18.57	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	4		60	60	**67**	**67**	7	7	B(67)	A/E	--	--	--	--	--	--	60	7	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4
R-18.58	EW 18-2*	NB No. 18-2	Church Lane	Church	1		65/45	65/45	**72/52**	**72/52**	7	7	D(52)	A/E	--	--	--	--	--	--	65/45	7	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1
R-18.59	EW 18-2*	NB No. 18-2	Farlin Street	SFR	2		59	59	65	65	6	6	B(67)	--	--	--	--	--	--	--	59	6	2	58	7	2	58	7	2	57	8	2	57	8	2	57	8	2	57	8	2
R-18.60	EW 18-2*	NB No. 18-2	Farlin Street	SFR	2		58	58	65	65	7	7	B(67)	--	--	--	--	--	--	--	59	6	2	58	7	2	57	8	2	57	8	2	57	8	2	57	8	2	57	8	2
R-18.61	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	4		58	58	65	65	7	7	B(67)	--	--	--	--	--	--	--	58	7	4	57	8	4	57	8	4	57	8	4	57	8	4	57	8	4	57	8	4
R-18.62	EW 18-2*	NB No. 18-2	Elderwood Street	SFR	4		57	57	64	64	7	7	B(67)	--	--	--	--	--	--	--	58	6	4	57	7	4	57	7	4	57	7	4	57	7	4	57	7	4	57	7	4
R-18.63	EW 18-2*	NB No. 18-2	Church Lane	MFR	3		57	57	62	62	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	5	3	56	6	3	55	7	3	55	7	3	55	7	3	54	8	3
R-18.64	EW 18-2*	NB No. 18-2	Farlin Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	61	7	2	61	7	2	60	8	2	60	8	2	60	8	2	60	8	2
R-18.65	EW 18-2*	NB No. 18-2	Farlin Street	SFR	2		61	62	**68**	**68**	6	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	61	7	2	60	8	2	60	8	2	60	8	2	60	8	2	60	8	2
R-18.66	EW 18-2*	NB No. 18-2	Farlin Street	SFR	4		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	61	8	4	60	9	4	60	9	4	60	9	4	60	9	4	60	9	4
R-18.67	EW 18-2*	NB No. 18-2	Gladwin Street	SFR	4		61	61	**67**	**67**	6	6	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	62	5	4	62	5	4	62	5	4	62	5	4	62	5	4	62	5	4
R-18.68	EW 18-2*	NB No. 18-2	Church Lane	MFR	8		65	65	**75**	**75**	10	10	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	65	10	8	64	11	8	64	11	8	64	11	8	64	11	8	63	12	8
R-18.69	EW 18-2*	NB No. 18-2	Church Lane	MFR	1		**66**	**66**	**73**	**73**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	65	8	1	64	9	1	64	9	1	64	9	1	63	10	1	63	10	1
R-18.70	EW 18-2*	NB No. 18-2	Homedale Street	SFR	2		65	65	**70**	**70**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	64	6	2	63	7	2	63	7	2	63	7	2	62	8	2	62	8	2
R-18.71	EW 18-2*	NB No. 18-2

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

| Receptor No. | Existing Wall No.[1] | Noise Barrier No. | Location | Land Use | No. of Receptors/Units | Background Noise Level | Existing Noise Level, dBA $L_{eq}(h)$[2,3] | 2050 Noise Level: No Build Alternative, dBA L_{eq}[2,3] | 2050 Noise Level: Build Alternative, dBA L_{eq}[2,3,4] | 2050 Noise Level: Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5] | 2050 Noise Level: Build Alternative Minus No Build Conditions | 2050 Noise Level: Build Alternative Minus Existing Conditions | Activity Category (NAC)[6] | Impact Type[7] | Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$ — Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10] | | |

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level				Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																										
														Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
														6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-21.39	EW 21-1		Royal Woods Drive	SFR	1		54	54	58	58	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.40	EW 21-1*		Royal Woods Drive	SFR	3		56	57	64	64	7	8	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.41	EW 21-1*		Royal Woods Drive	SFR	3		55	55	62	62	7	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.42	EW 21-1*		Royal Woods Drive	SFR	2		54	54	61	61	7	7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.43	EW 21-2*		Woodfield Place	SFR	3		55	55	58	58	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.44	EW 21-2*		Woodfield Drive	SFR	1		58	59	61	61	2	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.45	EW 21-2*		Woodfield Drive	SFR	1		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.46	EW 21-2*		Woodfield Drive	SFR	1		58	58	60	60	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.47	EW 21-2*		Woodfield Drive	SFR	2		59	59	61	61	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.48	EW 21-2*		Woodfield Drive	SFR	1		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.49	EW 21-2*		Del Gado Drive	SFR	3		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.50	EW 21-2*		Del Gado Drive	SFR	2		54	54	53	52	-1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.51	EW 21-2*		Del Gado Drive	SFR	3		55	56	56	55	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.52	EW 21-2		Del Gado Drive	SFR	2		55	55	57	56	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.53	EW 21-1*		Royal Woods Place	SFR	3		54	54	58	58	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.54	EW 21-2		Woodfield Drive	SFR	5		55	55	59	58	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.55	EW 21-2		Woodfield Drive	SFR	4		57	57	61	60	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.56	EW 21-2		Woodfield Drive	SFR	1		58	58	61	60	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.57	EW 21-2		Woodfield Drive	SFR	1		58	58	61	60	3	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.58	EW 21-2*		Del Gado Drive	SFR	5		58	58	59	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.59	EW 21-2*		Del Gado Drive	SFR	2		57	57	58	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.60	EW 21-2	NB No. 21-2	Del Gado Drive	SFR	3		58	58	59	55	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0
R-21.61	EW 21-2	NB No. 21-2	Del Gado Drive	SFR	4		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	59	1	0
R-21.62	EW 21-3*	NB No. 21-2	Del Gado Drive	SFR	1		58	58	61	60	3	3	B(67)	--	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	59	2	0	58	3	0	58	3	0
R-21.63	EW 21-3*	NB No. 21-2	Sepulveda Boulevard	SFR	2		58	58	60	58	2	2	B(67)	--	59	1	0	58	2	0	58	2	0	58	2	0	58	2	0	58	2	0	58	2	0	58	2	0	58	2	0
R-21.64	EW 21-3*	NB No. 21-2	Sepulveda Boulevard	SFR	4		65	65	**66**	64	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
R-21.65	EW 21-3*	NB No. 21-2	Sepulveda Boulevard	SFR	4		64	64	**70**	**69**	6	6	B(67)	A/E	**66**	4	0	65	5	4	65	5	4	65	5	4	64	6	4	64	6	4	64	6	4	64	6	4	63	7	4
R-21.66	EW 21-2*	NB No. 21-2	High Knoll Road	SFR	2		63	63	64	55	1	1	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-21.67	EW 21-3*	NB No. 21-2	High Knoll Road	SFR	1		**66**	**66**	**67**	64	1	1	B(67)	--**	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0
R-21.68	EW 21-3*	NB No. 21-2	Sherman Oaks Avenue	SFR	1		**70**	**70**	**71**	65	1	1	B(67)	--**	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-21.69	EW 21-3*	NB No. 21-2	High Knoll Road	SFR	1		65	65	**68**	**66**	3	3	B(67)	A/E	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0	65	3	0	65	3	0
R-21.70	EW 21-3*	NB No. 21-2	Sherman Oaks Avenue	SFR	1		**70**	**70**	**71**	65	1	1	B(67)	--**	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-21.71	EW 21-3*	NB No. 21-2	Sepulveda Boulevard	SFR	5		65	65	**67**	65	2	2	B(67)	--**	**66**	1	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0
R-21.72	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	5		63	63	65	63	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	62	3	0
R-21.73	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	5		64	64	**66**	63	2	2	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0
R-21.74	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	4		65	65	**66**	63	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-21.75	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	2		**68**	**68**	**71**	**66**	3	3	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0
R-21.76	EW 21-3	NB No. 21-2	Sepulveda Boulevard	SFR	1		**68**	**68**	**69**	**66**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0
R-21.77	EW 21-3	NB No. 21-2	Valley Vista Boulevard	SFR	1		64	64	65	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0
R-21.78	EW 21-3	NB No. 21-2	Valley Vista Boulevard	SFR	1		62	62	63	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-21.79	EW 21-3	NB No. 21-2	Valley Vista Boulevard	SFR	3		59	59	61	60	2	2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0
R-21.80	EW 21-4		Sutton Street	SFR	2		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.81	EW 21-4		Sutton Street	SFR	2		61	62	62	61	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.82	EW 21-4		Sutton Street	SFR	1		62	62	63	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.83	EW 21-4		Sutton Street	SFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.84	EW 21-4		Sutton Street	SFR	1		64	65	65	65	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.85	EW 21-4		Sutton Street	SFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.86	EW 21-4		Sherman Oaks Circle	SFR	1		65	65	**66**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.87	EW 21-4		Sutton Street	SFR	3		60	61	61	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.88	EW 21-4		Sutton Street	SFR	2		59	60	62	62	2	3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.89	EW 21-4		Sutton Street	SFR	2		63	63	64	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.90	EW 21-4		Sutton Street	SFR	2		61	61	62	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.91	EW 21-4		Sherman Oaks Circle	SFR	2		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.92	EW 21-4		Sherman Oaks Circle	SFR	4		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.93	EW 21-4		Sherman Oaks Circle	SFR	3		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.94	EW 21-4		Sherman Oaks Circle	SFR	3		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.95	EW 21-4		Sherman Oaks Circle	SFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.96	EW 21-4		Sherman Oaks Circle	SFR	2		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.97	EW 21-4		Sherman Oaks Circle	SFR	1		63	64	64	63	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.98	EW 21-4		Greenleaf Street	SFR	1		59	60	60	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.99	EW 21-4		Sherman Oaks Avenue	SFR	2		61	61	62	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.100	EW 21-4		Sherman Oaks Avenue	SFR	1		60	61	61	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.101	EW 21-4		Sherman Oaks Avenue	Commercial	1		62	62	62	62	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.102			Sherman Oaks Avenue	Office	1		67	67	67	67	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.103			Ventura Boulevard	Commercial	1		71	71	72	70	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.104	EW 21-4		Sherman Oaks Circle	SFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.105	EW 21-4		Sherman Oaks Circle	SFR	1		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.106	EW 21-4		Sherman Oaks Avenue	SFR	2		59	59	60	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.107	EW 21-4		Sherman Oaks Avenue	Commercial	1		65	65	66	65	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.108	EW 21-4		Dickens Street	SFR	2		62	62	63	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.109			Sherman Oaks Avenue	Restaurant	2		67	67	68	66	1	1	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.110			Dickens Street	SFR	1		58	58	59	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-21.111			Ventura Boulevard	Gas Station	1		70	70	70	68	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.1			Ventura Boulevard	Hotel	1		68	69	69	68	0	1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.2	EW 22-1	NB No. 22-1	Orion Avenue	MFR Pool	1		65	**66**	**66**	**66**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	5	1	61	5	1	61	5	1	61	5	1
R-22.3			Ventura Boulevard	Commercial	1		67	68	68	59	0	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.4	EW 22-1		Orion Avenue	MFR	1		67	67	67	67	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.5	EW 22-1	NB No. 22-1	Moorpark Street	MFR	1		63	64	64	64	0	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	62	2	0	62	2	0
R-22.6-1	EW 22-2	NB No. 22-1	Orion Avenue	MFR	4		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0
R-22.6-2	EW 22-2	NB No. 22-1	Orion Avenue	MFR	5		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	**68**	3	0	**66**	5	5	65	6	5	64	7	5	64	7	5
R-22.7-1	EW 22-2	NB No. 22-1	Orion Avenue	MFR	3		54	54	55	51	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0	54	1	0
R-22.7-2	EW 22-2	NB No. 22-1	Orion Avenue	MFR	3		57	57	57	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0
R-22.8-1	EW 22-2	NB No. 22-1	Orion Avenue	MFR	4		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	64	4	0	64	4	0	63	5	4	63	5	4	62	6	4	62	6	4
R-22.8-2	EW 22-2	NB No. 22-1	Orion Avenue	MFR	5		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	**69**	2	0	**67**	4	0	**66**	5	5	65	6	5	64	7	5	64	7	5
R-22.9	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		56	56	56	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	56	0	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0
R-22.10	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
R-22.11	EW 22-2	NB No. 22-1	Milbank Street	SFR	3		60	60	60	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	59	1	0
R-22.12	EW 22-2	NB No. 22-1	Milbank Street	SFR	2		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0
R-22.13	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	60	1	0	59	2	0	59	2	0	58	3	0	58	3	0	57	4	0

Table 3.15.24: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-22.14	EW 22-2	NB No. 22-1	Orion Avenue	MFR	1		64	65	65	64	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0
R-22.15	EW 22-2	NB No. 22-1	Camarillo Street	SFR	1		61	62	62	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0	60	2	0
R-22.16	EW 22-2	NB No. 22-1	Camarillo Street	SFR	1		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0
R-22.17	EW 22-2	NB No. 22-1	Camarillo Street	SFR	2		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0
R-22.18	EW 22-2	NB No. 22-1	Camarillo Street	SFR	4		60	60	60	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0
R-22.19	EW 22-2		La Maida Street	SFR	2		62	63	62	62	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.20	EW 22-2		Camarillo Street	SFR	3		63	63	63	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.21	EW 22-2		Camarillo Street	SFR	3		63	64	64	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.22	EW 22-2		Camarillo Street	SFR	2		63	64	64	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.23	EW 22-2		La Maida Street	SFR	2		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.24	EW 22-2		La Maida Street	SFR	3		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.25	EW 22-2		La Maida Street	SFR	2		65	65	65	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.26	EW 22-2		La Maida Street	SFR	3		64	64	64	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.27	EW 22-2		La Maida Street	SFR	4		65	65	65	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.28	EW 22-2		La Maida Street	SFR	4		64	65	65	60	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.29	EW 22-2		Huston Street	SFR	2		58	59	58	56	-1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.30	EW 22-2		Orion Avenue	SFR	1		56	57	57	55	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.31	EW 22-2		Morrison Street	SFR	2		57	57	57	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.32	EW 22-2		Morrison Street	SFR	2		59	59	59	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.33	EW 22-2		Morrison Street	SFR	2		62	62	62	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.34	EW 22-3		Morrison Street	SFR	1		60	60	60	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.35	EW 22-3		Morrison Street	SFR	1		61	61	61	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-22.36	EW 22-3		Morrison Street	SFR	1		61	61	61	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-23.1			Woodley Avenue	Vacant Land	1		70	71	71	71	0	1	G	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.1			Woodley Avenue	Trails	1		58	58	59	59	1	1	C	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.2			Woodley Avenue	Park	1		64	64	64	64	0	0	C(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.3			Woodley Avenue	Air Nat Guard Recruiting	1		64	64	64	63	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
R-24.4	EW 24-1		Victory Boulevard	Gas Station	1		72	73	72	66	-1	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Source: LSA Associates, Inc. (2024).

[1] An * represents an existing wall that would be demolished as part of the project. The existing wall would be reconstructed at the new location and at the existing height at a minimum.

[2] Numbers in **bold** represent noise levels that approach or exceed the Noise Abatement Criteria (NAC) and/or experience a substantial noise increase.

[3] The background noise level was added to the modeled noise levels in where applicable.

[4] 2050 with project traffic noise levels assume zero feet in height for existing walls that would be demolished as part of the project.

[5] Traffic noise from the I-405 only. Traffic volumes from the local roadways were removed in the TNM model.

[6] Activity Categories with no outdoor frequent human use areas were not evaluated against the NAC.

[7] A ** indicates no traffic noise impacts would occur because traffic noise from the I-405 would not contribute noise levels that approach or exceed the NAC due to distance from the I-405 and shielding from walls and/or buildings.

[8] A dash (--) indicates that no barrier was analyzed at this location because the modeled receptor would not approach or exceed the NAC and/or experience a substantial noise increase.

[9] Underlined numbers have been attenuated by at least 5 dBA (i.e., feasible wall height).

[10] Shaded cells indicate the approximate existing wall heights.

[11] This receptor would be fully acquired as part of the Project.

A/E = Approach or Exceed
dBA = A-weighted decibels
dBA $L_{eq}(h)$ = equivalent continuous sound level measured per hour in A-weighted decibels
IL = Insertion Loss
NAC = Noise Abatement Criteria
NBR = Number of Benefitted Receptors
NF = Not Feasible
SI = Substantial increase in noise level (12 dBA or more)

Table 3.15.25: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-6.4	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	Office	1		73	73	73	66	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	73	0	0	73	0	0	73	0	0	73	0	0
R-6.5	EW 6-1	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-6.6	EW 6-1	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		61	61	62	61	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0
R-6.7	EW 6-1	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-6.8-1	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**73**	**73**	**73**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0	**73**	0	0
R-6.8-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**73**	**73**	**73**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0	**73**	0	0
R-6.8-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**73**	**73**	**74**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0
R-6.9	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-6.10-1	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**68**	**68**	**68**	61	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-6.10-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**68**	**68**	**68**	62	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-6.11-1	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		50	50	50	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	50	0	0
R-6.11-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		58	58	58	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.12	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.13	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		63	63	63	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-6.14	EW 6-1	NB Nos. 6-1 and 6-2	Montana Avenue	MFR	1		52	52	52	49	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-6.15	EW 6-1	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	1		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.16	EW 6-1	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.17	EW 6-1	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.18	EW 6-1	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-6.19	EW 6-1	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	3		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-6.20-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**76**	**76**	**76**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**76**	0	0	**76**	0	0	**76**	0	0	**76**	0	0
R-6.20-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**75**	**75**	**75**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0
R-6.20-4	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**74**	**74**	**74**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0
R-6.21-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**71**	**71**	**71**	64	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-6.21-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0
R-6.21-4	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**73**	**73**	**73**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	0	0	**73**	0	0	**73**	0	0	**73**	0	0
R-6.22-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	5		**77**	**77**	**77**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0
R-6.22-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	5		**78**	**78**	**78**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0
R-6.22-4	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	5		**79**	**79**	**79**	**76**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**79**	0	0	**79**	0	0	**79**	0	0	**79**	0	0
R-6.23	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**69**	**69**	**69**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-6.24	EW 6-1	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	2		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-6.25	EW 6-1	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	1		59	59	59	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	0	0	59	0	0	59	0	0	59	0	0
R-6.26	EW 6-1	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	1		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.27	EW 6-1	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	1		60	60	60	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-6.28	EW 6-1	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	5		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-6.29	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	6		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-6.30	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	3		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**66**	2	0	**66**	2	0
R-6.31	EW 6-1	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	4		55	55	55	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-6.32	EW 6-1	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	4		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-6.33	EW 6-1	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	4		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	57	0	0	57	0	0
R-6.34	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	4		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0
R-6.35	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	4		61	62	62	62	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0
R-6.36	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	60	2	0
R-6.37	EW 6-1	NB Nos. 6-1 and 6-2	Homedale Street	SFR	4		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	61	3	0	61	3	0	61	3	0
R-6.38	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		**66**	**66**	**67**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.39	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	2		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**69**	2	0	**69**	2	0	**69**	2	0
R-6.40	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	2		**69**	**69**	**70**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-6.41	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0
R-6.42	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		55	55	55	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	55	0	0	55	0	0	55	0	0
R-6.43	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	58	0	0	58	0	0	58	0	0
R-6.44	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0
R-6.45	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	63	1	0	63	1	0
R-6.46	EW 6-1	NB Nos. 6-1 and 6-2	Homedale Street	SFR	5		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	59	1	0	59	1	0	59	1	0	59	1	0
R-6.47	EW 6-1	NB Nos. 6-1 and 6-2	Homedale Street	SFR	2		62	62	63	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	62	1	0	62	1	0	62	1	0
R-6.48	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		**69**	**70**	**70**	**69**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	2	0	**67**	3	0	**66**	4	0	65	5	1
R-6.49	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	63	2	0	63	2	0
R-6.50	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	62	1	0	62	1	0	61	2	0
R-6.51	EW 6-1	NB Nos. 6-1 and 6-2	Bronwood Avenue	SFR	2		61	61	61	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0
R-6.52	EW 6-1	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0
R-6.53-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**71**	**71**	**71**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-6.53-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	1	0	**70**	2	0	**70**	2	0	**69**	3	0
R-6.53-4	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**74**	**75**	**75**	**73**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**74**	1	0	**72**	3	0	**71**	4	0	**71**	4	0
R-6.54-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	63	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0
R-6.54-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-6.54-4	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**69**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	2	0	**68**	3	0	**68**	3	0	**67**	4	0
R-6.55-1	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**77**	**77**	**77**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0
R-6.55-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**78**	**78**	**78**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0
R-6.55-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**80**	**81**	**81**	**79**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**79**	2	0	**78**	3	0	**78**	3	0	**78**	3	0
R-6.55-4	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**82**	**82**	**82**	**81**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**81**	1	0	**81**	1	0	**80**	2	0	**79**	3	0
R-6.56-1	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**77**	**77**	**77**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0
R-6.56-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**78**	**78**	**78**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**78**	0	0	**78**	0	0	**77**	1	0	**77**	1	0
R-6.56-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**79**	**80**	**80**	**77**	0	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**79**	1	0	**78**	2	0	**78**	2	0	**78**	2	0
R-6.56-4	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**81**	**81**	**82**	**80**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**81**	1	0	**80**	2	0	**79**	3	0	**79**	3	0
R-6.57-1	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**75**	**75**	**75**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**74**	1	0	**74**	1	0	**74**	1	0
R-6.57-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**75**	**75**	**75**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75**	0	0	**74**	1	0	**74**	1	0	**74**	1	0
R-6.57-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**78**	**78**	**78**	**77**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**76**	2	0	**76**	2	0	**75**	3	0	**75**	3	0
R-6.58-1	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-6.58-2	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**72**	**72**	**72**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	1	0	**70**	2	0	**70**	2	0	**70**	2	0
R-6.58-3	EW 6-1	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**74**	**74**	**74**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	1	0	**72**	2	0	**72**	2	0	**71**	3	0
R-9.47		NB Nos. 9-6 and 9-7	Del Gado Drive	SFR	1		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0
R-9.48	EW 9-1	NB Nos. 9-6 and 9-7	Del Gado Drive	SFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.49	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	SFR	2		**70**	**70**	**70**	**69**	0	0	B(67)	A/E	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0

Table 3.15.25: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-9.54	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	SFR	1		**70**	**70**	**70**	**68**	0	0	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.55	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	65	0	0	B(67)	--**	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-9.56-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	9		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0
R-9.56-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	9		**71**	**71**	**71**	**70**	0	0	B(67)	A/E	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**68**	3	0	**68**	3	0	**67**	4	0
R-9.56-4	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	9		**82**	**83**	**83**	**83**	0	1	B(67)	A/E	**79**	4	0	**79**	4	0	**79**	4	0	**79**	4	0	**79**	4	0	**75**	8	9	**73**	10	9	**71**	12	9	**70**	13	9
R-9.57-2	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2	65	**66**	**66**	**66**	65	0	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	63	3	0	62	4	0	62	4	0
R-9.57-3	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	**68**	2	0	**68**	2	0	**68**	2	0	**68**	2	0	**68**	2	0	**67**	3	0	**66**	4	0	65	5	2	64	6	2
R-9.58-2	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	63	3	0
R-9.58-3	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0
R-9.59-2	EW 9-1	NB Nos. 9-6 and 9-7	Valley Vista Boulevard	MFR	4		**71**	**71**	**71**	60	0	0	B(67)	--**	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.59-3	EW 9-1	NB Nos. 9-6 and 9-7	Valley Vista Boulevard	MFR	4		**71**	**70**	**70**	61	0	-1	B(67)	--**	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.60-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	3		**70**	**70**	**70**	61	0	0	B(67)	--**	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.60-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	3		**71**	**70**	**70**	64	0	-1	B(67)	--**	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.61	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	1		70	69	69	60	0	-1	B	--	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
R-9.62-1	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	5		64	65	65	64	0	1	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	62	3	0
R-9.62-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	5		**66**	**67**	**66**	**66**	-1	0	B(67)	A/E	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	63	3	0	63	3	0
R-9.62-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	5		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**67**	3	0	**66**	4	0	**66**	4	0	65	5	5
R-9.63-1	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**70**	**70**	**70**	61	0	0	B(67)	--**	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-9.63-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**71**	**70**	**70**	64	0	-1	B(67)	--**	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.63-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**71**	**71**	**71**	**67**	0	0	B(67)	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.63-4	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**72**	**72**	**72**	**69**	0	0	B(67)	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0	**70**	2	0	**70**	2	0
R-9.64-1	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**72**	**71**	**71**	**66**	0	-1	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0
R-9.64-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**73**	**73**	**72**	**70**	-1	-1	B(67)	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0
R-9.64-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**74**	**74**	**74**	**72**	0	0	B(67)	A/E	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0
R-9.64-4	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**75**	**75**	**75**	**74**	0	0	B(67)	A/E	**74**	1	0	**74**	1	0	**74**	1	0	**73**	2	0	**73**	2	0	**73**	2	0	**73**	2	0	**73**	2	0	**73**	2	0
R-9.65		NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	1		**70**	**70**	**69**	**67**	-1	-1	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0
R-16.63-2	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4	65	65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0
R-16.63-3	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**67**	1	0	**67**	1	0
R-16.63-4	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	1	0	**73**	1	0	**72**	2	0
R-16.63-5	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**76**	2	0	**75**	3	0	**74**	4	0
R-16.64-1	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	5	64	64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-16.64-2	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	5		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0
R-16.64-3	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	5		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**69**	1	0	**69**	1	0
R-16.65-2	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	1	64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0
R-16.65-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0
R-16.66-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5	63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0
R-16.66-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5	65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0
R-16.67	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	1	54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	53	1	0
R-16.68-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5	57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0
R-16.68-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5	57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	56	1	0
R-16.69-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5	56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	54	1	0	54	1	0
R-16.69-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5	58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	57	1	0
R-16.69-4	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		**67**	**66**	**67**	**67**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0
R-16.70-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	1		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0
R-16.70-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	1		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0
R-16.70-4	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0
R-16.72	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0
R-16.73	EW 16-2	NB No. 16-2	Santa Monica Boulevard	Hotel	1		61	61	61	59	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0
R-16.74	EW 16-2	NB No. 16-2	Iowa Avenue	Commercial	1		58	58	59	57	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	57	2	0
R-16.75	EW 16-2	NB No. 16-2	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0
R-16.76-2	EW 16-2	NB No. 16-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	65	1	0
R-16.76-3	EW 16-2	NB No. 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0
R-16.76-4	EW 16-2	NB No. 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**66**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0
R-16.77	EW 16-2	NB No. 16-2	Santa Monica Boulevard	Commercial	1		68	68	68	59	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0
R-16.78	EW 16-2	NB No. 16-2	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	60/40	0	0	D(52)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		72	71	72	71	1	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	71	1	0	71	1	0	71	1	0
R-17.2	EW 16-2	NB No. 16-2	Santa Monica Boulevard	Commercial	1		62	62	62	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0
R-17.3-1	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**67**	**66**	**66**	**66**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0
R-17.3-2	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**66**	1	0
R-17.3-3	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**68**	**67**	**67**	**67**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0
R-17.3-4	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**69**	**69**	**69**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0
R-17.4-1	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		64	63	63	63	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0
R-17.4-2	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0
R-17.4-3	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0
R-17.4-4	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0
R-17.5-1	EW 17-1	NB No. 16-2	Beloit Avenue	MFR	10		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0
R-17.5-2	EW 17-1	NB No. 16-2	Beloit Avenue	MFR	10		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0
R-17.5-3	EW 17-1	NB No. 16-2	Beloit Avenue	MFR	10		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**67**	1	0
R-17.5-4	EW 17-1	NB No. 16-2	Beloit Avenue	MFR	10		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**68**	1	0
R-17.10	EW 16-2	NB No. 16-2	Massachusetts Avenue	Commercial	1		70	70	70	70	0	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0
R-17.11	EW 16-2	NB No. 16-2	Sawtelle Boulevard	Hotel	1		64	64	65	64	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	54	0	0	54	0	0
R-16.1	EW 16-1	NB Nos. 16-1 and 16-2	Olympic Boulevard	Commercial	1		70	68	68	68	0	-2	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0
R-16.2-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	8		**66**	**66**	**67**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0
R-16.2-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	8		**68**	**67**	**68**	**68**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0
R-16.3-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2	52	50	51	51	1	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	1	0	49	2	0	49	2	0	48	3	0
R-16.3-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2	55	53	53	53	0	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	1	0	51	2	0	51	2	0	51	2	0
R-16.4-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	3	53	50	50	50	0	-3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	50	0	0
R-16.4-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	3	63	55	56	55	1	-7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	55	1	0	55	1	0
R-16.5	EW 16-1	NB Nos. 16-1 and 16-2	Mississippi Avenue	SFR	1	64	63	64	64	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0	63	1	0
R-16.6-2	EW 16-1	NB Nos. 16-1 and 16-2	Mississippi Avenue	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	65	1	0	64	2	0
R-16.6-3	EW 16-1	NB Nos. 16-1 and 16-2	Mississippi Avenue	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	2	0	63	3	0	62	4	0	61	5	1
R-16.7	EW 16-1	NB Nos. 16-1 and 16-2	Mississippi Avenue	MFR	2		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	55	2	0	55	2	0
R-16.8	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		54	53	53	43	0	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	0	0	53	0	0	53	0	0	53	0	0
R-16.9	EW 16-1

Table 3.15.25: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.11-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	64	3	0
R-16.11-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	2	0	**67**	4	0	**66**	5	2	**66**	5	2
R-16.12-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		57	52	52	48	0	-5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-16.13-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	64	3	0
R-16.14-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	65	2	0	65	2	0	64	3	0
R-16.14-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**72**	**72**	**72**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	3	0	**68**	4	0	**67**	5	2	**66**	6	2
R-16.15	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**71**	**70**	**71**	**71**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**70**	1	0	**69**	2	0	**67**	4	0
R-16.16	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		55	52	52	50	0	-3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	51	1	0	51	1	0
R-16.17-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	2	0	**67**	3	0	**66**	4	0	65	5	2
R-16.17-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**75**	**75**	**75**	**75**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	2	0	**70**	5	2	**68**	7	2	**67**	8	2
R-16.18	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0	59	2	0
R-16.19	EW 16-1	NB Nos. 16-1 and 16-2	La Grange Avenue	SFR	1		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	61	2	0	61	2	0	60	3	0
R-16.20	EW 16-1	NB Nos. 16-1 and 16-2	La Grange Avenue	SFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	57	2	0
R-16.21	EW 16-1	NB Nos. 16-1 and 16-2	La Grange Avenue	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0	59	2	0
R-16.22	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		65	64	65	51	1	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-16.23	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		64	64	64	54	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-16.24	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Wellness Center	1		60	58	59	58	1	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	56	3	0
R-16.25	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		66	66	66	51	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	0	0	66	0	0	66	0	0	66	0	0
R-16.26-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.27-1	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.27-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**75**	**75**	**75**	**75**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	2	0	**71**	4	0	**69**	6	2	**68**	7	2
R-16.28-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.28-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	2	0	**70**	4	0	**69**	5	1	**68**	6	1
R-16.29	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	64	2	0	64	2	0
R-16.30-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.30-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		**71**	**71**	**72**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	2	0	**69**	3	0	**67**	5	7	**67**	5	7
R-16.31	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		55	55	55	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	53	2	0	51	4	0	50	5	2
R-16.32-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		56	52	53	52	1	-3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	1	0	51	2	0	51	2	0	50	3	0
R-16.32-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		56	54	54	54	0	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	53	1	0	52	2	0
R-16.33-1	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		63	64	64	63	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	61	3	0
R-16.33-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	62	3	0
R-16.34-1	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-16.34-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	61	3	0
R-16.35	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Office	1		64	64	64	47	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-16.36-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	4		58	55	56	55	1	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	54	2	0	54	2	0
R-16.36-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	4		59	58	58	58	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	57	1	0	56	2	0
R-16.37-1	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	3		55	54	54	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	53	1	0	52	2	0	52	2	0
R-16.37-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	3		61	59	59	59	0	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-16.38-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0
R-16.38-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	61	3	0	61	3	0	60	4	0
R-16.39-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-16.39-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-16.40-1	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	60	2	0	60	2	0
R-16.40-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	61	4	0
R-16.41-1	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	55	2	0	55	2	0
R-16.41-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0	55	3	0
R-16.42-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	61	3	0	60	4	0
R-16.42-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	64	4	0	63	5	1	62	6	1
R-16.43-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	62	3	0	62	3	0	61	4	0
R-16.43-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	65	4	0	64	5	1	62	7	1
R-16.44	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		62	62	62	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-16.45-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	62	3	0	61	4	0	61	4	0
R-16.46	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		62	62	62	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-16.47-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	59	3	0
R-16.48	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	SFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	53	1	0	52	2	0	52	2	0
R-16.49	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		61	61	62	62	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	59	3	0
R-16.50	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0	59	2	0
R-16.51	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	61	3	0	60	4	0	59	5	1
R-16.52	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	57	3	0	57	3	0	56	4	0
R-16.53-1	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		51	51	52	51	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	50	2	0	50	2	0
R-16.53-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		55	55	56	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	54	2	0	54	2	0	53	3	0
R-16.54	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		51	51	51	51	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.55	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	SFR	1		51	51	52	51	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	2	0	50	2	0	49	3	0	49	3	0
R-16.56	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		50	50	50	50	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	1	0	49	1	0	49	1	0	48	2	0
R-16.57	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Office	1		51	51	51	50	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.58	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		50	50	50	48	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	49	1	0	49	1	0	49	1	0
R-16.59	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	SFR	1		52	52	52	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	51	1	0	51	1	0	50	2	0
R-16.60-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	53	2	0
R-16.60-3	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	57	2	0	57	2	0
R-16.61-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		56	56	57	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-16.61-3	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	56	2	0	56	2	0
R-16.62-1	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	63	3	0	63	3	0
R-16.62-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	65	3	0	64	4	0
R-16.62-3	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**73**	**73**	**74**	**73**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	3	0	**69**	5	2	**68**	6	2	**67**	7	2
R-16.62-4	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**79**	**79**	**79**	**79**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**78**	1	0	**76**	3	0	**74**	5	2	**71**	8	2
R-16.63-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	61	4	0
R-16.63-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	65	3	0	64	4	0
R-16.63-4	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	2	0	**70**	4	0	**68**	6	4	**67**	7	4
R-16.63-5	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**75**	3	0	**73**	5	4	**72**	6	4
R-16.64-1	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	5		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-16.64-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	5		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	64	3	0
R-16.64-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	5		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**67**	3	0
R-16.65-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0	63	2	0
R-16.65-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0
R-16.66-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0	62	1	0
R-16.66-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0	64	1	0

Table 3.15.25: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.67	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	52	2	0	52	2	0
R-16.68-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	55	2	0	55	2	0
R-16.68-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0	55	2	0
R-16.69-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	53	2	0
R-16.69-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	57	1	0	56	2	0
R-16.69-4	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		**67**	**66**	**67**	**67**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	65	2	0	65	2	0	65	2	0
R-16.70-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0	64	1	0
R-16.70-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-16.70-4	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	54	1	0
R-16.72	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0
R-16.73	EW 16-2	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Hotel	1		61	61	61	59	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-16.74	EW 16-2	NB Nos. 16-1 and 16-2	Iowa Avenue	Commercial	1		58	58	59	57	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	57	2	0
R-16.75	EW 16-2	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0
R-16.76-2	EW 16-2	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	65	1	0	65	1	0
R-16.76-3	EW 16-2	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	65	2	0
R-16.76-4	EW 16-2	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**66**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Commercial	1		68	68	68	59	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0	68	0	0
R-16.78	EW 16-2	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	60/40	0	0	D(52)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		72	71	72	71	1	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	71	1	0	71	1	0	71	1	0	71	1	0
R-17.2	EW 16-2	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Commercial	1		62	62	62	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0
R-17.3-1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**66**	**66**	**66**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-17.3-2	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0
R-17.3-3	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**68**	**67**	**67**	**67**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-17.3-4	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**69**	**69**	**69**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-17.4-1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	63	63	63	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-17.4-2	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-17.4-3	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0	65	1	0
R-17.4-4	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-17.5-1	EW 17-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-17.5-2	EW 17-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0
R-17.5-3	EW 17-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0
R-17.5-4	EW 17-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**69**	0	0	**69**	0	0	**68**	1	0
R-17.10	EW 16-2	NB Nos. 16-1 and 16-2	Massachusetts Avenue	Commercial	1		61	60	60	60	0	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-17.11	EW 16-2	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Hotel	1		54	54	54	52	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	54	0	0	54	0	0	54	0	0
R-16.64-1	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	5		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-16.64-2	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	5		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-16.64-3	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	5		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-16.65-2	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0	64	1	0
R-16.65-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0
R-16.66-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0	62	1	0
R-16.66-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0	64	1	0
R-16.67	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	53	1	0	53	1	0
R-16.68-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0	56	1	0
R-16.68-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	57	0	0	56	1	0	56	1	0
R-16.69-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	54	1	0	54	1	0	54	1	0
R-16.69-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	57	1	0	56	2	0
R-16.69-4	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		**67**	**66**	**67**	**67**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	65	2	0
R-16.70-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0	64	1	0
R-16.70-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-16.70-4	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	54	1	0
R-16.72	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0
R-16.73	EW 16-2	NB Nos. 16-2 and 17-1	Santa Monica Boulevard	Hotel	1		61	61	61	59	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-16.74	EW 16-2	NB Nos. 16-2 and 17-1	Iowa Avenue	Commercial	1		58	58	59	57	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	57	2	0
R-16.75	EW 16-2	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0
R-16.76-2	EW 16-2	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	65	1	0	65	1	0
R-16.76-3	EW 16-2	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	65	2	0
R-16.76-4	EW 16-2	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**66**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2	NB Nos. 16-2 and 17-1	Santa Monica Boulevard	Commercial	1		68	68	68	59	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0	68	0	0
R-16.78	EW 16-2	NB Nos. 16-2 and 17-1	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	60/40	0	0	D(52)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		72	71	72	71	1	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	71	1	0	71	1	0	71	1	0	71	1	0
R-17.2	EW 16-2	NB Nos. 16-2 and 17-1	Santa Monica Boulevard	Commercial	1		62	62	62	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0
R-17.3-1	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		**67**	**66**	**66**	**66**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-17.3-2	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0
R-17.3-3	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		**68**	**67**	**67**	**67**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-17.3-4	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		**69**	**69**	**69**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-17.4-1	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		64	63	63	63	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-17.4-2	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-17.4-3	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0	65	1	0
R-17.4-4	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-17.5-1	EW 17-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	10		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-17.5-2	EW 17-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-17.5-3	EW 17-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-17.5-4	EW 17-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	10		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0
R-17.6	EW 17-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		55	55	55	55	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	54	1	0	54	1	0	54	1	0
R-17.7	EW 17-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	3		64	64	64	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	63	1	0	63	1	0
R-17.8	EW 17-1	NB Nos. 16-2 and 17-1	Beloit Avenue	SFR	1		62	62	62	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0
R-17.9	EW 17-1	NB Nos. 16-2 and 17-1	Ohio Avenue	SFR	2		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	54	1	0	54	1	0	54	1	0
R-17.10	EW 16-2	NB Nos. 16-2 and 17-1	Massachusetts Avenue	Commercial	1		61	60	60	60	0	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-17.11	EW 16-2	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	Hotel	1		54	54	54	52	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	54	0	0	54	0	0	53	1	0
R-17.12	EW 17-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	Rehab	1		59	58	59	58	1	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-17.13	EW 17-1	NB Nos. 16-2 and 17-1	Ohio Avenue	MFR	1		66	66	66	58	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	0	0	66	0	0	66	0	0	66	0	0
R-16.1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Olympic Boulevard	Commercial

Table 3.15.25: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.3-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		52	50	51	51	1	-1	B(67)	I	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	1	0	49	2	0	49	2	0	48	3	0
R-16.3-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		55	53	53	53	0	-2	B(67)	I	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	1	0	51	2	0	51	2	0	51	2	0
R-16.4-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	3		53	50	50	50	0	-3	B(67)	I	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	50	0	0	50	0	0	50	0	0
R-16.4-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	3		63	55	56	55	1	-7	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	55	1	0	55	1	0
R-16.5	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	SFR	1		64	63	64	64	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	63	1	0	63	1	0
R-16.6-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	65	1	0	64	2	0
R-16.6-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	2	0	63	3	0	62	4	0	61	5	1
R-16.7	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	2		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	55	2	0	55	2	0
R-16.8	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		54	53	53	43	0	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	0	0	53	0	0	53	0	0	53	0	0
R-16.9	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		42	42	42	41	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	42	0	0	42	0	0	41	1	0	41	1	0
R-16.10	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	2		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	3	0	**69**	5	2	**68**	6	2	**67**	7	2
R-16.11-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	65	2	0	64	3	0	64	3	0
R-16.11-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	2	0	**67**	4	0	**66**	5	2	**66**	5	2
R-16.12-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		57	52	52	48	0	-5	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	52	0	0	52	0	0
R-16.13-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	64	3	0
R-16.14-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	65	2	0	65	2	0	64	3	0
R-16.14-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**72**	**72**	**72**	**72**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	3	0	**68**	4	0	**67**	5	2	**66**	6	2
R-16.15	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**71**	**70**	**71**	**71**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**70**	1	0	**69**	2	0	**67**	4	0
R-16.16	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		55	52	52	50	0	-3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	52	0	0	51	1	0	51	1	0
R-16.17-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	2	0	**67**	3	0	**66**	4	0	65	5	2
R-16.17-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**75**	**75**	**75**	**75**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	2	0	**70**	5	2	**68**	7	2	**67**	8	2
R-16.18	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0	59	2	0
R-16.19	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	La Grange Avenue	SFR	1		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	1	0	61	2	0	61	2	0	60	3	0
R-16.20	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	La Grange Avenue	SFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	57	2	0
R-16.21	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	La Grange Avenue	SFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0	59	2	0
R-16.22	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		65	64	65	51	1	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0	65	0	0
R-16.23	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		64	64	64	54	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-16.24	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Wellness Center	1		60	58	59	58	1	-1	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	56	3	0
R-16.25	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		66	66	66	51	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	0	0	66	0	0	66	0	0	66	0	0
R-16.26-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.27-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.27-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**75**	**75**	**75**	**75**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	2	0	**71**	4	0	**69**	6	2	**68**	7	2
R-16.28-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.28-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	2	0	**70**	4	0	**69**	5	1	**68**	6	1
R-16.29	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	64	2	0	64	2	0
R-16.30-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0
R-16.30-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		**71**	**71**	**72**	**71**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	2	0	**69**	3	0	**67**	5	7	**67**	5	7
R-16.31	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		55	55	55	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	53	2	0	51	4	0	50	5	2
R-16.32-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		56	52	53	52	1	-3	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	1	0	51	2	0	51	2	0	50	3	0
R-16.32-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		56	54	54	54	0	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	53	1	0	52	2	0
R-16.33-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		63	64	64	63	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	61	3	0
R-16.33-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	62	3	0
R-16.34-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-16.34-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	61	3	0
R-16.35	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Office	1		64	64	64	47	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-16.36-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	4		58	55	56	55	1	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	55	1	0	54	2	0	54	2	0
R-16.36-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	4		59	58	58	58	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	57	1	0	56	2	0
R-16.37-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	3		55	54	54	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	53	1	0	52	2	0	52	2	0
R-16.37-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	3		61	59	59	59	0	-2	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-16.38-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		61	61	61	59	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	60	1	0	60	1	0
R-16.38-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	61	3	0	61	3	0	60	4	0
R-16.39-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		61	61	61	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-16.39-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		64	64	64	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-16.40-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	60	2	0	60	2	0
R-16.40-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	61	4	0
R-16.41-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	55	2	0	55	2	0
R-16.41-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0	55	3	0
R-16.42-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	61	3	0	60	4	0
R-16.42-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	64	4	0	63	5	1	62	6	1
R-16.43-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	62	3	0	62	3	0	61	4	0
R-16.43-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	65	4	0	64	5	1	62	7	1
R-16.44	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		62	62	62	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-16.45-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	2	0	62	3	0	61	4	0	61	4	0
R-16.46	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		62	62	62	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	60	2	0	60	2	0
R-16.47-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	59	3	0
R-16.48	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	SFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	53	1	0	52	2	0	52	2	0
R-16.49	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		61	61	62	62	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	59	3	0
R-16.50	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		61	61	61	61	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	59	2	0	59	2	0
R-16.51	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	61	3	0	60	4	0	59	5	1
R-16.52	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	57	3	0	57	3	0	56	4	0
R-16.53-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		51	51	52	51	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	50	2	0	50	2	0
R-16.53-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		55	55	56	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	1	0	54	2	0	54	2	0	53	3	0
R-16.54	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		51	51	51	51	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.55	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	SFR	1		51	51	52	51	1	1	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	2	0	50	2	0	49	3	0	49	3	0
R-16.56	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		50	50	50	50	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	1	0	49	1	0	48	2	0	48	2	0
R-16.57	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Office	1		51	51	51	50	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.58	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		50	50	50	48	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	49	1	0	49	1	0	49	1	0
R-16.59	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	SFR	1		52	52	52	52	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	52	0	0	51	1	0	51	1	0	50	2	0
R-16.60-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	53	2	0	53	2	0
R-16.60-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		59	59	59	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	57	2	0	57	2	0
R-16.61-2	EW 16-1

Table 3.15.25: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																							
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																								
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.63-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	62	3	0	61	4	0
R-16.63-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**66**	2	0	65	3	0	64	4	0
R-16.63-4	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	2	0	**70**	4	0	**68**	6	4	**67**	7	4
R-16.63-5	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**75**	3	0	**73**	5	4	**72**	6	4
R-16.64-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	5		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	63	1	0	62	2	0	62	2	0
R-16.64-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	5		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	64	3	0
R-16.64-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	5		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	1	0	**68**	2	0	**67**	3	0	**67**	3	0
R-16.65-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0	63	2	0
R-16.65-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	65	2	0	**66**	1	0
R-16.66-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		63	63	63	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0	62	1	0
R-16.66-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0	64	1	0
R-16.67	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	52	2	0	52	2	0
R-16.68-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	55	2	0	55	2	0
R-16.68-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		57	57	57	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	0	0	56	1	0	56	1	0	55	2	0
R-16.69-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	53	2	0
R-16.69-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		58	58	58	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	57	1	0	56	2	0
R-16.69-4	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		**67**	**66**	**67**	**67**	1	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	65	2	0	65	2	0	65	2	0
R-16.70-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		65	65	65	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0	64	1	0
R-16.70-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-16.70-4	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	54	1	0
R-16.72	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0
R-16.73	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Hotel	1		61	61	61	59	0	0	E(72)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	0	0	61	0	0	61	0	0	61	0	0
R-16.74	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Iowa Avenue	Commercial	1		58	58	59	57	1	1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	57	2	0
R-16.75	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0
R-16.76-2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	65	1	0	65	1	0	65	1	0
R-16.76-3	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0
R-16.76-4	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**66**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Commercial	1		68	68	68	59	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	68	0	0	68	0	0	68	0	0	68	0	0
R-16.78	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	60/40	0	0	D(52)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		72	71	72	71	1	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	71	1	0	71	1	0	71	1	0	71	1	0
R-17.2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Commercial	1		62	62	62	60	0	0	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	61	1	0	61	1	0	61	1	0
R-17.3-1	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**66**	**66**	**66**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-17.3-2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0
R-17.3-3	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**68**	**67**	**67**	**67**	0	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-17.3-4	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**69**	**69**	**69**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-17.4-1	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	63	63	63	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0
R-17.4-2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0
R-17.4-3	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	65	1	0	65	1	0
R-17.4-4	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-17.5-1	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0
R-17.5-2	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-17.5-3	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**68**	**68**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0
R-17.5-4	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**69**	**69**	**69**	**69**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0
R-17.6	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		55	55	55	55	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	54	1	0	54	1	0	54	1	0
R-17.7	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	3		64	64	64	62	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	63	1	0	63	1	0
R-17.8	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	SFR	1		62	62	62	57	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0
R-17.9	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Ohio Avenue	SFR	2		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	54	1	0	54	1	0	54	1	0
R-17.10	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Massachusetts Avenue	Commercial	1		61	60	60	60	0	-1	F	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	0	0	60	0	0	60	0	0	60	0	0
R-17.11	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Hotel	1		54	54	54	52	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	0	0	54	0	0	54	0	0	53	1	0
R-17.12	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Rehab	1		59	58	59	58	1	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	1	0	58	1	0	58	1	0	58	1	0
R-17.13	EW 17-1	NB Nos. 16-1, 16-2, and 17-1	Ohio Avenue	MFR	1		66	66	66	58	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	66	0	0	66	0	0	66	0	0	66	0	0
R-18.12	EW 18-2*	NB No. 18-2 Reduced	Waterford Street	SFR	2		**66**	**66**	**74**	**73**	8	8	B(67)	A/E	**70**	4	0	**69**	5	2	**69**	5	2	**68**	6	2	**68**	6	2	**68**	6	2	**68**	6	2	**67**	7	2
R-18.13	EW 18-2*	NB No. 18-2 Reduced	Chenault Street	SFR	1		65	64	**70**	**70**	6	5	B(67)	A/E	**69**	1	0	**68**	2	0	**68**	2	0	**67**	3	0	**67**	3	0	**67**	3	0	**66**	4	0	**66**	4	0
R-18.14	EW 18-2*	NB No. 18-2 Reduced	Chenault Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	**67**	3	0	**67**	3	0	**66**	4	0	65	5	2	65	5	2	65	5	2	65	5	2	64	6	2	64	6	2
R-18.15	EW 18-2*	NB No. 18-2 Reduced	Waterford Street	SFR	4		62	62	**68**	**67**	6	6	B(67)	A/E	65	3	0	64	4	0	64	4	0	63	5	4	63	5	4	63	5	4	62	6	4	62	6	4	62	6	4
R-18.16	EW 18-2*	NB No. 18-2 Reduced	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0
R-18.17	EW 18-2*	NB No. 18-2 Reduced	Burnham Street	SFR	2		**67**	**66**	**77**	**77**	11	10	B(67)	A/E	**71**	6	2	**69**	8	2	**68**	9	2	**66**	11	2	**66**	11	2	**66**	11	2	65	12	2	64	13	2	64	13	2
R-18.18	EW 18-2*	NB No. 18-2 Reduced	Burnham Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	2	**67**	6	2	**67**	6	2	**67**	6	2	**67**	6	2	**67**	6	2	**67**	6	2
R-18.19	EW 18-2*	NB No. 18-2 Reduced	Burnham Street	SFR	2		65	64	**72**	**72**	8	7	B(67)	A/E	**68**	4	0	**67**	5	2	**66**	6	2	**66**	6	2	65	7	2	65	7	2	64	8	2	64	8	2	64	8	2
R-18.20	EW 18-2*	NB No. 18-2 Reduced	Burnham Street	SFR	4		65	64	**71**	**71**	7	6	B(67)	A/E	**67**	4	0	**66**	5	4	**66**	5	4	65	6	4	64	7	4	64	7	4	63	8	4	63	8	4	63	8	4
R-18.21	EW 18-2*	NB No. 18-2 Reduced	Burnham Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	4	63	6	4	63	6	4	63	6	4	63	6	4	62	7	4
R-18.22	EW 18-2*	NB No. 18-2 Reduced	Berwick Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**70**	6	1	**68**	8	1	**67**	9	1	65	11	1	64	12	1	64	12	1	63	13	1	63	13	1	63	13	1
R-18.23	EW 18-2*	NB No. 18-2 Reduced	Burnham Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	62	10	2	62	10	2
R-18.24	EW 18-2*	NB No. 18-2 Reduced	Burnham Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	2	62	6	2	62	6	2	62	6	2	62	6	2	61	7	2	61	7	2
R-18.25	EW 18-2*	NB No. 18-2 Reduced	Burnham Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	65	2	0	64	3	0	63	4	0	62	5	4	62	5	4	62	5	4	61	6	4	60	7	4	60	7	4
R-18.26	EW 18-2*	NB No. 18-2 Reduced	Burnham Street	SFR	4		61	61	**66**	**66**	5	5	B(67)	A/E	63	3	0	62	4	0	61	5	4	60	6	4	60	6	4	60	6	4	59	7	4	59	7	4	58	8	4
R-18.27	EW 18-2*	NB No. 18-2 Reduced	Berwick Street	SFR	2		65	65	**75**	**75**	10	10	B(67)	A/E	**69**	6	2	**67**	8	2	**66**	9	2	64	11	2	64	11	2	63	12	2	63	12	2	63	12	2	62	13	2
R-18.28	EW 18-2*	NB No. 18-2 Reduced	Berwick Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**68**	3	0	**66**	5	2	65	6	2	64	7	2	63	8	2	63	8	2	63	8	2	63	8	2	63	8	2
R-18.29	EW 18-2*	NB No. 18-2 Reduced	Berwick Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	65	7	2	65	7	2	65	7	2	64	8	2	64	8	2	63	9	2
R-18.30	EW 18-2*	NB No. 18-2 Reduced	Berwick Street	SFR	4		64	64	**71**	**70**	7	7	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	65	6	4	64	7	4	64	7	4	64	7	4	63	8	4	63	8	4
R-18.31	EW 18-2*	NB No. 18-2 Reduced	Berwick Street	SFR	4		63	62	**67**	**67**	5	4	B(67)	A/E	65	2	0	63	4	0	63	4	0	63	4	0	63	4	0	63	4	0	62	5	4	62	5	4	62	5	4
R-18.32	EW 18-2*	NB No. 18-2 Reduced	Bolas Street	SFR	2		**68**	**68**	**78**	**78**	10	10	B(67)	A/E	**72**	6	2	**70**	8	2	**69**	9	2	**67**	11	2	**67**	11	2	**66**	12	2	**66**	12	2	65	13	2	65	13	2
R-18.33	EW 18-2*	NB No. 18-2 Reduced	Albata Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**68**	5	2	**67**	6	2	65	8	2	64	9	2	63	10	2	63	10	2	63	10	2	62	11	2	62	11	2
R-18.34	EW 18-2*	NB No. 18-2 Reduced	Albata Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	64	8	2	64	8	2	64	8	2	63	9	2	63	9	2
R-18.35	EW 18-2*	NB No. 18-2 Reduced	Albata Street	SFR	4		65	65	**71**	**71**	6	6	B(67)	A/E	**68**	3	0	**66**	5	4	65	6	4	64	7	4	63	8	4	63	8	4	63	8	4	63	8	4	62	9	4
R-18.36	EW 18-2*	NB No. 18-2 Reduced	Albata Street	SFR	4		63	62	**68**	**68**	6	5	B(67)	A/E	65	3	0	64	4	0	64	4	0	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4
R-18.37	EW 18-2*	NB No. 18-2 Reduced	Bolas Street	SFR	2		**67**	**67**	**77**	**77**	10	10	B(67)	A/E	**70**	7	2	**69**	8	2	**67**	10	2	**66**	11	2	**66**	11	2	**66**	11	2	65	12	2	65	12	2	65	12	2
R-18.38	EW 18-2*	NB No. 18-2 Reduced	Bolas Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**67**	6	2	**66**	7	2	65	8	2	64	9	2	63	10	2	63	10	2	63	10	2	62	11	2	62	11	2
R-18.39	EW 18-2*	NB No. 18-2 Reduced	Bolas Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**66**	5	2	65	6	2	64	7	2	63	8	2	62	9	2	62	9	2	62	9	2	61	10	2	61	10	2
R-18.40	EW 18-2*	NB No. 18-2 Reduced	Bolas Street	SFR	4		63	63	**70**	**70**	7	7	B(67)	A/E	65	5	4	64	6	4	63	7	4	62	8	4	61	9	4	61	9	4	61	9	4	60	10	4	60	10	4
**R

Table 3.15.25: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																										
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																											
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-18.46	EW 18-2*	NB No. 18-2 Reduced	Cashmere Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	62	6	4	61	7	4	61	7	4	61	7	4	61	7	4	61	7	4	61	7	4	61	7	4
R-18.47	EW 18-2*	NB No. 18-2 Reduced	Denair Street	SFR	2		63	63	**69**	**68**	6	6	B(67)	A/E	64	5	2	64	5	2	63	6	2	63	6	2	63	6	2	63	6	2	63	6	2	63	6	2	63	6	2
R-18.48	EW 18-2*	NB No. 18-2 Reduced	Denair Street	SFR	2		64	64	**68**	**67**	4	4	B(67)	A/E	65	3	0	64	4	0	63	5	2	63	5	2	63	5	2	63	5	2	63	5	2	63	5	2	63	5	2
R-18.49	EW 18-2*	NB No. 18-2 Reduced	Denair Street	SFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	64	3	0	63	4	0	62	5	2	62	5	2	62	5	2	62	5	2	62	5	2	62	5	2	62	5	2
R-18.50	EW 18-2*	NB No. 18-2 Reduced	Montana Avenue	SFR	4		62	62	**66**	**66**	4	4	B(67)	A/E	63	3	0	62	4	0	61	5	4	61	5	4	61	5	4	61	5	4	61	5	4	61	5	4	61	5	4
R-18.51	EW 18-2*	NB No. 18-2 Reduced	Montana Avenue	SFR	4		60	60	65	65	5	5	B(67)	--	61	4	0	60	5	4	60	5	4	60	5	4	60	5	4	60	5	4	60	5	4	60	5	4	60	5	4
R-18.7	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	1		**66**	**66**	**75**	**75**	9	9	B(67)	A/E	**71**	4	0	**70**	5	1	**69**	6	1	**67**	8	1	**66**	9	1	65	10	1	64	11	1	64	11	1	64	11	1
R-18.8	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	1		65	65	**73**	**73**	8	8	B(67)	A/E	**69**	4	0	**68**	5	1	**67**	6	1	**66**	7	1	65	8	1	64	9	1	64	9	1	63	10	1	63	10	1
R-18.9	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	63	8	1	62	9	1	62	9	1	61	10	1	61	10	1
R-18.10	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	64	3	0	64	3	0	63	4	0	62	5	2	62	5	2	61	6	2	60	7	2	60	7	2	60	7	2
R-18.11	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	2		62	62	**66**	**66**	4	4	B(67)	A/E	64	2	0	63	3	0	62	4	0	62	4	0	62	4	0	62	4	0	61	5	2	61	5	2	61	5	2
R-18.12	EW 18-2*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	2		**66**	**66**	**74**	**73**	8	8	B(67)	A/E	**69**	5	2	**68**	6	2	**67**	7	2	**66**	8	2	**66**	8	2	65	9	2	65	9	2	64	10	2	64	10	2
R-18.13	EW 18-2*	NB Nos. 18-1 and 18-2	Chenault Street	SFR	1		65	64	**70**	**70**	6	5	B(67)	A/E	**68**	2	0	**67**	3	0	**67**	3	0	65	5	1	64	6	1	63	7	1	63	7	1	62	8	1	62	8	1
R-18.14	EW 18-2*	NB Nos. 18-1 and 18-2	Chenault Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	**67**	3	0	**67**	3	0	**66**	4	0	64	6	2	63	7	2	63	7	2	62	8	2	62	8	2	61	9	2
R-18.15	EW 18-2*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	4		62	62	**68**	**67**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	61	7	4	60	8	4
R-18.16	EW 18-2*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	64	4	0	64	4	0	63	5	4	62	6	4	62	6	4	61	7	4	60	8	4	60	8	4	60	8	4
R-18.17	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		**67**	**66**	**77**	**77**	11	10	B(67)	A/E	**71**	6	2	**69**	8	2	**68**	9	2	**66**	11	2	65	12	2	65	12	2	64	13	2	64	13	2	63	14	2
R-18.18	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**69**	4	0	**68**	5	2	**67**	6	2	65	8	2	65	8	2	64	9	2	64	9	2	64	9	2	63	10	2
R-18.19	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		65	64	**72**	**72**	8	7	B(67)	A/E	**68**	4	0	**67**	5	2	**66**	6	2	65	7	2	65	7	2	64	8	2	63	9	2	63	9	2	62	10	2
R-18.20	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		65	64	**71**	**71**	7	6	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	64	7	4	64	7	4	63	8	4	62	9	4	62	9	4	61	10	4
R-18.21	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	**66**	3	0	64	5	4	64	5	4	63	6	4	62	7	4	62	7	4	61	8	4	61	8	4	61	8	4
R-18.22	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**70**	6	1	**68**	8	1	**67**	9	1	65	11	1	64	12	1	64	12	1	63	13	1	63	13	1	62	14	1
R-18.23	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	62	10	2	62	10	2
R-18.24	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	2	62	6	2	62	6	2	62	6	2	62	6	2	61	7	2	61	7	2
R-18.25	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	65	2	0	64	3	0	63	4	0	62	5	4	62	5	4	61	6	4	61	6	4	60	7	4	60	7	4
R-18.26	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		61	61	**66**	**66**	5	5	B(67)	A/E	63	3	0	62	4	0	62	4	0	61	5	4	60	6	4	59	7	4	59	7	4	58	8	4	58	8	4
R-18.27	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	2		65	65	**75**	**75**	10	10	B(67)	A/E	**69**	6	2	**67**	8	2	**66**	9	2	64	11	2	64	11	2	63	12	2	63	12	2	63	12	2	62	13	2
R-18.28	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**68**	3	0	**66**	5	2	65	6	2	64	7	2	63	8	2	63	8	2	63	8	2	63	8	2	63	8	2
R-18.29	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	65	7	2	65	7	2	64	8	2	64	8	2	63	9	2	63	9	2
R-18.30	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	4		64	64	**71**	**70**	7	7	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	64	7	4	64	7	4	63	8	4	63	8	4	63	8	4	62	9	4
R-18.31	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	4		63	62	**67**	**67**	5	4	B(67)	A/E	65	2	0	63	4	0	63	4	0	63	4	0	63	4	0	62	5	4	62	5	4	62	5	4	62	5	4
R-18.32	EW 18-2*	NB Nos. 18-1 and 18-2	Bolas Street	SFR	2		**68**	**68**	**78**	**78**	10	10	B(67)	A/E	**72**	6	2	**70**	8	2	**69**	9	2	**67**	11	2	**67**	11	2	**66**	12	2	**66**	12	2	65	13	2	65	13	2
R-18.33	EW 18-2*	NB Nos. 18-1 and 18-2	Albata Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**68**	5	2	**67**	6	2	65	8	2	64	9	2	63	10	2	63	10	2	63	10	2	62	11	2	62	11	2
R-18.34	EW 18-2*	NB Nos. 18-1 and 18-2	Albata Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	64	8	2	64	8	2	64	8	2	63	9	2	63	9	2
R-18.35	EW 18-2*	NB Nos. 18-1 and 18-2	Albata Street	SFR	4		65	65	**71**	**71**	6	6	B(67)	A/E	**68**	3	0	**66**	5	4	65	6	4	64	7	4	63	8	4	63	8	4	63	8	4	62	9	4	62	9	4
R-18.36	EW 18-2*	NB Nos. 18-1 and 18-2	Albata Street	SFR	4		63	62	**68**	**68**	6	5	B(67)	A/E	65	3	0	64	4	0	64	4	0	64	4	0	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4
R-18.37	EW 18-2*	NB Nos. 18-1 and 18-2	Bolas Street	SFR	2		**67**	**67**	**77**	**77**	10	10	B(67)	A/E	**70**	7	2	**69**	8	2	**67**	10	2	**66**	11	2	**66**	11	2	65	12	2	65	12	2	65	12	2	64	13	2
R-18.38	EW 18-2*	NB Nos. 18-1 and 18-2	Bolas Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**67**	6	2	**66**	7	2	65	8	2	64	9	2	63	10	2	63	10	2	63	10	2	63	10	2	62	11	2
R-18.39	EW 18-2*	NB Nos. 18-1 and 18-2	Bolas Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**66**	5	2	65	6	2	64	7	2	63	8	2	62	9	2	62	9	2	62	9	2	61	10	2	61	10	2
R-18.40	EW 18-2*	NB Nos. 18-1 and 18-2	Bolas Street	SFR	4		63	63	**70**	**70**	7	7	B(67)	A/E	65	5	4	64	6	4	63	7	4	62	8	4	61	9	4	61	9	4	61	9	4	60	10	4	60	10	4
R-18.41	EW 18-2*	NB Nos. 18-1 and 18-2	Bolas Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	61	7	4	60	8	4	60	8	4
R-18.42	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	**68**	4	0	**68**	4	0	**67**	5	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2
R-18.43	EW 18-2*	NB Nos. 18-1 and 18-2	Cashmere Street	SFR	1		62	62	**70**	**70**	8	8	B(67)	A/E	65	5	1	64	6	1	62	8	1	62	8	1	62	8	1	62	8	1	62	8	1	62	8	1	62	8	1
R-18.44	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	63	6	2	62	7	2	61	8	2	61	8	2	61	8	2	61	8	2	61	8	2	61	8	2
R-18.45	EW 18-2*	NB Nos. 18-1 and 18-2	Cashmere Street	SFR	4		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	4	64	5	4	62	7	4	61	8	4	61	8	4	61	8	4	60	9	4	60	9	4	60	9	4
R-18.46	EW 18-2*	NB Nos. 18-1 and 18-2	Cashmere Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	62	6	4	61	7	4	61	7	4	60	8	4	60	8	4	60	8	4	60	8	4	60	8	4
R-18.47	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		63	63	**69**	**68**	6	6	B(67)	A/E	65	4	0	64	5	2	63	6	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	62	7	2
R-18.48	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		64	64	**68**	**67**	4	4	B(67)	A/E	65	3	0	64	4	0	63	5	2	62	6	2	62	6	2	62	6	2	62	6	2	61	7	2	61	7	2
R-18.49	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	64	3	0	63	4	0	62	5	2	61	6	2	61	6	2	61	6	2	61	6	2	60	7	2	60	7	2
R-18.50	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	4		62	62	**66**	**66**	4	4	B(67)	A/E	63	3	0	62	4	0	61	5	4	60	6	4	60	6	4	60	6	4	59	7	4	59	7	4	59	7	4
R-18.51	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	4		60	60	65	65	5	5	B(67)	--	61	4	0	61	4	0	60	5	4	59	6	4	59	6	4	59	6	4	59	6	4	59	6	4	58	7	4
R-18.52	EW 18-2	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	1		60	60	61	60	1	1	B(67)	--	--	--	--	--	--	--	60	1	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0
R-18.53	EW 18-2	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	1		64	64	65	63	1	1	B(67)	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-18.54	EW 18-2	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	2		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0
R-18.55	EW 18-2	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	2		62	62	64	64	2	2	B(67)	--	--	--	--	--	--	--	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	59	5	2
R-18.56	EW 18-2	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	4		61	61	64	64	3	3	B(67)	--	--	--	--	--	--	--	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	59	5	4	59	5	4
R-18.57	EW 18-2	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	4		60	60	63	63	3	3	B(67)	--	--	--	--	--	--	--	60	3	0	59	4	0	59	4	0	59	4	0	59	4	0	59	4	0	59	4	0
R-18.58	EW 18-2	NB Nos. 18-1 and 18-2	Church Lane	Church	1		65/45	65/45	65/45	64/44	0	0	D(52)	--	--	--	--	--	--	--	65/45	0	0	65/45	0	0	65/45	0	0	64/44	1	0	64/44	1	0	64/44	1	0	64/44	1	0
R-18.59	EW 18-2	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		59	59	60	60	1	1	B(67)	--	--	--	--	--	--	--	59	1	0	58	2	0	58	2	0	58	2	0	57	3	0	57	3	0	57	3	0
R-18.60	EW 18-2	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		58	58	60	60	2	2	B(67)	--	--	--	--	--	--	--	59	1	0	58	2	0	57	3	0	57	3	0	57	3	0	57	3	0	57	3	0
R-18.61	EW 18-2	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	4		58	58	59	59	1	1	B(67)	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0
R-18.62	EW 18-2	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	4		57	57	59	59	2	2	B(67)	--	--	--	--	--	--	--	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0
R-18.63	EW 18-2	NB Nos. 18-1 and 18-2	Church Lane	MFR	3		57	57	58	58	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	55	3	0	55	3	0	55	3	0	54	4	0
R-18.64	EW 18-2	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0
R-18.65	EW 18-2	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		61	62	62	62	0	1	B(67)	--	--	--	--	--	--	--	--	--	--	61	1	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
R-18.66	EW 18-2	NB Nos. 18-1 and 18-2	Farlin Street	SFR	4		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-18.67	EW 18-2	NB Nos. 18-1 and 18-2	Gladwin Street	SFR	4		61	61	62	62	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R-18.68	EW 18-2	NB Nos. 18-1 and 18-2	Church Lane	MFR	8		65	65	65	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0	64	1	0
R-18.69	EW 18-2	NB Nos. 18-1 and 18-2	Church Lane	MFR	1		**66**	**66**	**66**	65	0	0	B(67)	--**	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	64	2	0	64	2	0	63	3	0	63	3	0
R-18.70	EW 18-2	NB Nos. 18-1 and 18-2	Homedale Street	SFR	2		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0	63	2	0	63	2	0	63	2	0
R-18.71	EW 18-2	NB Nos. 18-1 and 18-2	Homedale Street	SFR	2		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	63	2	0	63	2	0	63	2	0	63	2	0	62	3	0	62	3	0
R-18.72	EW 18-2	NB Nos. 18-1 and 18-2	Homedale Street	SFR	4		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0
R-18.73	EW 18-2	NB Nos. 18-1 and 18-2	Homedale Street	SFR	4		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
R-18.74	EW 18-2	NB Nos. 18-1 and 18-2	Church Lane	MFR	1		71	71	71	69	0	0	B	--	--	--	--	--	--	--	71	0	0	70	1	0	70	1	0	70	1	0	69	2	0	69	2	0	69	2	0
R-18.75	EW 18-2	NB Nos. 18-1 and 18-2	Isleta Street	SFR	2		63	63	63	63	0	0	B(67)	--	--	--	--	--	--	--	63	0	0	63	0	0	62	1	0	61	2	0	61	2	0	61	2	0	61	2	0
R-18.76	EW 18-2	NB Nos. 18-1 and 18-2	Isleta Street	SFR	2		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0
R-18.77	EW 18-2	NB Nos. 18-1 and 18-2	Isleta Street	SFR	4		63	63	64	63	1	1	B(67)	--	--	--	--	--	--	--	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0
R-18.78	EW 18-2	NB Nos. 18-1 and 18-2	Homedale Street	SFR	4		62	62	62	62	0	0	B(67)	--	--	--	--	--	--	--	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-18.79	EW 18-2	NB Nos. 18-1 and 18-2	Church Lane	MFR	1		72	72	72	70	0	0	B	--	--	--	--	--	--	--	72	0	0	71	1	0	71	1	0	70	2	0	70	2	0	70	2	0	70	2	0
R-18.80	EW 18-2	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		65	65	65	65	0	0	B(67)	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0	62	3	0

Table 3.15.25: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 2 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-18.87	EW 18-2	NB Nos. 18-1 and 18-2	Joffre Street	SFR	3		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	**66**	0	0	65	1	0	64	2	0	63	3	0	63	3	0	63	3	0	63	3	0
R-18.88	EW 18-2	NB Nos. 18-1 and 18-2	Joffre Street	SFR	1		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	65	0	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0
R-18.89	EW 18-2	NB Nos. 18-1 and 18-2	Kiel Street	SFR	1		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	--	--	--	--	--	--	**69**	2	0	**69**	2	0	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0
R-18.90	EW 18-2	NB Nos. 18-1 and 18-2	Beloit Avenue	SFR	1		56	56	56	56	0	0	B(67)	--	--	--	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	54	2	0
R-18.91	EW 18-2	NB Nos. 18-1 and 18-2	Beloit Avenue	SFR	1		**73**	**73**	**73**	**73**	0	0	B(67)	A/E	--	--	--	--	--	--	**73**	0	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0
R-18.92	EW 18-2	NB Nos. 18-1 and 18-2	Beloit Avenue	SFR	3		**66**	**66**	**66**	**66**	0	0	B(67)	A/E	--	--	--	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0
R-18.93	EW 18-2	NB Nos. 18-1 and 18-2	Ayrshire Road	SFR	1		**72**	**72**	**72**	**72**	0	0	B(67)	A/E	--	--	--	**72**	0	0	**72**	0	0	**71**	1	0	**70**	2	0	**69**	3	0	**68**	4	0	**68**	4	0			
R-18.94		NB Nos. 18-1 and 18-2	Ayrshire Road	SFR	1		65	65	**66**	65	1	1	B(67)	--**	--	--	--	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0
R-18.7	EW 18-1*	NB Nos. 18-1 and 18-2 Reduced	Waterford Street	SFR	1		**66**	**66**	**75**	**75**	9	9	B(67)	A/E	**71**	4	0	**70**	5	1	**69**	6	1	**67**	8	1	**66**	9	1	**66**	9	1	65	10	1	64	11	1	64	11	1
R-18.8	EW 18-1*	NB Nos. 18-1 and 18-2 Reduced	Waterford Street	SFR	1		65	65	**73**	**73**	8	8	B(67)	A/E	**69**	4	0	**68**	5	1	**67**	5	1	**66**	7	1	65	8	1	64	9	1	64	9	1	63	10	1	63	10	1
R-18.9	EW 18-1*	NB Nos. 18-1 and 18-2 Reduced	Waterford Street	SFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	63	8	1	62	9	1	62	9	1	61	10	1	61	10	1
R-18.10	EW 18-1*	NB Nos. 18-1 and 18-2 Reduced	Waterford Street	SFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	64	3	0	64	3	0	63	4	0	62	5	2	62	5	2	61	6	2	60	7	2	60	7	2	60	7	2
R-18.11	EW 18-1*	NB Nos. 18-1 and 18-2 Reduced	Waterford Street	SFR	2		62	62	**66**	**66**	4	4	B(67)	A/E	64	2	0	63	3	0	62	4	0	62	4	0	62	4	0	62	4	0	61	5	2	61	5	2	61	5	2
R-18.12	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Waterford Street	SFR	2		**66**	**66**	**74**	**73**	8	8	B(67)	A/E	**69**	5	2	**68**	6	2	**67**	7	2	**66**	8	2	**66**	8	2	65	9	2	65	9	2	64	10	2	64	10	2
R-18.13	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Chenault Street	SFR	1		65	64	**70**	**70**	6	5	B(67)	A/E	**68**	2	0	**67**	3	0	**67**	3	0	65	5	1	64	6	1	63	7	1	63	7	1	62	8	1	62	8	1
R-18.14	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Chenault Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	**67**	3	0	**67**	3	0	**66**	4	0	64	6	2	63	7	2	63	7	2	62	8	2	62	8	2	61	9	2
R-18.15	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Waterford Street	SFR	4		62	62	**68**	**67**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	60	8	4	60	8	4
R-18.16	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	64	4	0	64	4	0	63	5	4	62	6	4	62	6	4	61	7	4	60	8	4	60	8	4	60	8	4
R-18.17	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Burnham Street	SFR	2		**67**	**66**	**77**	**77**	11	10	B(67)	A/E	**71**	6	2	**69**	8	2	**68**	9	2	**66**	11	2	65	12	2	65	12	2	64	13	2	64	13	2	63	14	2
R-18.18	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Burnham Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**69**	4	0	**68**	5	2	**67**	6	2	65	8	2	65	8	2	64	9	2	64	9	2	64	9	2	63	10	2
R-18.19	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Burnham Street	SFR	2		65	64	**72**	**72**	8	7	B(67)	A/E	**68**	4	0	**67**	5	2	**66**	6	2	65	7	2	65	7	2	64	8	2	63	9	2	63	9	2	62	10	2
R-18.20	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Burnham Street	SFR	4		65	64	**71**	**71**	7	6	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	64	7	4	64	7	4	63	8	4	62	9	4	62	9	4	61	10	4
R-18.21	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Burnham Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	**66**	3	0	64	5	4	64	5	4	63	6	4	62	7	4	62	7	4	61	8	4	61	8	4	61	8	4
R-18.22	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Berwick Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**70**	6	1	**68**	8	1	**67**	9	1	65	11	1	64	12	1	64	12	1	63	13	1	63	13	1	62	14	1
R-18.23	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Burnham Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	62	10	2	62	10	2
R-18.24	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Burnham Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	2	62	6	2	62	6	2	62	6	2	61	7	2	61	7	2	61	7	2
R-18.25	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Burnham Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	65	2	0	64	3	0	63	4	0	62	5	4	62	5	4	61	6	4	61	6	4	60	7	4	60	7	4
R-18.26	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Burnham Street	SFR	4		61	61	**66**	**66**	5	5	B(67)	A/E	63	3	0	62	4	0	62	4	0	61	5	4	60	6	4	59	7	4	59	7	4	58	8	4	58	8	4
R-18.27	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Berwick Street	SFR	2		65	65	**75**	**75**	10	10	B(67)	A/E	**69**	6	2	**67**	8	2	**66**	9	2	64	11	2	64	11	2	63	12	2	63	12	2	63	12	2	62	13	2
R-18.28	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Berwick Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**68**	3	0	**66**	5	2	65	6	2	64	7	2	63	8	2	63	8	2	63	8	2	63	8	2	63	8	2
R-18.29	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Berwick Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	65	7	2	65	7	2	64	8	2	64	8	2	63	9	2	63	9	2
R-18.30	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Berwick Street	SFR	4		64	64	**71**	**70**	7	7	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	64	7	4	64	7	4	63	8	4	63	8	4	63	8	4	62	9	4
R-18.31	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Berwick Street	SFR	4		63	62	**67**	**67**	5	4	B(67)	A/E	65	2	0	63	4	0	63	4	0	63	4	0	63	4	0	62	5	4	62	5	4	62	5	4	62	5	4
R-18.32	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Bolas Street	SFR	2		**68**	**68**	**78**	**78**	10	10	B(67)	A/E	**72**	6	2	**70**	8	2	**69**	9	2	**67**	11	2	**67**	11	2	**66**	12	2	**66**	12	2	65	13	2	65	13	2
R-18.33	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Albata Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**68**	5	2	**67**	6	2	65	8	2	64	9	2	63	10	2	63	10	2	63	10	2	62	11	2	62	11	2
R-18.34	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Albata Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	64	8	2	64	8	2	64	8	2	63	9	2	63	9	2
R-18.35	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Albata Street	SFR	4		65	65	**71**	**71**	6	6	B(67)	A/E	**68**	3	0	**66**	5	4	65	6	4	64	7	4	63	8	4	63	8	4	63	8	4	63	8	4	62	9	4
R-18.36	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Albata Street	SFR	4		63	62	**68**	**68**	6	5	B(67)	A/E	65	3	0	64	4	0	64	4	0	64	4	0	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4
R-18.37	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Bolas Street	SFR	2		**67**	**67**	**77**	**77**	10	10	B(67)	A/E	**70**	7	2	**69**	8	2	**67**	10	2	**66**	11	2	**66**	11	2	**66**	11	2	65	12	2	65	12	2	65	12	2
R-18.38	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Bolas Street	SFR	2		65	65	**73**	**73**	8	8	B(67)	A/E	**67**	6	2	**66**	7	2	65	8	2	64	9	2	63	10	2	63	10	2	63	10	2	63	10	2	62	11	2
R-18.39	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Bolas Street	SFR	2		64	64	**71**	**71**	7	7	B(67)	A/E	**66**	5	2	65	6	2	64	7	2	63	8	2	62	9	2	62	9	2	62	9	2	61	10	2	61	10	2
R-18.40	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Bolas Street	SFR	4		63	63	**70**	**70**	7	7	B(67)	A/E	65	5	4	64	6	4	63	7	4	62	8	4	61	9	4	61	9	4	61	9	4	60	10	4	60	10	4
R-18.41	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Bolas Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	61	7	4	61	7	4	60	8	4
R-18.42	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Denair Street	SFR	2		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	**68**	4	0	**67**	5	2	**67**	5	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2
R-18.43	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Cashmere Street	SFR	1		62	62	**70**	**70**	8	8	B(67)	A/E	65	5	1	64	6	1	62	8	1	62	8	1	62	8	1	62	8	1	62	8	1	62	8	1	62	8	1
R-18.44	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	62	7	2	61	8	2	61	8	2
R-18.45	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Cashmere Street	SFR	4		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	4	63	6	4	62	7	4	61	8	4	61	8	4	61	8	4	61	8	4	61	8	4	60	9	4
R-18.46	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Cashmere Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	62	6	4	61	7	4	61	7	4	61	7	4	61	7	4	61	7	4	61	7	4	61	7	4
R-18.47	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Denair Street	SFR	2		63	63	**69**	**68**	6	6	B(67)	A/E	64	5	2	64	5	2	63	6	2	63	6	2	63	6	2	63	6	2	63	6	2	63	6	2	63	6	2
R-18.48	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Denair Street	SFR	2		64	64	**68**	**67**	4	4	B(67)	A/E	65	3	0	64	4	0	63	5	2	63	5	2	63	5	2	63	5	2	63	5	2	63	5	2	63	5	2
R-18.49	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Denair Street	SFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	64	3	0	63	4	0	62	5	2	62	5	2	62	5	2	62	5	2	62	5	2	62	5	2	62	5	2
R-18.50	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Montana Avenue	SFR	4		62	62	**66**	**66**	4	4	B(67)	A/E	63	3	0	62	4	0	61	5	4	61	5	4	61	5	4	61	5	4	61	5	4	61	5	4	61	5	4
R-18.51	EW 18-2*	NB Nos. 18-1 and 18-2 Reduced	Montana Avenue	SFR	4		60	60	65	65	5	5	B(67)	--	61	4	0	60	5	4	60	5	4	60	5	4	60	5	4	60	5	4	60	5	4	60	5	4	60	5	4

Source: LSA Associates, Inc. (2024).

[1] An * represents an existing wall that would be demolished as part of the project. The existing wall would be reconstructed at the new location and at the existing height at a minimum.

[2] Numbers in **bold** represent noise levels that approach or exceed the Noise Abatement Criteria (NAC) and/or experience a substantial noise increase.

[3] The background noise level was added to the modeled noise levels in where applicable.

[4] 2050 with project traffic noise levels assume zero feet in height for existing walls that would be demolished as part of the project.

[5] Traffic noise from the I-405 only. Traffic volumes from the local roadways were removed in the TNM model.

[6] Activity Categories with no outdoor frequent human use areas were not evaluated against the NAC.

[7] A ** indicates no traffic noise impacts would occur because traffic noise from the I-405 would not contribute noise levels that approach or exceed the NAC due to distance from the I-405 and shielding from walls and/or buildings.

[8] A dash (--) indicates that no barrier was analyzed at this location because the modeled receptor would not approach or exceed the NAC and/or experience a substantial noise increase.

[9] Underlined numbers have been attenuated by at least 5 dBA (i.e., feasible wall height).

[10] Shaded cells indicate the approximate existing wall heights.

A/E = Approach or Exceed
dBA = A-weighted decibels
dBA $L_{eq}(h)$ = equivalent continuous sound level measured per hour in A-weighted decibels
IL = Insertion Loss
NAC = Noise Abatement Criteria
NBR = Number of Benefitted Receptors
NF = Not Feasible

Table 3.15.26: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-6.4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	Office	1		73	73	79	78	6	6	E	--	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1
R-6.5	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		63	63	**66**	**66**	3	3	B(67)	A/E	**66**	0	0	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0	64	2	0	62	4	0	62	4	0
R-6.6	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		61	61	62	62	1	1	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R-6.7	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	1		60	60	**66**	65	6	6	B(67)	--**	62	4	0	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1
R-6.8-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**73**	**73**	**76**	**74**	3	3	B(67)	A/E	**74**	2	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0
R-6.8-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**73**	**73**	**79**	**78**	6	6	B(67)	A/E	**75**	4	0	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3
R-6.8-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**73**	**73**	**80**	**79**	7	7	B(67)	A/E	**78**	2	0	**75**	5	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3
R-6.9	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**70**	**70**	**78**	**78**	8	8	B(67)	A/E	**77**	1	0	**76**	2	0	**75**	3	0	**73**	5	1	**71**	7	1	**71**	7	1	**70**	8	1	**70**	8	1	**70**	8	1
R-6.10-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**68**	**68**	**72**	**70**	4	4	B(67)	A/E	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0
R-6.10-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**68**	**68**	**76**	**75**	8	8	B(67)	A/E	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2
R-6.11-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		50	50	55	54	5	5	B(67)	--	53	2	0	52	3	0	52	3	0	52	3	0	52	3	0	51	4	0	51	4	0	51	4	0	51	4	0
R-6.11-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		58	58	**66**	65	8	8	B(67)	--**	61	5	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2
R-6.12	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**67**	**67**	**76**	**75**	9	9	B(67)	A/E	**73**	3	0	**72**	4	0	**70**	6	1	**69**	7	1	**68**	8	1	**68**	8	1	**68**	8	1	**68**	8	1	**68**	8	1
R-6.13	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		63	63	**69**	**68**	6	6	B(67)	A/E	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1
R-6.14	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	MFR	1		52	52	58	57	6	6	B(67)	--	56	2	0	55	3	0	54	4	0	54	4	0	54	4	0	53	5	1	53	5	1	53	5	1	53	5	1
R-6.15	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	1		58	58	62	62	4	4	B(67)	--	60	2	0	60	2	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0	59	3	0
R-6.16	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		58	58	63	63	5	5	B(67)	--	61	2	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0
R-6.17	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		58	58	63	62	5	5	B(67)	--	61	2	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0
R-6.18	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	1		59	59	64	64	5	5	B(67)	--	62	2	0	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
R-6.19	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	3		60	60	63	63	3	3	B(67)	--	62	1	0	62	1	0	61	2	0	61	2	0	61	2	0	61	2	0	61	2	0	61	2	0	61	2	0
R-6.20-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**76**	**76**	**80**	**78**	4	4	B(67)	A/E	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0
R-6.20-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**75**	**75**	**81**	**80**	6	6	B(67)	A/E	**78**	3	0	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2	**76**	5	2
R-6.20-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**74**	**74**	**81**	**80**	7	7	B(67)	A/E	**80**	1	0	**79**	2	0	**77**	4	0	**76**	5	2	**75**	6	2	**75**	6	2	**75**	6	2	**75**	6	2	**75**	6	2
R-6.21-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**71**	**71**	**77**	**77**	6	6	B(67)	A/E	**73**	4	0	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1	**72**	5	1
R-6.21-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**72**	**72**	**79**	**79**	7	7	B(67)	A/E	**76**	3	0	**75**	4	0	**74**	5	1	**74**	5	1	**73**	6	1	**73**	6	1	**73**	6	1	**73**	6	1	**73**	6	1
R-6.21-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**73**	**73**	**80**	**79**	7	7	B(67)	A/E	**79**	1	0	**77**	3	0	**76**	4	0	**74**	6	1	**73**	7	1	**73**	7	1	**73**	7	1	**73**	7	1	**73**	7	1
R-6.22-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	5		**77**	**77**	**82**	**80**	5	5	B(67)	A/E	**79**	3	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0
R-6.22-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	5		**78**	**78**	**84**	**83**	6	6	B(67)	A/E	**81**	3	0	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5
R-6.22-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	5		**79**	**79**	**84**	**84**	5	5	B(67)	A/E	**84**	0	0	**83**	1	0	**82**	2	0	**80**	4	0	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5
R-6.23	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**69**	**69**	**76**	**76**	7	7	B(67)	A/E	**72**	4	0	**71**	5	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1
R-6.24	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	2		55	55	58	57	3	3	B(67)	--	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0
R-6.25	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	1		59	59	61	60	2	2	B(67)	--	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0
R-6.26	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	1		**67**	**67**	**73**	**73**	6	6	B(67)	A/E	**71**	2	0	**70**	3	0	**68**	5	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1
R-6.27	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	1		60	60	65	65	5	5	B(67)	--	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0
R-6.28	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	5		65	65	**66**	65	1	1	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0
R-6.29	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	6		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-6.30	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	3		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-6.31	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	4		55	55	57	56	2	2	B(67)	--	56	1	0	56	1	0	56	1	0	55	2	0	55	2	0	55	2	0	55	2	0	55	2	0	55	2	0
R-6.32	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	4		60	60	62	62	2	2	B(67)	--	62	0	0	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0
R-6.33	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	4		57	56	59	59	3	2	B(67)	--	58	1	0	58	1	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0	57	2	0
R-6.34	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	4		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0
R-6.35	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	4		61	62	62	61	0	1	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	60	2	0
R-6.36	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0
R-6.37	EW 6-1*	NB Nos. 6-1 and 6-2	Homedale Street	SFR	4		64	64	63	63	-1	-1	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	62	1	0	61	2	0	61	2	0	61	2	0
R-6.38	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		**66**	**66**	**67**	65	1	1	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.39	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	2		**71**	**71**	**70**	**70**	-1	-1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-6.40	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	2		**69**	**69**	**70**	**70**	1	1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0
R-6.41	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0
R-6.42	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		55	55	56	56	1	1	B(67)	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0
R-6.43	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	5		58	58	59	58	1	1	B(67)	--	59	0	0	59	0	0	59	0	0	59	0	0	58	1	0	58	1	0	58	1	0	58	1	0	58	1	0
R-6.44	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0
R-6.45	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		64	64	64	64	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0
R-6.46	EW 6-1*	NB Nos. 6-1 and 6-2	Homedale Street	SFR	5		60	60	60	60	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0	59	1	0
R-6.47	EW 6-1*	NB Nos. 6-1 and 6-2	Homedale Street	SFR	2		62	62	63	63	1	1	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0
R-6.48	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		**69**	**70**	**70**	**70**	0	1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**67**	3	0	**66**	4	0	**66**	4	0
R-6.49	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		65	65	**66**	65	1	1	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	64	2	0	64	2	0	63	3	0
R-6.50	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		63	63	64	63	1	1	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	62	2	0	61	3	0
R-6.51	EW 6-1*	NB Nos. 6-1 and 6-2	Bronwood Avenue	SFR	2		61	61	62	62	1	1	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	60	2	0
R-6.52	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		64	64	65	64	1	1	B(67)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0	63	2	0	63	2	0
R-6.53-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**71**	**71**	**71**	65	0	0	B(67)	--**	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-6.53-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	**69**	0	0	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**70**	2	0	**70**	2	0	**70**	2	0
R-6.53-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**74**	**75**	**75**	**73**	0	1	B(67)	A/E	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**75**	0	0	**74**	1	0	**73**	2	0	**71**	4	0	**71**	4	0
R-6.54-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	63	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0
R-6.54-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	**66**	0	0	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-6.54-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**69**	0	1	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**69**	2	0	**68**	3	0	**67**	4	0
R-6.55-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**77**	**77**	**77**	**70**	0	0	B(67)	A/E	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0
R-6.55-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**78**	**78**	**78**	**73**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0
R-6.55-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**80**	**81**	**81**	**79**	0	1	B(67)	A/E	**81**	0	0	**81**	0	0	**81**	0	0	**81**	0	0	**81**	0	0	**80**	1	0	**79**	2	0	**78**	3	0	**78**	3	0
R-6.55-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**82**	**82**	**82**	**81**	0	0	B(67)	A/E	**82**	0	0	**82**	0	0	**82**	0	0	**82**	0	0	**82**	0	0	**81**	1	0	**80**	2	0	**79**	3	0	**79**	3	0
R-6.56-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**77**	**77**	**77**	**72**	0	0	B(67)	A/E	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0
R-6.56-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**78**	**78**	**78**	**74**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**77**	1	0	**77**	1	0	**77**	1	0
R-6.56-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**79**	**80**	**80**	**78**	0	1	B(67)	A/E	**80**	0	0	**80**	0	0	**80**	0	0	**80**	0	0	**80**	0	0	**79**	1	0	**78**	2	0	**78**	2	0	**78**	2	0
R-6.56-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**81**	**81**	**82**	**81**	1	1	B(67)	A/E	**82**	0	0	**82**	0	0	**82**	0	0	**82**	0	0	**82**	0	0	**81**	1	0	**80**	2	0	**79**	3	0	**79**	3	0
R-6.57-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**75**	**75**	**74**	**70**	-1	-1	B(67)	A/E	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0
R-6.57-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**75**	**75**	**74**	**72**	-1	-1	B(67)	A/E	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**73**	1	0	**73**	1	0	**73**	1	0
R-6.57-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**78**	**78**	**78**	**77**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**76**	2	0	**75**	3	0	**74**	4	0	**74**	4	0
R-6.58-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**71**	**71**	**71**	**67**	0	0	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0

Table 3.15.26: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-9.54	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	SFR	1		**70**	**70**	**71**	**69**	1	1	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0
R-9.55	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	65	0	0	B(67)	--**	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.56-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	9		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	65	2	0
R-9.56-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	9		**71**	**71**	**71**	**71**	0	0	B(67)	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**68**	3	0	**68**	3	0	**67**	4	0			
R-9.56-4	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	9		**82**	**83**	**84**	**84**	1	2	B(67)	A/E	**79**	5	9	**79**	5	9	**79**	5	9	**79**	5	9	**79**	5	9	**73**	11	9	**72**	12	9	**71**	13	9			
R-9.57-2	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		65	**66**	**66**	**66**	0	1	B(67)	A/E	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	63	3	0	62	4	0
R-9.57-3	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**66**	4	0	**66**	4	0	65	5	2			
R-9.58-2	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0
R-9.58-3	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	**68**	1	0	**68**	1	0	**68**	1	0	**67**	2	0	**67**	2	0	**66**	3	0	65	4	0	65	4	0	65	4	0
R-9.59-2	EW 9-1	NB Nos. 9-6 and 9-7	Valley Vista Boulevard	MFR	4		**71**	**71**	**71**	60	0	0	B(67)	--**	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.59-3	EW 9-1	NB Nos. 9-6 and 9-7	Valley Vista Boulevard	MFR	4		**71**	**70**	**71**	62	1	0	B(67)	--**	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.60-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	3		**70**	**70**	**70**	62	0	0	B(67)	--**	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.60-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	3		**71**	**70**	**70**	64	0	-1	B(67)	--**	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.61	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	1		70	69	69	61	0	-1	B	--	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
R-9.62-1	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	5		64	65	65	65	0	1	B(67)	--	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0
R-9.62-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	5		**66**	**67**	**67**	**67**	0	1	B(67)	A/E	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	64	3	0	63	4	0
R-9.62-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	5		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**69**	2	0	**67**	4	0	**66**	5	5	**66**	5	5			
R-9.63-1	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**70**	**70**	**70**	62	0	0	B(67)	--**	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-9.63-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**71**	**70**	**70**	65	0	-1	B(67)	--**	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.63-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**71**	**71**	**71**	**68**	0	0	B(67)	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.63-4	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**72**	**72**	**72**	**70**	0	0	B(67)	A/E	**72**	0	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0	**70**	2	0	**70**	2	0
R-9.64-1	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**72**	**71**	**71**	**66**	0	-1	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0
R-9.64-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**73**	**73**	**73**	**70**	0	0	B(67)	A/E	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0
R-9.64-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**74**	**74**	**74**	**72**	0	0	B(67)	A/E	**73**	1	0	**73**	1	0	**73**	1	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0
R-9.64-4	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**75**	**75**	**75**	**74**	0	0	B(67)	A/E	**75**	0	0	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0	**73**	2	0	**72**	3	0	**72**	3	0
R-9.65		NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	**67**	0	0	B(67)	A/E	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-16.63-2	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		65	65	**67**	**67**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	2	0	65	2	0	65	2	0
R-16.63-3	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		**68**	**68**	**69**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**67**	2	0	**67**	2	0
R-16.63-4	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	1	0	**72**	2	0	**72**	2	0
R-16.63-5	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**76**	2	0	**74**	4	0
R-16.64-1	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	5		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	64	1	0	64	1	0
R-16.64-2	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	5		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	**66**	2	0	65	3	0
R-16.64-3	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	5		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**69**	2	0	**69**	2	0	**68**	3	0
R-16.65-2	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0
R-16.65-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	65	3	0	65	3	0
R-16.66-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0
R-16.66-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	**67**	2	0	**66**	3	0
R-16.67	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	2	0	53	2	0	53	2	0
R-16.68-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0
R-16.68-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0
R-16.69-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	53	2	0
R-16.69-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0
R-16.69-4	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	65	3	0	65	3	0
R-16.70-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	64	2	0
R-16.70-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0
R-16.70-4	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2*	NB No. 16-2	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.72	EW 16-2*	NB No. 16-2	Beloit Avenue	MFR	2		60	60	60	60	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0
R-16.73	EW 16-2*	NB No. 16-2	Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-16.74	EW 16-2*	NB No. 16-2	Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0
R-16.75	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0
R-16.76-2	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0
R-16.76-3	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0
R-16.76-4	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2*	NB No. 16-2	Santa Monica Boulevard	Commercial	1		68	68	69	62	1	1	F	--	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.78	EW 16-2*	NB No. 16-2	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	72	1	0	72	1	0	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
R-17.2	EW 16-2	NB No. 16-2	Santa Monica Boulevard	Commercial	1		62	62	64	63	2	2	F	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0
R-17.3-1	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0			
R-17.3-2	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0			
R-17.3-3	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**68**	**67**	**74**	**74**	7	6	B(67)	A/E	**69**	5	2	**69**	5	2	**68**	6	2	**68**	6	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2
R-17.3-4	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**72**	3	0	**71**	4	0	**70**	5	2	**69**	6	2	**69**	6	2	**69**	6	2	**69**	6	2	**69**	6	2	**68**	7	2
R-17.4-1	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		64	63	**67**	**67**	4	3	B(67)	A/E	65	2	0	64	3	0	64	3	0	64	3	0	63	4	0	63	4	0	63	4	0	63	4	0	63	4	0
R-17.4-2	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1
R-17.4-3	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	**68**	4	0	**67**	5	1	**66**	6	1	**66**	6	1	**66**	6	1	65	7	1	65	7	1	65	7	1	65	7	1
R-17.4-4	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	**70**	4	0	**69**	5	1	**68**	6	1	**68**	6	1	**67**	7	1	**67**	7	1	**67**	7	1	**67**	7	1	**67**	7	1
R-17.5-1	EW 17-1*	NB No. 16-2	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**69**	2	0	**69**	2	0	**69**	2	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0
R-17.5-2	EW 17-1*	NB No. 16-2	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0
R-17.5-3	EW 17-1*	NB No. 16-2	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	**73**	3	0	**73**	3	0	**73**	3	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0
R-17.5-4	EW 17-1*	NB No. 16-2	Beloit Avenue	MFR	10		**69**	**69**	**79**	**79**	10	10	B(67)	A/E	**76**	3	0	**76**	3	0	**76**	3	0	**76**	3	0	**76**	3	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0
R-17.10	EW 16-2	NB No. 16-2	Massachusetts Avenue	Commercial	1		61	60	64	64	4	3	F	--	61	3	0	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
R-17.11	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	Hotel	1		54	54	56	54	2	2	E	--	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	54	2	0
R-16.1	EW 16-1*	NB Nos. 16-1 and 16-2	Olympic Boulevard	Commercial	1		70	68	69	69	1	-1	F	--	69	0	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.2-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	8		**66**	**66**	**77**	**77**	11	11	B(67)	A/E	**70**	7	8	**69**	8	8	**68**	9	8	**67**	10	8	**67**	10	8	**66**	11	8	**66**	11	8	**66**	11	8	65	12	8
R-16.2-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	8		**68**	**67**	**77**	**77**	10	9	B(67)	A/E	**75**	2	0	**73**	4	0	**71**	6	8	**69**	8	8	**68**	9	8	**68**	9	8	**67**	10	8	**66**	11	8			
R-16.3-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		52	50	56	56	6	4	B(67)	--	55	1	0	55	1	0	54	2	0	53	3	0	51	5	2	50	6	2	49	7	2	49	7	2	49	7	2
R-16.3-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		55	53	58	58	5	3	B(67)	--	58	0	0	57	1	0	56	2	0	55	3	0	53	5	2	52	6	2	52	6	2	51	7	2	51	7	2
R-16.4-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	3		53	50	51	50	1	-2	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0	50	1	0
R-16.4-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	3		63	55	56	56	1	-7	B(67)	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	55	1	0
R-16.5	EW 16-1*	NB Nos. 16-1 and 16-2	Mississippi Avenue	SFR	1		64	63	**71**	**71**	8	7	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	64	7	1	63	8	1	63	8	1	62	9	1	62	9	1
R-16.6-2	EW 16-1*	NB Nos. 16-1 and 16-2	Mississippi Avenue	MFR	1		**66**	**66**	**77**	**77**	11	11	B(67)	A/E	**72**	5	1	**70**	7	1	**69**	8	1	**68**	9	1	**67**	10	1	**66**	11	1	65	12

Table 3.15.26: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.11-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**72**	6	2	**70**	8	2	**68**	10	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.11-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**71**	**71**	**78**	**78**	7	7	B(67)	A/E	**78**	0	0	**77**	1	0	**76**	2	0	**74**	4	0	**72**	6	2	**69**	9	2	**68**	10	2	**67**	11	2	**66**	12	2
R-16.12-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		57	52	53	49	1	-4	B(67)	--	53	0	0	53	0	0	53	0	0	53	0	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0
R-16.13-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	1	**71**	7	1	**69**	9	1	**68**	10	1	**66**	12	1	**66**	12	1	65	13	1	64	14	1
R-16.14-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	2	**71**	7	2	**69**	9	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.14-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**72**	**72**	**79**	**79**	7	7	B(67)	A/E	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2
R-16.15	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**71**	**70**	**72**	**72**	2	1	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0	**69**	3	0	**68**	4	0
R-16.16	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		55	52	51	48	-1	-4	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
R-16.17-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**70**	**70**	**79**	**79**	9	9	B(67)	A/E	**78**	1	0	**77**	2	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2	65	14	2
R-16.17-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**75**	**75**	**79**	**79**	4	4	B(67)	A/E	**79**	0	0	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**74**	5	2	**71**	8	2	**69**	10	2	**67**	12	2
R-16.18	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	SFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	60	8	1	60	8	1	60	8	1
R-16.19	EW 16-1*	NB Nos. 16-1 and 16-2	La Grange Avenue	SFR	1		63	63	**75**	**75**	12	12	B(67)	A/E SI	**67**	8	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1
R-16.20	EW 16-1*	NB Nos. 16-1 and 16-2	La Grange Avenue	SFR	1		59	59	**68**	**68**	9	9	B(67)	A/E	63	5	1	62	6	1	61	7	1	59	9	1	59	9	1	58	10	1	58	10	1	57	11	1	57	11	1
R-16.21	EW 16-1*	NB Nos. 16-1 and 16-2	La Grange Avenue	SFR	1		61	61	**70**	**70**	9	9	B(67)	A/E	65	5	1	64	6	1	63	7	1	62	8	1	61	9	1	60	10	1	60	10	1	60	10	1	59	11	1
R-16.22	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		65	64	65	52	1	0	E(72)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
R-16.23	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		64	64	65	57	1	1	E(72)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-16.24	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Wellness Center	1		60	58	67	67	9	7	E(72)	--	61	6	1	61	6	1	60	7	1	59	8	1	59	8	1	58	9	1	57	10	1	57	10	1	56	11	1
R-16.25	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		66	66	66	55	0	0	E(72)	--	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0
R-16.26-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	2	**73**	8	2	**72**	9	2	**70**	11	2	**69**	12	2	**68**	13	2	**67**	14	2	**66**	15	2
R-16.27-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	2	**74**	7	2	**72**	9	2	**70**	11	2	**69**	12	2	**68**	13	2	**67**	14	2	**67**	14	2
R-16.27-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**75**	**75**	**81**	**81**	6	6	B(67)	A/E	**81**	0	0	**80**	1	0	**79**	2	0	**78**	3	0	**75**	6	2	**73**	8	2	**71**	10	2	**69**	12	2	**68**	13	2
R-16.28-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**70**	**70**	**80**	**80**	10	10	B(67)	A/E	**77**	3	0	**75**	5	1	**73**	7	1	**71**	9	1	**70**	10	1	**69**	11	1	**68**	12	1	**67**	13	1	**66**	14	1
R-16.28-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**74**	**74**	**81**	**81**	7	7	B(67)	A/E	**80**	1	0	**80**	1	0	**79**	2	0	**78**	3	0	**75**	6	1	**72**	9	1	**70**	11	1	**69**	12	1	**68**	13	1
R-16.29	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**66**	**66**	**79**	**79**	13	13	B(67)	A/E SI	**71**	8	1	**70**	9	1	**69**	10	1	**67**	12	1	**66**	13	1	**66**	13	1	65	14	1	65	14	1	64	15	1
R-16.30-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	7	**73**	8	7	**71**	10	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7	**66**	15	7
R-16.30-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		**71**	**71**	**81**	**81**	10	10	B(67)	A/E	**80**	1	0	**79**	2	0	**76**	5	7	**74**	7	7	**72**	9	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7
R-16.31	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		55	55	57	57	2	2	B(67)	--	57	0	0	57	0	0	56	1	0	56	1	0	55	2	0	54	3	0	53	4	0	51	6	2	50	7	2
R-16.32-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		56	52	55	55	3	-1	B(67)	--	55	0	0	54	1	0	54	1	0	54	1	0	53	2	0	52	3	0	51	4	0	50	5	7	50	5	7
R-16.32-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		56	54	57	56	3	1	B(67)	--	56	1	0	56	1	0	55	2	0	55	2	0	54	3	0	53	4	0	53	4	0	52	5	7	52	5	7
R-16.33-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		63	64	**75**	**75**	11	12	B(67)	A/E SI	**68**	7	1	**67**	8	1	**66**	9	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1
R-16.33-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		65	65	**74**	**74**	9	9	B(67)	A/E	**71**	3	0	**70**	4	0	**68**	6	1	**66**	8	1	65	9	1	64	10	1	63	11	1	62	12	1	62	12	1
R-16.34-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		62	62	**73**	**73**	11	11	B(67)	A/E	**66**	7	1	65	8	1	64	9	1	63	10	1	62	11	1	61	12	1	61	12	1	60	13	1	60	13	1
R-16.34-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**72**	**72**	8	8	B(67)	A/E	**69**	3	0	**68**	4	0	**66**	6	1	65	7	1	64	8	1	63	9	1	62	10	1	62	10	1	61	11	1
R-16.35	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Office	1		64	64	64	50	0	0	E(72)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-16.36-2	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	4		58	55	58	58	3	0	B(67)	--	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0	54	4	0
R-16.36-3	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	4		59	58	61	60	3	2	B(67)	--	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	58	3	0	57	4	0	57	4	0	56	5	4
R-16.37-1	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	3		55	54	56	56	2	1	B(67)	--	56	0	0	56	0	0	55	1	0	55	1	0	54	2	0	54	2	0	53	3	0	52	4	0	52	4	0
R-16.37-2	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	3		61	59	**67**	**67**	8	6	B(67)	A/E	64	3	0	62	5	3	61	6	3	60	7	3	59	8	3	58	9	3	58	9	3	58	9	3	58	9	3
R-16.38-2	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		61	61	**70**	**69**	9	9	B(67)	A/E	**66**	4	0	64	6	1	63	7	1	62	8	1	61	9	1	61	9	1	61	9	1	60	10	1	60	10	1
R-16.38-3	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**69**	2	0	**68**	3	0	**67**	4	0	65	6	1	64	7	1	62	9	1	61	10	1	61	10	1	60	11	1
R-16.39-2	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
R-16.39-3	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**68**	1	0	**67**	2	0	**66**	3	0	65	4	0	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1
R-16.40-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		62	62	**75**	**75**	13	13	B(67)	A/E SI	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1	60	15	1
R-16.40-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		65	65	**75**	**75**	10	10	B(67)	A/E	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	65	10	1	63	12	1	62	13	1	62	13	1	61	14	1
R-16.41-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		57	57	**70**	**70**	13	13	B(67)	A/E SI	62	8	2	61	9	2	60	10	2	58	12	2	57	13	2	57	13	2	56	14	2	55	15	2	55	15	2
R-16.41-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		58	58	**69**	**69**	11	11	B(67)	A/E	65	4	0	63	6	2	62	7	2	60	9	2	59	10	2	58	11	2	57	12	2	56	13	2	55	14	2
R-16.42-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**70**	4	0	**68**	6	1	**66**	8	1	65	9	1	64	10	1	63	11	1	62	12	1	61	13	1	60	14	1
R-16.42-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**68**	**68**	**75**	**75**	7	7	B(67)	A/E	**75**	0	0	**74**	1	0	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	64	11	1	63	12	1	62	13	1
R-16.43-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**71**	3	0	**69**	5	1	**67**	7	1	65	9	1	64	10	1	63	11	1	62	12	1	61	13	1	61	13	1
R-16.43-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**74**	1	0	**73**	2	0	**72**	3	0	**71**	4	0	**69**	6	1	**67**	8	1	65	10	1	63	12	1	62	13	1
R-16.44	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		62	62	72	72	10	10	B	--	64	8	2	64	8	2	63	9	2	62	10	2	62	10	2	61	11	2	60	12	2	60	12	2	59	13	2
R-16.45-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**71**	**71**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	8	1	62	9	1	61	10	1	60	11	1
R-16.46	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		62	62	69	69	7	7	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	8	1	60	9	1	60	9	1	59	10	1
R-16.47-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	6	2	60	7	2	60	7	2	59	8	2
R-16.48	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	SFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	52	2	0	52	2	0	51	3	0
R-16.49	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		61	61	65	65	4	4	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	5	1	60	5	1	59	6	1	59	6	1
R-16.50	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		61	61	65	65	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	5	1	59	6	1	59	6	1	58	7	1
R-16.51	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	60	4	0	59	5	1	59	5	1
R-16.52	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	57	3	0	56	4	0	55	5	1
R-16.53-1	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		51	51	51	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0	50	1	0
R-16.53-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	53	2	0	53	2	0
R-16.54	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		51	51	53	53	2	2	E(72)	--	52	1	0	52	1	0	52	1	0	52	1	0	51	2	0	51	2	0	51	2	0	51	2	0	50	3	0
R-16.55	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	SFR	1		51	51	52	51	1	1	B	--	52	0	0	52	0	0	52	0	0	51	1	0	51	1	0	50	2	0	49	3	0	49	3	0	48	4	0
R-16.56	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		50	50	50	50	0	0	B	--	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	49	1	0	49	1	0	48	2	0	48	2	0
R-16.57	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Office	1		51	51	51	50	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.58	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		50	50	50	48	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	49	1	0	49	1	0	49	1	0	49	1	0
R-16.59	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	SFR	1		52	52	52	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	50	2	0	50	2	0
R-16.60-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	53	2	0	53	2	0	53	2	0
R-16.60-3	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	57	3	0	57	3	0	57	3	0
R-16.61-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		56	56	56	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	0	0	56	0	0	56	0	0	55	1	0
R-16.61-3	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		58	58	58	55	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0	56	2	0
R-16.62-1	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**66**	**66**	**68**	**68**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	3	0	64	4	0	63	5	2	63	5	2
R-16.62-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**68**	**68**	**70**	**70**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	3	0	**66**	4	0	65	5	2	64	6	2
R-16.62-3	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**73**	**73**	**74**	**74**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	3	0	**69**	5	2	**68**	6	2	**67**	7	2
R-16.62-4	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**79**	**79**	**78**	**78**	-1	-1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**76**	2	0	**74**	4	0	**71**	7	2
R-16.63-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		65	65	**67**	**67**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	3	0	63	4	0	62	5	4	62	5	4
R-16.63-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		**68**	**68**	**69**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	**66**	3	0	65	4	0	64	5	4
R-16.63-4	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	2	0	**69**	5	4	**68**	6	4	**67**	7	4
R-16.63-5	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**75**	3	0	**73**	5	4	**72**	6	4
R-16.64-1	EW 16-1	NB Nos. 16-1 and 16

Table 3.15.26: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.67	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	2	0	52	3	0	52	3	0	52	3	0
R-16.68-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	55	2	0	55	2	0
R-16.68-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0	55	3	0
R-16.69-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	53	2	0	53	2	0
R-16.69-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	56	2	0	56	2	0
R-16.69-4	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	3	0	65	3	0	65	3	0	65	3	0
R-16.70-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	64	2	0	64	2	0	64	2	0
R-16.70-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.70-4	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.72	EW 16-2*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		60	60	60	60	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0
R-16.73	EW 16-2*	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-16.74	EW 16-2*	NB Nos. 16-1 and 16-2	Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0
R-16.75	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0
R-16.76-2	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0
R-16.76-3	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0	65	2	0
R-16.76-4	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2*	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Commercial	1		68	68	69	62	1	1	F	--	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.78	EW 16-2*	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	72	1	0	72	1	0	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
R-17.2	EW 16-2	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Commercial	1		62	62	64	63	2	2	F	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0
R-17.3-1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0
R-17.3-2	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0
R-17.3-3	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**68**	**67**	**74**	**74**	7	6	B(67)	A/E	**69**	5	2	**69**	5	2	**68**	6	2	**68**	6	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2
R-17.3-4	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**72**	3	0	**70**	5	2	**69**	6	2	**69**	6	2	**69**	6	2	**69**	6	2	**69**	6	2	**69**	6	2	**68**	7	2
R-17.4-1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	63	**67**	**67**	4	3	B(67)	A/E	65	2	0	64	3	0	64	3	0	64	3	0	64	3	0	63	4	0	63	4	0	63	4	0	63	4	0
R-17.4-2	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1
R-17.4-3	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	**68**	4	0	**67**	5	1	**66**	6	1	**66**	6	1	**66**	6	1	65	7	1	65	7	1	65	7	1	65	7	1
R-17.4-4	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	**70**	4	0	**69**	5	1	**68**	6	1	**68**	6	1	**67**	7	1	**67**	7	1	**67**	7	1	**67**	7	1	**67**	7	1
R-17.5-1	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10
R-17.5-2	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	10	**68**	5	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10
R-17.5-3	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	**71**	5	10	**70**	6	10	**69**	7	10	**68**	8	10	**68**	8	10	**67**	9	10	**67**	9	10	**67**	9	10	**66**	10	10
R-17.5-4	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**69**	**69**	**79**	**79**	10	10	B(67)	A/E	**74**	5	10	**72**	7	10	**71**	8	10	**70**	9	10	**69**	10	10	**69**	10	10	**68**	11	10	**68**	11	10	**67**	12	10
R-17.6	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		55	55	62	62	7	7	B	--	58	4	0	57	5	1	56	6	1	55	7	1	55	7	1	54	8	1	54	8	1	54	8	1	54	8	1
R-17.7	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	3		64	64	68	67	4	4	B	--	65	3	0	65	3	0	64	4	0	64	4	0	64	4	0	64	4	0	63	5	3	63	5	3	63	5	3
R-17.8	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	SFR	1		62	62	65	62	3	3	B(67)	--	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
R-17.9	EW 17-1*	NB Nos. 16-1 and 16-2	Ohio Avenue	SFR	2		55	55	61	61	6	6	B(67)	--	57	4	0	57	4	0	56	5	2	55	6	2	55	6	2	55	6	2	54	7	2	54	7	2	54	7	2
R-17.10	EW 16-2	NB Nos. 16-1 and 16-2	Massachusetts Avenue	Commercial	1		61	60	64	64	4	3	F	--	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
R-17.11	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Hotel	1		54	54	56	54	2	2	E	--	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	54	2	0
R-16.64-1	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	5		64	64	65	65	1	1	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-16.64-2	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	5		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0
R-16.64-3	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	5		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**69**	2	0	**69**	2	0	**69**	2	0	**68**	3	0
R-16.65-2	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0
R-16.65-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0	65	3	0
R-16.66-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		63	63	64	64	1	1	B(67)	--	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0
R-16.66-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		65	65	**67**	**66**	2	2	B(67)	A/E	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	64	3	0	64	3	0	64	3	0	64	3	0
R-16.67	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	55	0	0	54	1	0	54	1	0	54	1	0	54	1	0	53	2	0	53	2	0	53	2	0	52	3	0
R-16.68-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0
R-16.68-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0
R-16.69-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	54	1	0	53	2	0
R-16.69-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0
R-16.69-4	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0	65	3	0
R-16.70-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0
R-16.70-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0
R-16.70-4	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.72	EW 16-2*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		60	60	60	60	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0
R-16.73	EW 16-2*	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-16.74	EW 16-2*	NB Nos. 16-1 and 16-2	Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0
R-16.75	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0
R-16.76-2	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0
R-16.76-3	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0	65	2	0
R-16.76-4	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2*	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Commercial	1		68	68	69	62	1	1	F	--	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.78	EW 16-2*	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	72	1	0	72	1	0	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
R-17.2	EW 16-2	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Commercial	1		62	62	64	63	2	2	F	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0
R-17.3-1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0
R-17.3-2	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0
R-17.3-3	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**68**	**67**	**74**	**74**	7	6	B(67)	A/E	**69**	5	2	**69**	5	2	**68**	6	2	**68**	6	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2
R-17.3-4	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**72**	3	0	**70**	5	2	**70**	5	2	**69**	6	2	**69**	6	2	**68**	7	2	**68**	7	2	**68**	7	2	**68**	7	2
R-17.4-1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	63	**67**	**67**	4	3	B(67)	A/E	65	2	0	64	3	0	64	3	0	64	3	0	63	4	0	63	4	0	63	4	0	63	4	0	63	4	0
R-17.4-2	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1
R-17.4-3	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	**67**	5	1	**67**	5	1	**66**	6	1	**66**	6	1	65	7	1	65	7	1	65	7	1	65	7	1	65	7	1
R-17.4-4	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	**70**	4	0	**69**	5	1	**68**	6	1	**67**	7	1	**67**	7	1	**66**	8	1	**66**	8	1	**66**	8	1	**66**	8	1
R-17.5-1	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10
R-17.5-2	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	10	**68**	5	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10
R-17.5-3	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**

Table 3.15.26: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.3-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		52	50	56	56	6	4	B(67)	I	55	1	0	55	1	0	54	2	0	53	3	0	51	5	2	50	6	2	49	7	2	49	7	2	49	7	2
R-16.3-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		55	53	58	58	5	3	B(67)	I	58	0	0	57	1	0	56	2	0	55	3	0	53	5	2	52	6	2	52	6	2	51	7	2	51	7	2
R-16.4-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	3		53	50	51	50	1	-2	B(67)	I	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0	50	1	0
R-16.4-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	3		63	55	56	56	1	-7	B(67)	I	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	55	1	0
R-16.5	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	SFR	1		64	63	**71**	**71**	8	7	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	64	7	1	63	8	1	63	8	1	62	9	1	62	9	1
R-16.6-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	1		**66**	**66**	**77**	**77**	11	11	B(67)	A/E	**72**	5	1	**70**	7	1	**69**	8	1	**68**	9	1	**67**	10	1	**66**	11	1	65	12	1	65	12	1	65	12	1
R-16.6-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	1		**66**	**66**	**75**	**75**	9	9	B(67)	A/E	**74**	1	0	**73**	2	0	**71**	4	0	**68**	7	1	**66**	9	1	64	11	1	63	12	1	62	13	1	61	14	1
R-16.7	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	2		57	57	**68**	**68**	11	11	B(67)	A/E	61	7	2	60	8	2	59	9	2	58	10	2	57	11	2	57	11	2	56	12	2	55	13	2	55	13	2
R-16.8	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		54	53	53	44	0	-1	E(72)	--	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0
R-16.9	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		42	42	42	42	0	0	B(67)	--	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	41	1	0	41	1	0
R-16.10	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	2		**74**	**74**	**79**	**78**	5	5	B(67)	A/E	**78**	1	0	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**72**	7	2	**69**	10	2	**68**	11	2	**67**	12	2
R-16.11-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**72**	6	2	**70**	8	2	**68**	10	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.11-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**71**	**71**	**78**	**78**	7	7	B(67)	A/E	**78**	0	0	**77**	1	0	**76**	2	0	**74**	4	0	**72**	6	2	**69**	9	2	**68**	10	2	**67**	11	2	**66**	12	2
R-16.12-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		57	52	53	49	1	-4	B(67)	--	53	0	0	53	0	0	53	0	0	53	0	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0
R-16.13-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	1	**71**	7	1	**69**	9	1	**68**	10	1	**66**	12	1	**66**	12	1	65	13	1	64	14	1
R-16.14-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	2	**71**	7	2	**69**	9	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.14-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**72**	**72**	**79**	**79**	7	7	B(67)	A/E	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2
R-16.15	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**71**	**70**	**72**	**72**	2	1	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0	**69**	3	0	**68**	4	0
R-16.16	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		55	52	51	48	-1	-4	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
R-16.17-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**70**	**70**	**79**	**79**	9	9	B(67)	A/E	**78**	1	0	**77**	2	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2	65	14	2
R-16.17-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**75**	**75**	**79**	**79**	4	4	B(67)	A/E	**79**	0	0	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**74**	5	2	**71**	8	2	**69**	10	2	**67**	12	2
R-16.18	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	SFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	60	8	1	60	8	1	60	8	1
R-16.19	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	La Grange Avenue	SFR	1		63	63	**75**	**75**	12	12	B(67)	A/E SI	**67**	8	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1
R-16.20	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	La Grange Avenue	SFR	1		59	59	**68**	**68**	9	9	B(67)	A/E	63	5	1	62	6	1	61	7	1	59	9	1	59	9	1	58	10	1	58	10	1	57	11	1	57	11	1
R-16.21	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	La Grange Avenue	SFR	1		61	61	**70**	**70**	9	9	B(67)	A/E	65	5	1	64	6	1	63	7	1	62	8	1	61	9	1	60	10	1	60	10	1	60	10	1	59	11	1
R-16.22	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		65	64	65	52	1	0	E(72)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
R-16.23	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		64	64	65	57	1	1	E(72)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-16.24	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Wellness Center	1		60	58	67	67	9	7	E(72)	--	61	6	1	61	6	1	60	7	1	59	8	1	59	8	1	58	9	1	57	10	1	57	10	1	56	11	1
R-16.25	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		66	66	66	55	0	0	E(72)	--	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0
R-16.26-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	2	**73**	8	2	**72**	9	2	**70**	11	2	**69**	12	2	**68**	13	2	**67**	14	2	**66**	15	2
R-16.27-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	2	**74**	7	2	**72**	9	2	**70**	11	2	**69**	12	2	**68**	13	2	**67**	14	2	**67**	14	2
R-16.27-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**75**	**75**	**81**	**81**	6	6	B(67)	A/E	**81**	0	0	**80**	1	0	**79**	2	0	**78**	3	0	**75**	6	2	**73**	8	2	**71**	10	2	**69**	12	2	**68**	13	2
R-16.28-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**70**	**70**	**80**	**80**	10	10	B(67)	A/E	**77**	3	0	**75**	5	1	**73**	7	1	**71**	9	1	**70**	10	1	**69**	11	1	**68**	12	1	**67**	13	1	**66**	14	1
R-16.28-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**74**	**74**	**81**	**81**	7	7	B(67)	A/E	**80**	1	0	**80**	1	0	**79**	2	0	**78**	3	0	**75**	6	1	**72**	9	1	**70**	11	1	**69**	12	1	**68**	13	1
R-16.29	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**66**	**66**	**79**	**79**	13	13	B(67)	A/E SI	**71**	8	1	**70**	9	1	**69**	10	1	**67**	12	1	**66**	13	1	**66**	13	1	65	14	1	65	14	1	64	15	1
R-16.30-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	7	**73**	8	7	**71**	10	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7	**66**	15	7
R-16.30-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		**71**	**71**	**81**	**81**	10	10	B(67)	A/E	**80**	1	0	**79**	2	0	**76**	5	7	**74**	7	7	**72**	9	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7
R-16.31	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		55	55	57	57	2	2	B(67)	--	57	0	0	57	0	0	56	1	0	56	1	0	55	2	0	54	3	0	53	4	0	51	6	2	50	7	2
R-16.32-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		56	52	55	55	3	-1	B(67)	--	55	0	0	54	1	0	54	1	0	54	1	0	53	2	0	52	3	0	51	4	0	50	5	7	50	5	7
R-16.32-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		56	54	57	56	3	1	B(67)	--	56	1	0	56	1	0	55	2	0	55	2	0	54	3	0	53	4	0	53	4	0	52	5	7	52	5	7
R-16.33-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		63	64	**75**	**75**	11	12	B(67)	A/E SI	**68**	7	1	**67**	8	1	**66**	9	1	64	11	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1
R-16.33-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		65	65	**74**	**74**	9	9	B(67)	A/E	**71**	3	0	**70**	4	0	**68**	6	1	**66**	8	1	65	9	1	64	10	1	63	11	1	62	12	1	62	12	1
R-16.34-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		62	62	**73**	**73**	11	11	B(67)	A/E	**66**	7	1	65	8	1	64	9	1	63	10	1	62	11	1	61	12	1	61	12	1	60	13	1	60	13	1
R-16.34-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**72**	**72**	8	8	B(67)	A/E	**69**	3	0	**68**	4	0	**66**	6	1	65	7	1	64	8	1	63	9	1	62	10	1	61	11	1	61	11	1
R-16.35	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Office	1		64	64	64	50	0	0	E(72)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-16.36-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	4		58	55	58	58	3	0	B(67)	--	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0	54	4	0
R-16.36-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	4		59	58	61	60	3	2	B(67)	--	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	58	3	0	57	4	0	57	4	0	56	5	4
R-16.37-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	3		55	54	56	56	2	1	B(67)	--	56	0	0	56	0	0	55	1	0	55	1	0	54	2	0	54	2	0	53	3	0	52	4	0	52	4	0
R-16.37-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	3		61	59	**67**	**67**	8	6	B(67)	A/E	64	3	0	62	5	3	61	6	3	60	7	3	59	8	3	58	9	3	58	9	3	58	9	3	58	9	3
R-16.38-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		61	61	**70**	**69**	9	9	B(67)	A/E	**66**	4	0	64	6	1	63	7	1	62	8	1	61	9	1	61	9	1	61	9	1	60	10	1	60	10	1
R-16.38-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**69**	2	0	**68**	3	0	**67**	4	0	65	6	1	64	7	1	62	9	1	61	10	1	61	10	1	60	11	1
R-16.39-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
R-16.39-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**68**	1	0	**67**	2	0	**66**	3	0	65	4	0	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1
R-16.40-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		62	62	**75**	**75**	13	13	B(67)	A/E SI	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1	60	15	1
R-16.40-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		65	65	**75**	**75**	10	10	B(67)	A/E	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	65	10	1	63	12	1	62	13	1	62	13	1	61	14	1
R-16.41-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		57	57	**70**	**70**	13	13	B(67)	A/E SI	62	8	2	61	9	2	60	10	2	58	12	2	57	13	2	57	13	2	56	14	2	55	15	2	55	15	2
R-16.41-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		58	58	**69**	**69**	11	11	B(67)	A/E	65	4	0	63	6	2	62	7	2	60	9	2	59	10	2	58	11	2	57	12	2	56	13	2	55	14	2
R-16.42-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**70**	4	0	**68**	6	1	**66**	8	1	65	9	1	64	10	1	63	11	1	62	12	1	61	13	1	60	14	1
R-16.42-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**68**	**68**	**75**	**75**	7	7	B(67)	A/E	**75**	0	0	**74**	1	0	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	64	11	1	63	12	1	62	13	1
R-16.43-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**71**	3	0	**69**	5	1	**67**	7	1	65	9	1	64	10	1	63	11	1	62	12	1	61	13	1	61	13	1
R-16.43-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**74**	1	0	**73**	2	0	**72**	3	0	**71**	4	0	**69**	6	1	**67**	8	1	65	10	1	63	12	1	62	13	1
R-16.44	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		62	62	72	72	10	10	B	--	64	8	2	64	8	2	63	9	2	62	10	2	62	10	2	61	11	2	60	12	2	60	12	2	59	13	2
R-16.45-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**71**	**71**	7	7	B(67)	A/E	**69**	2	0	**67**	4	0	**66**	5	1	65	6	1	64	7	1	63	8	1	62	9	1	61	10	1	60	11	1
R-16.46	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		62	62	69	69	7	7	B	--	63	6	1	63	6	1	62	7	1	62	7	1	62	7	1	61	8	1	60	9	1	60	9	1	59	10	1
R-16.47-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	62	5	2	62	5	2	62	5	2	61	6	2	61	6	2	60	7	2	60	7	2	59	8	2	59	8	2
R-16.48	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	SFR	1		54	54	54	54	0	0	B(67)	--	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	53	1	0	52	2	0	52	2	0	51	3	0
R-16.49	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		61	61	65	65	4	4	B	--	62	3	0	62	3	0	61	4	0	61	4	0	61	4	0	60	5	1	60	5	1	59	6	1	59	6	1
R-16.50	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		61	61	65	65	4	4	B(67)	--	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	60	5	1	59	6	1	59	6	1	58	7	1
R-16.51	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	62	2	0	60	4	0	59	5	1	59	5	1
R-16.52	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	58	2	0	57	3	0	56	4	0	55	5	1
R-16.53-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		51	51	51	50	0	0	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0
R-16.53-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.54	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		51	51	53	53	2	2	E(72)	--	52	1	0	52	1	0	52	1	0	52	1	0	51	2	0	51	2	0	51	2	0	51	2	0	50	3	0
R-16.55	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	SFR	1		51	51	52	51	1	1	B	--	52	0	0	52	0	0	52	0	0	51	1	0	51	1	0	50	2	0	49	3	0	49	3	0	48	4	0
R-16.56	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		50	50	50	50	0	0	B	--	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	49	1	0	49	1	0	48	2	0	48	2	0
R-16.57	EW 16-1	NB Nos. 16-1, 16

Table 3.15.26: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.63-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		65	65	**67**	**67**	2	2	B(67)	A/E	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	64	3	0	63	4	0	62	5	4	62	5	4
R-16.63-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		**68**	**68**	**69**	**69**	1	1	B(67)	A/E	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**67**	2	0	**66**	3	0	65	4	0	64	5	4
R-16.63-4	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	**73**	1	0	**73**	1	0	**73**	1	0	**73**	1	0	**73**	1	0	**72**	2	0	**69**	5	4	**68**	6	4	**67**	7	4
R-16.63-5	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**77**	1	0	**75**	3	0	**73**	5	4	**72**	6	4
R-16.64-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	5		64	64	65	65	1	1	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	62	3	0	62	3	0	62	3	0
R-16.64-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	5		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	65	3	0	65	3	0	64	4	0
R-16.64-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	5		**70**	**70**	**71**	**70**	1	1	B(67)	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**69**	2	0	**68**	3	0	**67**	4	0	**67**	4	0
R-16.65-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	65	64	1	1	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0
R-16.65-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0	65	3	0
R-16.66-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		63	63	64	64	1	1	B(67)	--	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0
R-16.66-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		65	65	**67**	**66**	2	2	B(67)	A/E	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	64	3	0	64	3	0	64	3	0	64	3	0
R-16.67	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	55	0	0	54	1	0	54	1	0	54	1	0	54	1	0	53	2	0	52	3	0	52	3	0	52	3	0
R-16.68-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0	55	2	0	55	2	0
R-16.68-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	55	3	0
R-16.69-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.69-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0
R-16.69-4	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0	65	3	0	65	3	0
R-16.70-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0
R-16.70-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.70-4	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.72	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		60	60	60	60	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0
R-16.73	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-16.74	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0
R-16.75	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0
R-16.76-2	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	64	2	0
R-16.76-3	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0	65	2	0
R-16.76-4	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Commercial	1		68	68	69	62	1	1	F	--	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.78	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	72	1	0	72	1	0	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
R-17.2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Commercial	1		62	62	64	63	2	2	F	--	63	1	0	62	2	0	62	2	0	62	2	0	62	2	0	62	2	0	61	3	0	61	3	0	61	3	0
R-17.3-1	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	**67**	3	0	**67**	3	0	**67**	3	0	**67**	3	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0
R-17.3-2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0
R-17.3-3	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**68**	**67**	**74**	**74**	7	6	B(67)	A/E	**69**	5	2	**69**	5	2	**68**	6	2	**68**	6	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2	**67**	7	2
R-17.3-4	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**72**	3	0	**70**	5	2	**70**	5	2	**69**	6	2	**69**	6	2	**68**	7	2	**68**	7	2	**68**	7	2	**68**	7	2
R-17.4-1	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	63	**67**	**67**	4	3	B(67)	A/E	65	2	0	64	3	0	64	3	0	64	3	0	63	4	0	63	4	0	63	4	0	63	4	0	63	4	0
R-17.4-2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1
R-17.4-3	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	**67**	5	1	**67**	5	1	**66**	6	1	**66**	6	1	**66**	6	1	65	7	1	65	7	1	65	7	1	65	7	1
R-17.4-4	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	**70**	4	0	**69**	5	1	**68**	6	1	**67**	7	1	**67**	7	1	**66**	8	1	**66**	8	1	**66**	8	1	**66**	8	1
R-17.5-1	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10
R-17.5-2	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	10	**68**	5	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10
R-17.5-3	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	**71**	5	10	**70**	6	10	**69**	7	10	**68**	8	10	**68**	8	10	**67**	9	10	**67**	9	10	**67**	9	10	**66**	10	10
R-17.5-4	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**69**	**69**	**79**	**79**	10	10	B(67)	A/E	**74**	5	10	**72**	7	10	**71**	8	10	**70**	9	10	**69**	10	10	**68**	11	10	**68**	11	10	**67**	12	10			
R-17.6	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		55	55	62	62	7	7	B	--	58	4	0	57	5	1	56	6	1	55	7	1	55	7	1	55	7	1	54	8	1	54	8	1	54	8	1
R-17.7	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	3		64	64	68	67	4	4	B	--	65	3	0	65	3	0	64	4	0	64	4	0	64	4	0	64	4	0	63	5	3	63	5	3	63	5	3
R-17.8	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	SFR	1		62	62	65	62	3	3	B(67)	--	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
R-17.9	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Ohio Avenue	SFR	2		55	55	61	61	6	6	B(67)	--	57	4	0	57	4	0	56	5	2	55	6	2	55	6	2	54	7	2	54	7	2	54	7	2	54	7	2
R-17.10	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Massachusetts Avenue	Commercial	1		61	60	64	64	4	3	F	--	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
R-17.11	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Hotel	1		54	54	56	54	2	2	E	--	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0	54	2	0	54	2	0	53	3	0
R-17.12	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Rehab	1		59	58	64	63	6	5	E	--	61	3	0	60	4	0	59	5	1	59	5	1	58	6	1	58	6	1	58	6	1	58	6	1	58	6	1
R-17.13	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Ohio Avenue	MFR	1		66	66	67	62	1	1	B	--	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0
R-18.7	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**72**	4	0	**70**	6	1	**69**	7	1	**68**	8	1	**67**	9	1	**66**	10	1	65	11	1	64	12	1	64	12	1
R-18.8	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	1		65	65	**73**	**73**	8	8	B(67)	A/E	**70**	3	0	**69**	4	0	**67**	6	1	**66**	7	1	65	8	1	65	8	1	64	9	1	64	9	1	63	10	1
R-18.9	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	63	8	1	63	8	1	62	9	1	61	10	1	61	10	1
R-18.10	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	64	4	0	63	5	2	62	6	2	61	7	2	61	7	2	60	8	2	60	8	2
R-18.11	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	2		62	62	**66**	**66**	4	4	B(67)	A/E	64	2	0	63	3	0	63	3	0	62	4	0	62	4	0	62	4	0	62	4	0	61	5	2	61	5	2
R-18.12	EW 18-2*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	2		**66**	**66**	**74**	**74**	8	8	B(67)	A/E	**69**	5	2	**68**	6	2	**68**	6	2	**67**	7	2	**66**	8	2	**66**	8	2	65	9	2	65	9	2	64	10	2
R-18.13	EW 18-2*	NB Nos. 18-1 and 18-2	Chenault Street	SFR	1		65	64	**70**	**70**	6	5	B(67)	A/E	**68**	2	0	**67**	3	0	**67**	3	0	65	5	1	64	6	1	64	6	1	63	7	1	62	8	1	62	8	1
R-18.14	EW 18-2*	NB Nos. 18-1 and 18-2	Chenault Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	**67**	3	0	**67**	3	0	**66**	4	0	65	5	2	64	6	2	63	7	2	63	7	2	62	8	2	62	8	2
R-18.15	EW 18-2*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	62	6	4	62	6	4	62	6	4	61	7	4	61	7	4	61	7	4
R-18.16	EW 18-2*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	60	8	4	60	8	4
R-18.17	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		**67**	**66**	**77**	**77**	11	10	B(67)	A/E	**71**	6	2	**69**	8	2	**68**	9	2	**66**	11	2	65	12	2	65	12	2	64	13	2	64	13	2	64	13	2
R-18.18	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		65	65	**74**	**74**	9	9	B(67)	A/E	**70**	4	0	**68**	6	2	**67**	7	2	**66**	8	2	65	9	2	65	9	2	65	9	2	64	10	2	64	10	2
R-18.19	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		65	64	**73**	**73**	9	8	B(67)	A/E	**68**	5	2	**67**	6	2	**66**	7	2	**66**	7	2	65	8	2	64	9	2	64	9	2	63	10	2	63	10	2
R-18.20	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		65	64	**72**	**72**	8	7	B(67)	A/E	**67**	5	4	**66**	6	4	**66**	6	4	65	7	4	64	8	4	63	9	4	63	9	4	62	10	4	62	10	4
R-18.21	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	**66**	3	0	65	4	0	64	5	4	64	5	4	63	6	4	62	7	4	62	7	4	61	8	4	61	8	4
R-18.22	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	1		**66**	**66**	**77**	**77**	11	11	B(67)	A/E	**70**	7	1	**69**	8	1	**67**	10	1	**66**	11	1	65	12	1	64	13	1	63	14	1	63	14	1	63	14	1
R-18.23	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**67**	5	2	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	62	10	2	62	10	2
R-18.24	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	**66**	3	0	64	5	2	63	6	2	63	6	2	63	6	2	63	6	2	63	6	2	62	7	2	61	8	2
R-18.25	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	63	5	4	62	6	4	62	6	4	61	7	4	60	8	4	60	8	4
R-18.26	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		61	61	**66**	**66**	5	5	B(67)	A/E	64	2	0	62	4	0	62	4	0	62	4	0	61	5	4	60	6	4	60	6	4	59	7	4	59	7	4
R-18.27	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	2		65	65	**75**	**75**	10	10	B(67)	A/E	**69**	6	2	**67**	8	2	**66**	9	2	65	10	2	64	11	2	64	11	2	63	12	2	63	12	2	62	13	2
R-18.28	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2
R-18.29	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	**66**	6	2	65	7	2	65	7	2	64	8	2	64	8	2	63	9	2	63	9	2
R-18.30	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	4		64	64	**71**	**71**	7	7	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	64	7	4	64	7	4	64	7	4	63	8	4	63	8	4	62	9	4
R-18.31	EW 18-2*	NB Nos. 18-1 and

Table 3.15.26: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 3 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-18.41	EW 18-2*	NB Nos. 18-1 and 18-2	Bolas Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	64	4	0	63	5	4	63	5	4	62	6	4	62	6	4	62	6	4	62	6	4	62	6	4	61	7	4
R-18.42	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		**66**	**66**	**73**	**73**	7	7	B(67)	A/E	**69**	4	0	**68**	5	2	**67**	6	2	**67**	6	2	**66**	7	2	**66**	7	2	**66**	7	2	**66**	7	2	**66**	7	2
R-18.43	EW 18-2*	NB Nos. 18-1 and 18-2	Cashmere Street	SFR	1		62	62	**71**	**71**	9	9	B(67)	A/E	65	6	1	64	7	1	64	7	1	63	8	1	63	8	1	63	8	1	62	9	1	62	9	1	62	9	1
R-18.44	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	64	5	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	61	8	2	61	8	2
R-18.45	EW 18-2*	NB Nos. 18-1 and 18-2	Cashmere Street	SFR	4		62	62	**70**	**70**	8	8	B(67)	A/E	65	5	4	64	6	4	62	8	4	61	9	4	61	9	4	61	9	4	61	9	4	60	10	4	60	10	4
R-18.46	EW 18-2*	NB Nos. 18-1 and 18-2	Cashmere Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	62	6	4	62	6	4	61	7	4	60	8	4	60	8	4	60	8	4	60	8	4	60	8	4
R-18.47	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		63	63	**69**	**69**	6	6	B(67)	A/E	65	4	0	64	5	2	63	6	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	62	7	2
R-18.48	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		64	64	**69**	**69**	5	5	B(67)	A/E	65	4	0	64	5	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	62	7	2	61	8	2
R-18.49	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	63	6	2	62	7	2	61	8	2	61	8	2	61	8	2	61	8	2	60	9	2	60	9	2
R-18.50	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	63	5	4	62	6	4	61	7	4	60	8	4	60	8	4	60	8	4	60	8	4	59	9	4	59	9	4
R-18.51	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	4		60	60	**67**	**67**	7	7	B(67)	A/E	61	6	4	61	6	4	60	7	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4
R-18.52	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	1		60	60	**66**	**66**	6	6	B(67)	A/E	--	--	--	--	--	--	61	5	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1
R-18.53	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	1		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	65	5	1	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1	64	6	1
R-18.54	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	64	6	2	63	7	2	63	7	2	63	7	2	63	7	2	62	8	2	62	8	2
R-18.55	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	61	8	2	60	9	2	60	9	2	60	9	2	60	9	2	60	9	2	59	10	2
R-18.56	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	4		61	61	**69**	**69**	8	8	B(67)	A/E	--	--	--	--	--	--	61	8	4	60	9	4	60	9	4	60	9	4	60	9	4	59	10	4	59	10	4
R-18.57	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	4		60	60	**67**	**67**	7	7	B(67)	A/E	--	--	--	--	--	--	60	7	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4
R-18.58	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	Church	1		65/45	65/45	**72/52**	**72/52**	7	7	D(52)	A/E	--	--	--	--	--	--	65/45	7	1	65/45	7	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1
R-18.59	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		59	59	65	65	6	6	B(67)	--	--	--	--	--	--	--	59	6	2	58	7	2	58	7	2	58	7	2	58	7	2	58	7	2	57	8	2
R-18.60	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		58	58	**66**	**66**	8	8	B(67)	A/E	--	--	--	--	--	--	59	7	2	58	8	2	57	9	2	57	9	2	57	9	2	57	9	2	57	9	2
R-18.61	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	4		58	58	65	65	7	7	B(67)	--	--	--	--	--	--	--	59	6	4	57	8	4	57	8	4	57	8	4	57	8	4	57	8	4	57	8	4
R-18.62	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	4		57	57	64	64	7	7	B(67)	--	--	--	--	--	--	--	58	6	4	57	7	4	57	7	4	57	7	4	57	7	4	57	7	4	57	7	4
R-18.63	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	3		57	57	62	62	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	57	5	3	56	6	3	56	6	3	55	7	3	55	7	3	54	8	3
R-18.64	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	61	8	2	61	8	2	61	8	2	60	9	2	60	9	2	60	9	2
R-18.65	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		61	62	**68**	**68**	6	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	61	7	2	60	8	2	60	8	2	60	8	2	60	8	2	60	8	2
R-18.66	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	4		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	61	8	4	60	9	4	60	9	4	60	9	4	60	9	4	60	9	4
R-18.67	EW 18-2*	NB Nos. 18-1 and 18-2	Gladwin Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	62	6	4	62	6	4	62	6	4	62	6	4	62	6	4	62	6	4
R-18.68	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	8		65	65	**75**	**75**	10	10	B(67)	A/E	--	--	--	--	--	--	--	--	--	65	10	8	64	11	8	64	11	8	64	11	8	64	11	8	64	11	8
R-18.69	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	1		**66**	**66**	**73**	**73**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	65	8	1	64	9	1	64	9	1	64	9	1	63	10	1	63	10	1
R-18.70	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	2		65	65	**70**	**70**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	63	7	2	63	7	2	63	7	2	63	7	2	63	7	2	62	8	2
R-18.71	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	--	--	--	63	7	2	62	8	2	62	8	2	62	8	2	62	8	2	62	8	2
R-18.72	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	4		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	63	6	4	63	6	4	63	6	4	63	6	4	63	6	4	63	6	4
R-18.73	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	4		63	63	**68**	**68**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4
R-18.74	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	1		71	71	81	81	10	10	B	--	--	--	--	--	--	--	71	10	1	70	11	1	70	11	1	70	11	1	70	11	1	69	12	1	69	12	1
R-18.75	EW 18-2*	NB Nos. 18-1 and 18-2	Isleta Street	SFR	2		63	63	**67**	**67**	4	4	B(67)	A/E	--	--	--	--	--	--	63	4	0	62	5	2	62	5	2	61	6	2	61	6	2	61	6	2	61	6	2
R-18.76	EW 18-2*	NB Nos. 18-1 and 18-2	Isleta Street	SFR	2		64	64	**68**	**68**	4	4	B(67)	A/E	--	--	--	--	--	--	64	4	0	62	6	2	61	7	2	61	7	2	61	7	2	61	7	2	61	7	2
R-18.77	EW 18-2*	NB Nos. 18-1 and 18-2	Isleta Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	--	--	--	--	--	--	64	5	4	63	6	4	62	7	4	62	7	4	62	7	4	62	7	4	62	7	4
R-18.78	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	62	5	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4
R-18.79	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	1		72	72	82	82	10	10	B	--	--	--	--	--	--	--	72	10	1	72	10	1	71	11	1	71	11	1	71	11	1	71	11	1	71	11	1
R-18.80	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		65	65	**71**	**71**	6	6	B(67)	A/E	--	--	--	--	--	--	65	6	2	63	8	2	63	8	2	62	9	2	62	9	2	62	9	2	62	9	2
R-18.81	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	64	6	2	63	7	2	62	8	2	62	8	2	61	9	2	61	9	2	61	9	2
R-18.82	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	63	6	2	62	7	2	62	7	2	61	8	2	61	8	2	61	8	2	61	8	2
R-18.83	EW 18-2*	NB Nos. 18-1 and 18-2	Isleta Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	62	5	4	62	5	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4
R-18.84	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		**69**	**70**	**78**	**78**	8	9	B(67)	A/E	--	--	--	--	--	--	**69**	9	2	**68**	10	2	**68**	10	2	**67**	11	2	**67**	11	2	**67**	11	2	**67**	11	2
R-18.85	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		**68**	**68**	**77**	**76**	9	9	B(67)	A/E	--	--	--	--	--	--	**68**	9	2	**67**	10	2	**66**	11	2	**66**	11	2	65	12	2	65	12	2	65	12	2
R-18.86	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	--	--	--	--	--	--	**67**	7	2	**66**	8	2	65	9	2	65	9	2	65	9	2	65	9	2	65	9	2
R-18.87	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	3		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	--	--	--	--	--	--	**66**	6	3	65	7	3	64	8	3	64	8	3	63	9	3	63	9	3	63	9	3
R-18.88	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	64	5	1	64	5	1	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1
R-18.89	EW 18-2*	NB Nos. 18-1 and 18-2	Kiel Street	SFR	1		**70**	**70**	**80**	**80**	10	10	B(67)	A/E	--	--	--	--	--	--	**70**	10	1	**69**	11	1	**69**	11	1	**68**	12	1	**68**	12	1	**68**	12	1	**67**	13	1
R-18.90	EW 18-2*	NB Nos. 18-1 and 18-2	Beloit Avenue	SFR	1		56	56	57	57	1	1	B(67)	--	--	--	--	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	55	2	0	55	2	0
R-18.91	EW 18-2*	NB Nos. 18-1 and 18-2	Beloit Avenue	SFR	1		**73**	**73**	**75**	**75**	2	2	B(67)	A/E	--	--	--	--	--	--	**72**	3	0	**72**	3	0	**72**	3	0	**71**	4	0	**71**	4	0	**71**	4	0	**71**	4	0
R-18.92	EW 18-2*	NB Nos. 18-1 and 18-2	Beloit Avenue	SFR	3		**66**	**66**	**73**	**73**	7	7	B(67)	A/E	--	--	--	--	--	--	**67**	6	3	**67**	6	3	**67**	6	3	**67**	6	3	**67**	6	3	**67**	6	3	**67**	6	3
R-18.93	EW 18-2*	NB Nos. 18-1 and 18-2	Ayrshire Road	SFR	1		**72**	**72**	**73**	**73**	1	1	B(67)	A/E	--	--	--	**72**	1	0	**72**	1	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**69**	4	0
R-18.94		NB Nos. 18-1 and 18-2	Ayrshire Road	SFR	1		65	65	**66**	**66**	1	1	B(67)	A/E	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0

Source: LSA Associates, Inc. (2024).

[1] An * represents an existing wall that would be demolished as part of the project. The existing wall would be reconstructed at the new location and at the existing height at a minimum.

[2] Numbers in **bold** represent noise levels that approach or exceed the Noise Abatement Criteria (NAC) and/or experience a substantial noise increase.

[3] The background noise level was added to the modeled noise levels in where applicable.

[4] 2050 with project traffic noise levels assume zero feet in height for existing walls that would be demolished as part of the project.

[5] Traffic noise from the I-405 only. Traffic volumes from the local roadways were removed in the TNM model.

[6] Activity Categories with no outdoor frequent human use areas were not evaluated against the NAC.

[7] A ** indicates no traffic noise impacts would occur because traffic noise from the I-405 would not contribute noise levels that approach or exceed the NAC due to distance from the I-405 and shielding from walls and/or buildings.

[8] A dash (--) indicates that no barrier was analyzed at this location because the modeled receptor would not approach or exceed the NAC and/or experience a substantial noise increase.

[9] Underlined numbers have been attenuated by at least 5 dBA (i.e., feasible wall height).

[10] Shaded cells indicate the approximate existing wall heights.

A/E = Approach or Exceed
dBA = A-weighted decibels
dBA $L_{eq}(h)$ = equivalent continuous sound level measured per hour in A-weighted decibels
IL = Insertion Loss
NAC = Noise Abatement Criteria
NBR = Number of Benefitted Receptors
NF = Not Feasible
SI = Substantial increase in noise level (12 dBA or more)

Table 3.15.27: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																														
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																															
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet					
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-6.4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	Office	1		73	73	79	78	6	6	E	--	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1	74	5	1			
R-6.5	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		63	63	**66**	**66**	3	3	B(67)	A/E	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0	63	3	0	62	4	0	62	4	0			
R-6.6	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		61	61	62	62	1	1	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0			
R-6.7	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	1		60	60	**66**	65	6	6	B(67)	--**	62	4	0	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1	61	5	1			
R-6.8-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**73**	**73**	**76**	**74**	3	3	B(67)	A/E	**74**	2	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0	**73**	3	0			
R-6.8-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**73**	**73**	**79**	**78**	6	6	B(67)	A/E	**75**	4	0	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3	**74**	5	3			
R-6.8-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**73**	**73**	**80**	**79**	7	7	B(67)	A/E	**78**	2	0	**76**	4	0	**75**	5	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3	**74**	6	3			
R-6.9	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**70**	**70**	**78**	**78**	8	8	B(67)	A/E	**77**	1	0	**76**	2	0	**75**	3	0	**73**	5	1	**71**	7	1	**70**	8	1	**70**	8	1	**69**	9	1						
R-6.10-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**68**	**68**	**72**	**70**	4	4	B(67)	A/E	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0	**69**	3	0			
R-6.10-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**68**	**68**	**76**	**75**	8	8	B(67)	A/E	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2	**70**	6	2			
R-6.11-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		50	50	55	54	5	5	B(67)	--	53	2	0	52	3	0	52	3	0	52	3	0	51	4	0	51	4	0	51	4	0	51	4	0	51	4	0			
R-6.11-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		58	58	**66**	65	8	8	B(67)	--**	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2	60	6	2			
R-6.12	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**67**	**67**	**76**	**75**	9	9	B(67)	A/E	**73**	3	0	**72**	4	0	**70**	6	1	**69**	7	1	**68**	8	1	**68**	8	1	**68**	8	1	**68**	8	1	**68**	8	1			
R-6.13	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		63	63	**69**	**68**	6	6	B(67)	A/E	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1			
R-6.14	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	MFR	1		52	52	58	58	6	6	B(67)	--	56	2	0	55	3	0	54	4	0	54	4	0	54	4	0	54	4	0	54	4	0	54	4	0	54	4	0			
R-6.15	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	1		58	58	62	62	4	4	B(67)	--	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0			
R-6.16	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		58	58	63	63	5	5	B(67)	--	61	2	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0			
R-6.17	EW 6-1*	NB Nos. 6-1 and 6-2	Bentley Avenue	SFR	2		58	58	63	62	5	5	B(67)	--	61	2	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0	60	3	0			
R-6.18	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	1		59	59	64	64	5	5	B(67)	--	62	2	0	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0			
R-6.19	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	3		60	60	63	63	3	3	B(67)	--	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	62	1	0	61	2	0	61	2	0	61	2	0			
R-6.20-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**76**	**76**	**80**	**78**	4	4	B(67)	A/E	**78**	2	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0	**77**	3	0			
R-6.20-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**75**	**75**	**81**	**80**	6	6	B(67)	A/E	**78**	3	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0			
R-6.20-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**74**	**74**	**81**	**80**	7	7	B(67)	A/E	**80**	1	0	**79**	2	0	**78**	3	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0	**77**	4	0			
R-6.21-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**71**	**71**	**78**	**77**	7	7	B(67)	A/E	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0	**74**	4	0			
R-6.21-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**72**	**72**	**79**	**79**	7	7	B(67)	A/E	**76**	3	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0			
R-6.21-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**73**	**73**	**80**	**79**	7	7	B(67)	A/E	**78**	2	0	**77**	3	0	**76**	4	0	**75**	5	1	**75**	5	1	**75**	5	1	**75**	5	1	**75**	5	1	**75**	5	1			
R-6.22-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	5		**77**	**77**	**82**	**80**	5	5	B(67)	A/E	**79**	3	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0	**78**	4	0			
R-6.22-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	5		**78**	**78**	**84**	**84**	6	6	B(67)	A/E	**81**	3	0	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5	**79**	5	5			
R-6.22-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	5		**79**	**79**	**84**	**84**	5	5	B(67)	A/E	**84**	0	0	**83**	1	0	**81**	3	0	**80**	4	0	**80**	4	0	**80**	4	0	**80**	4	0	**80**	4	0	**80**	4	0			
R-6.23	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**69**	**69**	**76**	**76**	7	7	B(67)	A/E	**72**	4	0	**71**	5	1	**71**	5	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1	**70**	6	1			
R-6.24	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	2		55	55	58	57	3	3	B(67)	--	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	56	2	0	56	2	0			
R-6.25	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	1		59	59	61	60	2	2	B(67)	--	61	0	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0			
R-6.26	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	1		**67**	**67**	**73**	**73**	6	6	B(67)	A/E	**71**	2	0	**70**	3	0	**68**	5	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1	**67**	6	1			
R-6.27	EW 6-1*	NB Nos. 6-1 and 6-2	Montana Avenue	SFR	1		60	60	65	65	5	5	B(67)	--	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0			
R-6.28	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	5		65	65	**66**	65	1	1	B(67)	--**	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0			
R-6.29	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	6		**68**	**68**	**69**	**68**	1	1	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0	**67**	2	0			
R-6.30	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	3		**68**	**68**	**67**	**67**	-1	-1	B(67)	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0						
R-6.31	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	4		55	55	56	56	1	1	B(67)	--	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0						
R-6.32	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	4		60	60	62	62	2	2	B(67)	--	62	0	0	61	1	0	61	1	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0	60	2	0			
R-6.33	EW 6-1*	NB Nos. 6-1 and 6-2	Dalkeith Avenue	SFR	4		57	56	59	59	3	2	B(67)	--	58	1	0	58	1	0	57	2	0	57	2	0	56	3	0	56	3	0	56	3	0	56	3	0	56	3	0			
R-6.34	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	4		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	61	1	0	61	1	0	61	1	0	61	1	0			
R-6.35	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	4		61	62	61	61	-1	0	B(67)	--	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0			
R-6.36	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	3		62	62	61	61	-1	-1	B(67)	--	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	61	0	0	60	1	0	60	1	0	60	1	0			
R-6.37	EW 6-1*	NB Nos. 6-1 and 6-2	Homedale Street	SFR	4		64	64	63	63	-1	-1	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	62	1	0	61	2	0	61	2	0	61	2	0			
R-6.38	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		**66**	**66**	**67**	65	1	1	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0			
R-6.39	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	2		**71**	**71**	**70**	**70**	-1	-1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0			
R-6.40	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	2		**69**	**69**	**70**	**70**	1	1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0			
R-6.41	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	2		**67**	**67**	**67**	**67**	0	0	B(67)	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0						
R-6.42	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		55	55	56	55	1	1	B(67)	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0			
R-6.43	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	5		58	58	58	58	0	0	B(67)	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0			
R-6.44	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	3		62	62	62	62	0	0	B(67)	--	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0	62	0	0			
R-6.45	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		64	64	64	64	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0			
R-6.46	EW 6-1*	NB Nos. 6-1 and 6-2	Homedale Street	SFR	5		60	60	60	59	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	59	1	0	59	1	0	59	1	0			
R-6.47	EW 6-1*	NB Nos. 6-1 and 6-2	Homedale Street	SFR	2		62	62	63	63	1	1	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	62	1	0	62	1	0	62	1	0	62	1	0			
R-6.48	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		**69**	**70**	**70**	**69**	0	1	B(67)	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**69**	1	0	**67**	3	0	**66**	4	0	65	5	1
R-6.49	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		65	65	**66**	65	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	63	3	0			
R-6.50	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		63	63	63	63	0	0	B(67)	--	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	63	0	0	62	1	0	62	1	0	61	2	0			
R-6.51	EW 6-1*	NB Nos. 6-1 and 6-2	Bronwood Avenue	SFR	2		61	61	62	61	1	1	B(67)	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	60	2	0	60	2	0			
R-6.52	EW 6-1*	NB Nos. 6-1 and 6-2	Thurston Avenue	SFR	1		64	64	64	64	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0			
R-6.53-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**71**	**71**	**71**	65	0	0	B(67)	--**	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0			
R-6.53-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**72**	**72**	**72**	**69**	0	0	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**70**	2	0	**70**	2	0	**69**	3	0			
R-6.53-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**74**	**75**	**74**	**73**	-1	0	B(67)	A/E	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**73**	1	0	**73**	1	0	**71**	3	0	**71**	3	0			
R-6.54-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**67**	**67**	**67**	63	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0			
R-6.54-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**68**	**68**	**68**	**66**	0	0	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0			
R-6.54-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**70**	**71**	**71**	**69**	0	1	B(67)	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**69**	2	0	**68**	3	0	**68**	3	0	**67**	4	0			
R-6.55-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	2		**77**	**77**	**77**	**70**	0	0	B(67)	A/E	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0			
R-6.55-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**78**	**78**	**78**	**73**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0			
R-6.55-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**80**	**81**	**81**	**79**	0	1	B(67)	A/E	**80**	1	0	**80**	1	0	**80**	1	0	**80**	1	0	**80**	1	0	**80**	1	0	**78**	3	0	**78**	3	0	**78**	3	0			
R-6.55-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	3		**82**	**82**	**82**	**81**	0	0	B(67)	A/E	**82**	0	0	**82**	0	0	**82**	0	0	**82**	0	0	**82**	0	0	**81**	1	0	**81**	1	0	**80**	2	0	**79**	3	0			
R-6.56-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**77**	**77**	**77**	**72**	0	0	B(67)	A/E	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0			
R-6.56-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**78**	**78**	**78**	**74**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**77**	1	0	**77**	1	0	**77**	1	0	**77**	1	0			
R-6.56-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**79**	**80**	**80**	**78**	0	1	B(67)	A/E	**80**	0	0	**80**	0	0	**80**	0	0	**80**	0	0	**80**	0	0	**79**	1	0	**78**	2	0	**78**	2	0	**78**	2	0			
R-6.56-4	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**81**	**81**	**82**	**81**	1	1	B(67)	A/E	**82**	0	0	**82**	0	0	**82**	0	0	**82**	0	0	**82**	0	0	**81**	1	0	**81**	1	0	**79**	3	0	**79**	3	0			
R-6.57-1	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**75**	**75**	**74**	**69**	-1	-1	B(67)	A/E	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**73**	1	0	**73**	1	0			
R-6.57-2	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**75**	**75**	**74**	**71**	-1	-1	B(67)	A/E	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**73**	1	0	**73**	1	0	**73**	1	0			
R-6.57-3	EW 6-1*	NB Nos. 6-1 and 6-2	Sepulveda Boulevard	MFR	1		**78**	**78**	**77**	**76**	-1	-1	B(67)	A/E	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**77**	0	0	**75**

Table 3.15.27: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-9.54	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	SFR	1		**70**	**70**	**71**	**69**	1	1	B(67)	--	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.55	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	65	0	0	B(67)	--**	A/E	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-9.56-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	9		**67**	**67**	**67**	**66**	0	0	B(67)	A/E	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0
R-9.56-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	9		**71**	**71**	**71**	**70**	0	0	B(67)	A/E	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**69**	2	0	**68**	3	0	**68**	3	0	**67**	4	0
R-9.56-4	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	9		**82**	**83**	**83**	**83**	0	1	B(67)	A/E	A/E	**79**	4	0	**79**	4	0	**79**	4	0	**79**	4	0	**79**	4	0	**75**	8	9	**73**	10	9	**71**	12	9	**70**	13	9
R-9.57-2	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		65	**66**	**66**	**66**	0	1	B(67)	A/E	A/E	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	63	3	0	62	4	0	62	4	0
R-9.57-3	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	A/E	**68**	2	0	**68**	2	0	**68**	2	0	**68**	2	0	**68**	2	0	**67**	3	0	**66**	4	0	65	5	2	65	5	2
R-9.58-2	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	A/E	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0	64	2	0	64	2	0
R-9.58-3	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	2		**68**	**68**	**68**	**67**	0	0	B(67)	A/E	A/E	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0
R-9.59-2	EW 9-1	NB Nos. 9-6 and 9-7	Valley Vista Boulevard	MFR	4		**71**	**71**	**71**	60	0	0	B(67)	--**	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.59-3	EW 9-1	NB Nos. 9-6 and 9-7	Valley Vista Boulevard	MFR	4		**71**	**70**	**71**	62	1	0	B(67)	--**	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.60-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	3		**70**	**70**	**70**	62	0	0	B(67)	--**	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.60-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	3		**71**	**70**	**70**	64	0	-1	B(67)	--**	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.61	EW 9-1	NB Nos. 9-6 and 9-7	Sutton Street	MFR	1		70	69	69	60	0	-1	B	--	--	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0	69	0	0
R-9.62-1	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	5		64	65	65	65	0	1	B(67)	--	A/E	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0
R-9.62-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	5		**66**	**67**	**67**	**66**	0	1	B(67)	A/E	A/E	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0	64	3	0	64	3	0	63	4	0
R-9.62-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	5		**70**	**70**	**70**	**70**	0	0	B(67)	A/E	A/E	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**68**	2	0	**67**	3	0	**66**	4	0	**66**	4	0
R-9.63-1	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**70**	**70**	**70**	62	0	0	B(67)	--**	A/E	**70**	0	0	**70**	0	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-9.63-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**71**	**70**	**70**	64	0	-1	B(67)	--**	A/E	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0	**70**	0	0
R-9.63-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**71**	**71**	**71**	**68**	0	0	B(67)	A/E	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0
R-9.63-4	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	4		**72**	**72**	**72**	**70**	0	0	B(67)	A/E	A/E	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0	**70**	2	0	**70**	2	0
R-9.64-1	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**72**	**71**	**71**	**66**	0	-1	B(67)	A/E	A/E	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**71**	0	0	**70**	1	0
R-9.64-2	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**73**	**73**	**73**	**70**	0	0	B(67)	A/E	A/E	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0	**71**	2	0
R-9.64-3	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**74**	**74**	**74**	**72**	0	0	B(67)	A/E	A/E	**73**	1	0	**73**	1	0	**72**	2	0	**72**	2	0	**72**	2	0	**72**	2	0	**71**	3	0	**71**	3	0	**71**	3	0
R-9.64-4	EW 9-1	NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	7		**75**	**75**	**75**	**74**	0	0	B(67)	A/E	A/E	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0	**74**	1	0	**73**	2	0	**73**	2	0	**72**	3	0	**72**	3	0
R-9.65		NB Nos. 9-6 and 9-7	Sepulveda Boulevard	MFR	1		**70**	**70**	**70**	**67**	0	0	B(67)	A/E	A/E	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0	**69**	1	0
R-16.63-2	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		65	65	**67**	**67**	2	2	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	0	0	**67**	0	0	**67**	0	0
R-16.63-3	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		**68**	**68**	**69**	**69**	1	1	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0
R-16.63-4	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**73**	1	0	**73**	1	0	**72**	2	0
R-16.63-5	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**76**	2	0	**74**	4	0
R-16.64-1	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	5		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	0	0	65	0	0	65	0	0
R-16.64-2	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	5		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0
R-16.64-3	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	5		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**70**	1	0	**69**	2	0	**69**	2	0
R-16.65-2	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	1		64	64	65	65	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	1	0	63	2	0	63	2	0
R-16.65-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	65	3	0	65	3	0
R-16.66-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		63	63	64	64	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	1	0	62	2	0	62	2	0
R-16.66-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		65	65	**67**	**66**	2	2	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	2	0	64	3	0	64	3	0
R-16.67	EW 16-1	NB No. 16-2	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	53	2	0	53	2	0
R-16.68-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0
R-16.68-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0
R-16.69-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	55	0	0	54	1	0	54	1	0
R-16.69-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	0	0	57	1	0	57	1	0
R-16.69-4	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	65	3	0	65	3	0
R-16.70-2	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	64	2	0
R-16.70-3	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0
R-16.70-4	EW 16-1	NB No. 16-2	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2*	NB No. 16-2	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.72	EW 16-2*	NB No. 16-2	Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	--	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0
R-16.73	EW 16-2*	NB No. 16-2	Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-16.74	EW 16-2*	NB No. 16-2	Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0
R-16.75	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0
R-16.76-2	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	A/E	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0
R-16.76-3	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	A/E	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0	65	2	0
R-16.76-4	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2*	NB No. 16-2	Santa Monica Boulevard	Commercial	1		68	68	69	63	1	1	F	--	--	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.78	EW 16-2*	NB No. 16-2	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	--	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	--	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
R-17.2	EW 16-2	NB No. 16-2	Santa Monica Boulevard	Commercial	1		62	62	65	64	3	3	F	--	--	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0
R-17.3-1	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	A/E	**67**	3	0	**67**	3	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0
R-17.3-2	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	A/E	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**66**	5	2	**66**	5	2	**66**	5	2
R-17.3-3	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**68**	**67**	**75**	**75**	8	7	B(67)	A/E	A/E	**69**	6	2	**69**	6	2	**68**	7	2	**67**	8	2	**67**	8	2	**67**	8	2	**67**	8	2	**67**	8	2	**67**	8	2
R-17.3-4	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	2		**69**	**69**	**76**	**75**	7	7	B(67)	A/E	A/E	**72**	4	0	**71**	5	2	**70**	6	2	**69**	7	2	**69**	7	2	**69**	7	2	**69**	7	2	**68**	8	2	**68**	8	2
R-17.4-1	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		64	63	**68**	**67**	5	4	B(67)	A/E	A/E	65	3	0	64	4	0	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1
R-17.4-2	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	A/E	**66**	3	0	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	64	5	1	63	6	1
R-17.4-3	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		**66**	**66**	**73**	**72**	7	7	B(67)	A/E	A/E	**68**	5	1	**67**	6	1	**66**	7	1	**66**	7	1	**66**	7	1	**66**	7	1	65	8	1	65	8	1	65	8	1
R-17.4-4	EW 16-2	NB No. 16-2	Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	A/E	**70**	4	0	**69**	5	1	**68**	6	1	**68**	6	1	**67**	7	1	**67**	7	1	**67**	7	1	**66**	8	1	**66**	8	1
R-17.5-1	EW 17-1*	NB No. 16-2	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	A/E	**69**	2	0	**69**	2	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0
R-17.5-2	EW 17-1*	NB No. 16-2	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	A/E	**71**	2	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0
R-17.5-3	EW 17-1*	NB No. 16-2	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	A/E	**73**	3	0	**73**	3	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0
R-17.5-4	EW 17-1*	NB No. 16-2	Beloit Avenue	MFR	10		**69**	**69**	**79**	**79**	10	10	B(67)	A/E	A/E	**76**	3	0	**76**	3	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0
R-17.10	EW 16-2	NB No. 16-2	Massachusetts Avenue	Commercial	1		61	60	64	64	4	3	F	--	--	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
R-17.11	EW 16-2*	NB No. 16-2	Sawtelle Boulevard	Hotel	1		54	54	56	54	2	2	E	--	--	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0
R-16.1	EW 16-1*	NB Nos. 16-1 and 16-2	Olympic Boulevard	Commercial	1		70	68	69	69	1	-1	F	--	--	69	0	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.2-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	8		**66**	**66**	**77**	**77**	11	11	B(67)	A/E	A/E	**70**	7	8	**69**	8	8	**68**	9	8	**67**	10	8	**66**	11	8	**66**	11	8	**66**	11	8	65	12	8	65	12	8
R-16.2-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	8		**68**	**67**	**77**	**77**	10	9	B(67)	A/E	A/E	**75**	2	0	**73**	4	0	**71**	6	8	**69**	8	8	**68**	9	8	**68**	9	8	**67**	10	8	**67**	10	8	**66**	11	8
R-16.3-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		52	50	56	56	6	4	B(67)	--	--	55	1	0	55	1	0	54	2	0	52	4	0	51	5	2	50	6	2	49	7	2	48	8	2	48	8	2
R-16.3-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		55	53	58	58	5	3	B(67)	--	--	58	0	0	57	1	0	56	2	0	55	3	0	53	5	2	52	6	2	52	6	2	51	7	2	51	7	2
R-16.4-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	3		53	50	51	50	1	-2	B(67)	--	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0	50	1	0
R-16.4-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	3		63	55	56	56	1	-7	B(67)	--	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1

Table 3.15.27: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.11-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**74**	4	0	**72**	6	2	**70**	8	2	**68**	10	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.11-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**71**	**71**	**78**	**78**	7	7	B(67)	A/E	**78**	0	0	**77**	1	0	**76**	2	0	**74**	4	0	**71**	7	2	**69**	9	2	**68**	10	2	**67**	11	2	**66**	12	2
R-16.12-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		57	52	53	49	1	-4	B(67)	--	53	0	0	53	0	0	53	0	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0
R-16.13-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	1	**71**	7	1	**69**	9	1	**67**	11	1	**66**	12	1	65	13	1	64	14	1			
R-16.14-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	2	**71**	7	2	**69**	9	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.14-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**72**	**72**	**79**	**79**	7	7	B(67)	A/E	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2
R-16.15	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**71**	**70**	**72**	**72**	2	1	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0	**69**	3	0	**68**	4	0
R-16.16	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		55	52	51	48	-1	-4	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
R-16.17-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**70**	**70**	**79**	**78**	9	9	B(67)	A/E	**78**	1	0	**76**	3	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2	65	14	2
R-16.17-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**75**	**75**	**79**	**79**	4	4	B(67)	A/E	**78**	1	0	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**73**	6	2	**71**	8	2	**69**	10	2	**67**	12	2
R-16.18	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	SFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	64	4	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	60	8	1	60	8	1	60	8	1
R-16.19	EW 16-1*	NB Nos. 16-1 and 16-2	La Grange Avenue	SFR	1		63	63	**75**	**75**	12	12	B(67)	A/E SI	**67**	8	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1
R-16.20	EW 16-1*	NB Nos. 16-1 and 16-2	La Grange Avenue	SFR	1		59	59	**68**	**68**	9	9	B(67)	A/E	63	5	1	62	6	1	61	7	1	59	9	1	59	9	1	58	10	1	58	10	1	57	11	1	57	11	1
R-16.21	EW 16-1*	NB Nos. 16-1 and 16-2	La Grange Avenue	SFR	1		61	61	**70**	**70**	9	9	B(67)	A/E	65	5	1	64	6	1	63	7	1	62	8	1	61	9	1	60	10	1	60	10	1	60	10	1	59	11	1
R-16.22	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		65	64	65	52	1	0	E(72)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0
R-16.23	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		64	64	65	57	1	1	E(72)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-16.24	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Wellness Center	1		60	58	67	67	9	7	E(72)	--	61	6	1	61	6	1	60	7	1	59	8	1	59	8	1	58	9	1	57	10	1	57	10	1	56	11	1
R-16.25	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		66	66	66	55	0	0	E(72)	--	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0
R-16.26-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**70**	**70**	**80**	**80**	10	10	B(67)	A/E	**78**	2	0	**76**	4	0	**73**	7	2	**72**	8	2	**70**	10	2	**69**	11	2	**68**	12	2	**67**	13	2	**66**	14	2
R-16.27-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	2	**74**	7	2	**72**	9	2	**70**	11	2	**69**	12	2	**68**	13	2	**67**	14	2	**67**	14	2
R-16.27-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**75**	**75**	**81**	**81**	6	6	B(67)	A/E	**81**	0	0	**80**	1	0	**79**	2	0	**78**	3	0	**75**	6	2	**73**	8	2	**71**	10	2	**69**	12	2	**68**	13	2
R-16.28-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**70**	**70**	**80**	**80**	10	10	B(67)	A/E	**77**	3	0	**75**	5	1	**73**	7	1	**71**	9	1	**70**	10	1	**69**	11	1	**68**	12	1	**67**	13	1	**66**	14	1
R-16.28-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**74**	**74**	**81**	**81**	7	7	B(67)	A/E	**80**	1	0	**80**	1	0	**79**	2	0	**78**	3	0	**75**	6	1	**72**	9	1	**70**	11	1	**69**	12	1	**68**	13	1
R-16.29	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**66**	**66**	**79**	**79**	13	13	B(67)	A/E SI	**71**	8	1	**70**	9	1	**68**	11	1	**67**	12	1	**66**	13	1	**66**	13	1	65	14	1	65	14	1	64	15	1
R-16.30-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	7	**73**	8	7	**71**	10	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7	**66**	15	7
R-16.30-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		**71**	**71**	**81**	**81**	10	10	B(67)	A/E	**80**	1	0	**79**	2	0	**76**	5	7	**74**	7	7	**72**	9	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7
R-16.31	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		55	55	57	57	2	2	B(67)	--	57	0	0	57	0	0	56	1	0	56	1	0	55	2	0	54	3	0	53	4	0	51	6	2	50	7	2
R-16.32-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		56	52	55	55	3	-1	B(67)	--	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	52	3	0	51	4	0	51	4	0	50	5	7
R-16.32-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	7		56	54	57	56	3	1	B(67)	--	56	1	0	56	1	0	55	2	0	55	2	0	54	3	0	53	4	0	53	4	0	52	5	7			
R-16.33-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		63	64	**75**	**75**	11	12	B(67)	A/E SI	**68**	7	1	**67**	8	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	62	13	1	61	14	1
R-16.33-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		65	65	**74**	**74**	9	9	B(67)	A/E	**71**	3	0	**70**	4	0	**68**	6	1	**67**	7	1	65	9	1	64	10	1	63	11	1	62	12	1	62	12	1
R-16.34-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		62	62	**73**	**73**	11	11	B(67)	A/E	**66**	7	1	65	8	1	64	9	1	63	10	1	62	11	1	61	12	1	61	12	1	60	13	1	60	13	1
R-16.34-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**72**	**72**	8	8	B(67)	A/E	**69**	3	0	**68**	4	0	**66**	6	1	65	7	1	64	8	1	63	9	1	62	10	1	62	10	1	61	11	1
R-16.35	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Office	1		64	64	64	50	0	0	E(72)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-16.36-2	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	4		58	55	58	58	3	0	B(67)	--	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0	55	3	0	55	3	0	54	4	0
R-16.36-3	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	4		59	58	61	60	3	2	B(67)	--	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	58	3	0	57	4	0	57	4	0	56	5	4
R-16.37-1	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	3		55	54	57	56	3	2	B(67)	--	56	1	0	56	1	0	55	2	0	55	2	0	54	3	0	54	3	0	53	4	0	52	5	3	52	5	3
R-16.37-2	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	3		61	59	**67**	**67**	8	6	B(67)	A/E	64	3	0	62	5	3	61	6	3	60	7	3	59	8	3	58	9	3	58	9	3	58	9	3	58	9	3
R-16.38-2	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		61	61	**70**	**69**	9	9	B(67)	A/E	**66**	4	0	64	6	1	63	7	1	62	8	1	61	9	1	61	9	1	61	9	1	60	10	1	60	10	1
R-16.38-3	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**69**	2	0	**69**	2	0	**67**	4	0	65	6	1	64	7	1	62	9	1	62	9	1	61	10	1	60	11	1
R-16.39-2	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
R-16.39-3	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**68**	1	0	**67**	2	0	**66**	3	0	65	4	0	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1
R-16.40-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		62	62	**75**	**75**	13	13	B(67)	A/E SI	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	62	13	1	61	14	1	60	15	1	60	15	1
R-16.40-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		65	65	**75**	**75**	10	10	B(67)	A/E	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1
R-16.41-1	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		57	57	**70**	**70**	13	13	B(67)	A/E SI	62	8	2	61	9	2	60	10	2	58	12	2	57	13	2	57	13	2	56	14	2	55	15	2	55	15	2
R-16.41-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		58	58	**69**	**69**	11	11	B(67)	A/E	65	4	0	63	6	2	62	7	2	60	9	2	59	10	2	57	12	2	57	12	2	56	13	2	55	14	2
R-16.42-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**70**	4	0	**68**	6	1	**66**	8	1	65	9	1	64	10	1	63	11	1	62	12	1	61	13	1	60	14	1
R-16.42-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**68**	**68**	**75**	**75**	7	7	B(67)	A/E	**75**	0	0	**74**	1	0	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	64	11	1	63	12	1	62	13	1
R-16.43-2	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**71**	3	0	**69**	5	1	**67**	7	1	65	9	1	64	10	1	63	11	1	62	12	1	62	12	1	61	13	1
R-16.43-3	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**74**	1	0	**74**	1	0	**72**	3	0	**71**	4	0	**69**	6	1	**67**	8	1	65	10	1	64	11	1	62	13	1
R-16.44	EW 16-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		62	62	72	72	10	10	B	--	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	61	11	2	61	11	2	60	12	2	59	13	2
R-16.45-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**71**	**71**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	63	8	1	62	9	1	61	10	1	61	10	1
R-16.46	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		62	62	69	69	7	7	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	8	1	60	9	1	60	9	1	59	10	1
R-16.47-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	6	2	60	7	2	59	8	2			
R-16.48	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	SFR	1		54	54	54	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	1	0	53	1	0	52	2	0	51	3	0
R-16.49	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		61	61	65	65	4	4	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	61	4	0	60	5	1	59	6	1	59	6	1
R-16.50	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		61	61	65	65	4	4	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	60	5	1	60	5	1	59	6	1	59	6	1
R-16.51	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	62	2	0	60	4	0	60	4	0	59	5	1
R-16.52	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	57	3	0	57	3	0	56	4	0
R-16.53-1	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		51	51	51	50	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	50	1	0	50	1	0	50	1	0
R-16.53-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	53	2	0
R-16.54	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Restaurant	1		51	51	53	53	2	2	E(72)	--	53	0	0	52	1	0	52	1	0	52	1	0	51	2	0	51	2	0	51	2	0	51	2	0	51	2	0
R-16.55	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	SFR	1		51	51	52	51	1	1	B	--	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	50	2	0	50	2	0	49	3	0	48	4	0
R-16.56	EW 16-1*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		50	50	50	50	0	0	B	--	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	49	1	0	49	1	0	48	2	0	48	2	0
R-16.57	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Office	1		51	51	51	50	0	0	E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	0	0	51	0	0	51	0	0	51	0	0
R-16.58	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		50	50	50	48	0	0	B	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	50	0	0	49	1	0	49	1	0	49	1	0
R-16.59	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	SFR	1		52	52	52	51	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	51	1	0	51	1	0	51	1	0	50	2	0
R-16.60-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	54	1	0	53	2	0
R-16.60-3	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		59	59	60	59	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	58	2	0	58	2	0	57	3	0	57	3	0
R-16.61-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		56	56	57	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0
R-16.61-3	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	1		58	58	58	56	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	56	2	0	56	2	0
R-16.62-1	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**66**	**66**	**68**	**68**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	3	0	64	4	0	63	5	2	63	5	2
R-16.62-2	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**68**	**68**	**70**	**70**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	3	0	**66**	4	0	65	5	2	64	6	2
R-16.62-3	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**73**	**73**	**74**	**74**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**71**	3	0	**69**	5	2	**68**	6	2	**66**	8	2
R-16.62-4	EW 16-1	NB Nos. 16-1 and 16-2	Nebraska Avenue	MFR	2		**79**	**79**	**79**	**79**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	2	0	**76**	3	0	**74**	5	2	**71**	8	2
R-16.63-2	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		65	65	**67**	**67**	2	2	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	64	3	0	63	4	0	62	5	4	61	6	4
R-16.63-3	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		**68**	**68**	**69**	**69**	1	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	2	0	**66**	3	0	65	4	0	63	6	4
R-16.63-4	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**72**	2	0	**69**	5	4	**68**	6	4	**67**	7	4
R-16.63-5	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**77**	1	0	**75**	3	0	**73**	5	4	**72**	6	4
R-16.64-1	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	5		64	64	65	65	1	1	B(67)

Table 3.15.27: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																										
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																											
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.67	EW 16-1	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	2	0	53	2	0	52	3	0	52	3	0
R-16.68-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	56	1	0	56	1	0	55	2	0	55	2	0
R-16.68-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	56	2	0	56	2	0	55	3	0
R-16.69-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	54	1	0	54	1	0	53	2	0	53	2	0
R-16.69-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	57	1	0	57	1	0	56	2	0	56	2	0
R-16.69-4	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**66**	2	0	65	3	0	65	3	0	65	3	0
R-16.70-2	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	65	1	0	65	1	0	64	2	0	64	2	0
R-16.70-3	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.70-4	EW 16-1	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.72	EW 16-2*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0
R-16.73	EW 16-2*	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	60	2	0
R-16.74	EW 16-2*	NB Nos. 16-1 and 16-2	Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0
R-16.75	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0
R-16.76-2	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0
R-16.76-3	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0	65	2	0
R-16.76-4	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2*	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Commercial	1		68	68	69	63	1	1	F	--	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.78	EW 16-2*	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
R-17.2	EW 16-2	NB Nos. 16-1 and 16-2	Santa Monica Boulevard	Commercial	1		62	62	65	64	3	3	F	--	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0
R-17.3-1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	**67**	3	0	**67**	3	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0
R-17.3-2	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**66**	5	2	**66**	5	2	**66**	5	2	**66**	5	2
R-17.3-3	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**68**	**67**	**75**	**75**	8	7	B(67)	A/E	**69**	6	2	**68**	7	2	**68**	7	2	**67**	8	2	**67**	8	2	**67**	8	2	**67**	8	2	**67**	8	2	**66**	9	2
R-17.3-4	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	2		**69**	**69**	**76**	**75**	7	7	B(67)	A/E	**72**	4	0	**70**	6	2	**69**	7	2	**68**	8	2	**68**	8	2	**68**	8	2	**68**	8	2	**68**	8	2	**68**	8	2
R-17.4-1	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	63	**68**	**67**	5	4	B(67)	A/E	65	3	0	64	4	0	64	4	0	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1
R-17.4-2	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	63	5	1	63	6	1
R-17.4-3	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**66**	**66**	**73**	**72**	7	7	B(67)	A/E	**68**	5	1	**67**	6	1	**66**	7	1	**66**	7	1	**66**	7	1	65	8	1	65	8	1	65	8	1	65	8	1
R-17.4-4	EW 16-2	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	**70**	4	0	**69**	5	1	**68**	6	1	**68**	6	1	**67**	7	1	**67**	7	1	**66**	8	1	**66**	8	1	**66**	8	1
R-17.5-1	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	2	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0	**68**	3	0
R-17.5-2	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	**71**	2	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0	**70**	3	0
R-17.5-3	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	**73**	3	0	**73**	3	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0	**72**	4	0
R-17.5-4	EW 17-1*	NB Nos. 16-1 and 16-2	Beloit Avenue	MFR	10		**69**	**69**	**79**	**79**	10	10	B(67)	A/E	**76**	3	0	**76**	3	0	**76**	3	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0	**75**	4	0
R-17.10	EW 16-2	NB Nos. 16-1 and 16-2	Massachusetts Avenue	Commercial	1		61	60	64	64	4	3	F	--	61	3	0	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
R-17.11	EW 16-2*	NB Nos. 16-1 and 16-2	Sawtelle Boulevard	Hotel	1		54	54	56	54	2	2	E	--	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0
R-16.64-1	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	5		64	64	65	65	1	1	B(67)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0
R-16.64-2	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	5		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0
R-16.64-3	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	5		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**69**	2	0	**69**	2	0	**69**	2	0
R-16.65-2	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		64	64	65	65	1	1	B(67)	--	65	0	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0
R-16.65-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0	65	3	0
R-16.66-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		63	63	64	64	1	1	B(67)	--	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0
R-16.66-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		65	65	**67**	**66**	2	2	B(67)	A/E	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	64	3	0	64	3	0	64	3	0
R-16.67	EW 16-1	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0	52	3	0
R-16.68-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	56	1	0	56	1	0
R-16.68-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	58	0	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0
R-16.69-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0
R-16.69-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0
R-16.69-4	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	65	3	0	65	3	0	65	3	0
R-16.70-2	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0
R-16.70-3	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0
R-16.70-4	EW 16-1	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2*	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.72	EW 16-2*	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0
R-16.73	EW 16-2*	NB Nos. 16-2 and 17-1	Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0
R-16.74	EW 16-2*	NB Nos. 16-2 and 17-1	Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0
R-16.75	EW 16-2*	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0
R-16.76-2	EW 16-2*	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0
R-16.76-3	EW 16-2*	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0	65	2	0
R-16.76-4	EW 16-2*	NB Nos. 16-2 and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2*	NB Nos. 16-2 and 17-1	Santa Monica Boulevard	Commercial	1		68	68	69	63	1	1	F	--	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.78	EW 16-2*	NB Nos. 16-2 and 17-1	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
R-17.2	EW 16-2	NB Nos. 16-2 and 17-1	Santa Monica Boulevard	Commercial	1		62	62	65	64	3	3	F	--	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0
R-17.3-1	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	**67**	3	0	**67**	3	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0
R-17.3-2	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**67**	4	0	**66**	5	2	**66**	5	2	**66**	5	2
R-17.3-3	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		**68**	**67**	**75**	**75**	8	7	B(67)	A/E	**69**	6	2	**68**	7	2	**68**	7	2	**67**	8	2	**67**	8	2	**67**	8	2	**67**	8	2	**67**	8	2	**66**	9	2
R-17.3-4	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	2		**69**	**69**	**76**	**75**	7	7	B(67)	A/E	**72**	4	0	**70**	6	2	**70**	6	2	**69**	7	2	**68**	8	2	**68**	8	2	**68**	8	2	**68**	8	2	**68**	8	2
R-17.4-1	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		64	63	**68**	**67**	5	4	B(67)	A/E	65	3	0	64	4	0	64	4	0	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1
R-17.4-2	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	63	6	1	63	6	1
R-17.4-3	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		**66**	**66**	**73**	**72**	7	7	B(67)	A/E	**68**	5	1	**67**	6	1	**66**	7	1	**66**	7	1	**65**	8	1	65	8	1	65	8	1	65	8	1	65	8	1
R-17.4-4	EW 16-2	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	**70**	4	0	**69**	5	1	**68**	6	1	**67**	7	1	**67**	7	1	**66**	8	1	**66**	8	1	**66**	8	1	**66**	8	1
R-17.5-1	EW 17-1*	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**67**	4	0	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10
R-17.5-2	EW 17-1*	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10	**66**	7	10
R-17.5-3	EW 17-1*	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	**71**	5	10	**70**	6	10	**69**	7	10	**68**	8	10	**67**	9	10	**67**	9	10	**67**	9	10	**66**	10	10	**66**	10	10
R-17.5-4	EW 17-1*	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	10		**69**	**69**	**79**	**79**	10	10	B(67)	A/E	**74**	5	10	**72**	7	10	**71**	8	10	**70**	9	10	**69**	10	10	**68**	11	10	**68**	11	10	**68**	11	10	**67**	12	10
R-17.6	EW 17-1*	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	1		55	55	62	62	7	7	B	--	58	4	0	57	5	1	56	6	1	55	7	1	55	7	1	54	8	1	54	8	1	54	8	1	54	8	1
R-17.7	EW 17-1*	NB Nos. 16-2 and 17-1	Beloit Avenue	MFR	3		64	64	68	67	4	4	B	--	65	3	0	65	3	0	64	4	0	64	4	0	64	4	0	64	4	0	63	5	3	63	5	3	63	5	3
R-17.8	EW 17-1*	NB Nos. 16-2 and 17-1	Beloit Avenue	SFR	1		62	62	65	63	3	3

Table 3.15.27: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.3-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		52	50	56	56	6	4	B(67)	--	55	1	0	55	1	0	54	2	0	52	4	0	51	5	2	50	6	2	49	7	2	49	7	2	48	8	2
R-16.3-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		55	53	58	58	5	3	B(67)	--	58	0	0	57	1	0	56	2	0	55	3	0	53	5	2	52	6	2	52	6	2	51	7	2	51	7	2
R-16.4-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	3		53	50	51	50	1	-2	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0	50	1	0
R-16.4-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	3		63	55	56	56	1	-7	B(67)	--	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	56	0	0	55	1	0	55	1	0	55	1	0
R-16.5	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	SFR	1		64	63	**71**	**71**	8	7	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	64	7	1	63	8	1	63	8	1	62	9	1	62	9	1
R-16.6-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	1		**66**	**66**	**77**	**77**	11	11	B(67)	A/E	**72**	5	1	**70**	7	1	**69**	8	1	**68**	9	1	**67**	10	1	**66**	11	1	65	12	1	65	12	1	65	12	1
R-16.6-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	1		**66**	**66**	**75**	**75**	9	9	B(67)	A/E	**74**	1	0	**73**	2	0	**71**	4	0	**68**	7	1	**66**	9	1	64	11	1	63	12	1	62	13	1	61	14	1
R-16.7	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	2		57	57	**68**	**68**	11	11	B(67)	A/E	61	7	2	60	8	2	59	9	2	58	10	2	57	11	2	57	11	2	56	12	2	55	13	2	55	13	2
R-16.8	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		54	53	53	44	0	-1	E(72)	--	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0	53	0	0
R-16.9	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		42	42	42	42	0	0	B(67)	--	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	42	0	0	41	1	0	41	1	0
R-16.10	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Mississippi Avenue	MFR	2		**74**	**74**	**78**	**78**	4	4	B(67)	A/E	**78**	0	0	**78**	0	0	**77**	1	0	**76**	2	0	**75**	3	0	**72**	6	2	**69**	9	2	**68**	10	2	**67**	11	2
R-16.11-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**74**	4	0	**72**	6	2	**70**	8	2	**68**	10	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.11-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**71**	**71**	**78**	**78**	7	7	B(67)	A/E	**78**	0	0	**77**	1	0	**76**	2	0	**74**	4	0	**71**	7	2	**69**	9	2	**68**	10	2	**67**	11	2	**66**	12	2
R-16.12-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		57	52	53	49	1	-4	B(67)	--	53	0	0	53	0	0	53	0	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0	52	1	0
R-16.13-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	1	**71**	7	1	**69**	9	1	**67**	11	1	**66**	12	1	65	13	1	64	14	1	64	14	1
R-16.14-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**78**	**78**	11	11	B(67)	A/E	**75**	3	0	**73**	5	2	**71**	7	2	**69**	9	2	**67**	11	2	**66**	12	2	65	13	2	65	13	2	64	14	2
R-16.14-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**72**	**72**	**79**	**79**	7	7	B(67)	A/E	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2
R-16.15	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**71**	**70**	**72**	**72**	2	1	B(67)	A/E	**72**	0	0	**72**	0	0	**72**	0	0	**71**	1	0	**71**	1	0	**70**	2	0	**70**	2	0	**69**	3	0	**68**	4	0
R-16.16	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		55	52	51	48	-1	-4	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0
R-16.17-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**70**	**70**	**79**	**78**	9	9	B(67)	A/E	**78**	1	0	**76**	3	0	**75**	4	0	**72**	7	2	**70**	9	2	**68**	11	2	**67**	12	2	**66**	13	2	65	14	2
R-16.17-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**75**	**75**	**79**	**79**	4	4	B(67)	A/E	**78**	1	0	**78**	1	0	**77**	2	0	**76**	3	0	**75**	4	0	**73**	6	2	**71**	8	2	**69**	10	2	**67**	12	2
R-16.18	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	SFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	64	4	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	60	8	1	60	8	1	60	8	1
R-16.19	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	La Grange Avenue	SFR	1		63	63	**75**	**75**	12	12	B(67)	A/E SI	**67**	8	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1	61	14	1	60	15	1
R-16.20	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	La Grange Avenue	SFR	1		59	59	**68**	**68**	9	9	B(67)	A/E	63	5	1	62	6	1	61	7	1	59	9	1	59	9	1	58	10	1	58	10	1	57	11	1	57	11	1
R-16.21	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	La Grange Avenue	SFR	1		61	61	**70**	**70**	9	9	B(67)	A/E	65	5	1	64	6	1	63	7	1	62	8	1	61	9	1	60	10	1	60	10	1	60	10	1	59	11	1
R-16.22	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		65	64	65	52	1	0	E(72)	--	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	65	0	0	64	1	0	64	1	0
R-16.23	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		64	64	65	57	1	1	E(72)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0
R-16.24	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Wellness Center	1		60	58	67	67	9	7	E(72)	--	61	6	1	61	6	1	60	7	1	59	8	1	59	8	1	58	9	1	57	10	1	57	10	1	56	11	1
R-16.25	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		66	66	66	55	0	0	E(72)	--	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0	66	0	0
R-16.26-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**70**	**70**	**80**	**80**	10	10	B(67)	A/E	**78**	2	0	**76**	4	0	**73**	7	2	**72**	8	2	**70**	10	2	**69**	11	2	**68**	12	2	**67**	13	2	**66**	14	2
R-16.27-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	2	**74**	7	2	**72**	9	2	**70**	11	2	**69**	12	2	**68**	13	2	**67**	14	2	**67**	14	2
R-16.27-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**75**	**75**	**81**	**81**	6	6	B(67)	A/E	**81**	0	0	**80**	1	0	**79**	2	0	**78**	3	0	**75**	6	2	**73**	8	2	**71**	10	2	**69**	12	2	**68**	13	2
R-16.28-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**70**	**70**	**80**	**80**	10	10	B(67)	A/E	**77**	3	0	**75**	5	1	**73**	7	1	**71**	9	1	**70**	10	1	**69**	11	1	**68**	12	1	**67**	13	1	**66**	14	1
R-16.28-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**74**	**74**	**81**	**81**	7	7	B(67)	A/E	**80**	1	0	**79**	2	0	**78**	3	0	**75**	6	1	**72**	9	1	**70**	11	1	**69**	12	1	**68**	13	1	**68**	13	1
R-16.29	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**66**	**66**	**79**	**79**	13	13	B(67)	A/E SI	**71**	8	1	**70**	9	1	**68**	11	1	**67**	12	1	**66**	13	1	**66**	13	1	65	14	1	65	14	1	64	15	1
R-16.30-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		**70**	**70**	**81**	**81**	11	11	B(67)	A/E	**78**	3	0	**76**	5	7	**73**	8	7	**71**	10	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7	**66**	15	7
R-16.30-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		**71**	**71**	**81**	**81**	10	10	B(67)	A/E	**80**	1	0	**79**	2	0	**76**	5	7	**74**	7	7	**72**	9	7	**70**	11	7	**69**	12	7	**68**	13	7	**67**	14	7
R-16.31	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		55	55	57	57	2	2	B(67)	--	57	0	0	57	0	0	56	1	0	56	1	0	55	2	0	54	3	0	53	4	0	51	6	2	50	7	2
R-16.32-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		56	52	55	55	3	-1	B(67)	--	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	52	3	0	51	4	0	51	4	0	50	5	7
R-16.32-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	7		56	54	57	56	3	1	B(67)	--	56	1	0	56	1	0	55	2	0	55	2	0	54	3	0	53	4	0	53	4	0	53	4	0	52	5	7
R-16.33-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		63	64	**75**	**75**	11	12	B(67)	A/E SI	**68**	7	1	**67**	8	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	62	13	1	61	14	1
R-16.33-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		65	65	**74**	**74**	9	9	B(67)	A/E	**71**	3	0	**70**	4	0	**68**	6	1	**67**	7	1	65	9	1	64	10	1	63	11	1	62	12	1	62	12	1
R-16.34-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		62	62	**73**	**73**	11	11	B(67)	A/E	**66**	7	1	65	8	1	64	9	1	63	10	1	62	11	1	61	12	1	61	12	1	60	13	1	60	13	1
R-16.34-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**72**	**72**	8	8	B(67)	A/E	**69**	3	0	**68**	4	0	**66**	6	1	65	7	1	64	8	1	63	9	1	62	10	1	62	10	1	61	11	1
R-16.35	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Office	1		64	64	64	50	0	0	E(72)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0
R-16.36-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	4		58	55	58	58	3	0	B(67)	--	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	55	3	0	55	3	0	54	4	0	54	4	0
R-16.36-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	4		59	58	61	60	3	2	B(67)	--	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	58	3	0	57	4	0	57	4	0	56	5	4
R-16.37-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	3		55	54	57	56	3	2	B(67)	--	56	1	0	56	1	0	55	2	0	55	2	0	54	3	0	54	3	0	53	4	0	52	5	3	52	5	3
R-16.37-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	3		61	59	**67**	**67**	8	6	B(67)	A/E	64	3	0	62	5	3	61	6	3	60	7	3	59	8	3	58	9	3	58	9	3	58	9	3	58	9	3
R-16.38-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		61	61	**70**	**69**	9	9	B(67)	A/E	**66**	4	0	64	6	1	63	7	1	62	8	1	61	9	1	61	9	1	61	9	1	60	10	1	60	10	1
R-16.38-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**69**	2	0	**69**	2	0	**67**	4	0	65	6	1	64	7	1	62	9	1	62	9	1	61	10	1	60	11	1
R-16.39-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		61	61	**68**	**68**	7	7	B(67)	A/E	65	3	0	64	4	0	63	5	1	62	6	1	61	7	1	61	7	1	61	7	1	61	7	1	61	7	1
R-16.39-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**68**	1	0	**67**	2	0	**66**	3	0	65	4	0	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1
R-16.40-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		62	62	**75**	**75**	13	13	B(67)	A/E SI	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	62	13	1	61	14	1	60	15	1	60	15	1
R-16.40-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		65	65	**75**	**75**	10	10	B(67)	A/E	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	65	10	1	64	11	1	63	12	1	62	13	1	61	14	1
R-16.41-1	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		57	57	**70**	**70**	13	13	B(67)	A/E SI	62	8	2	61	9	2	60	10	2	58	12	2	57	13	2	57	13	2	56	14	2	55	15	2	55	15	2
R-16.41-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		58	58	**69**	**69**	11	11	B(67)	A/E	65	4	0	63	6	2	62	7	2	60	9	2	59	10	2	57	12	2	57	12	2	56	13	2	55	14	2
R-16.42-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**70**	4	0	**68**	6	1	**66**	8	1	65	9	1	64	10	1	63	11	1	62	12	1	61	13	1	60	14	1
R-16.42-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**68**	**68**	**75**	**75**	7	7	B(67)	A/E	**75**	0	0	**74**	1	0	**72**	3	0	**70**	5	1	**68**	7	1	**66**	9	1	64	11	1	63	12	1	62	13	1
R-16.43-2	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**74**	**74**	10	10	B(67)	A/E	**71**	3	0	**69**	5	1	**67**	7	1	65	9	1	64	10	1	63	11	1	62	12	1	62	12	1	61	13	1
R-16.43-3	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**69**	**69**	**75**	**75**	6	6	B(67)	A/E	**74**	1	0	**74**	1	0	**72**	3	0	**71**	4	0	**69**	6	1	**67**	8	1	65	10	1	64	11	1	62	13	1
R-16.44	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		62	62	72	72	10	10	B	--	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	61	11	2	61	11	2	60	12	2	59	13	2
R-16.45-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**71**	**71**	7	7	B(67)	A/E	**69**	2	0	**67**	4	0	**66**	5	1	65	6	1	65	6	1	63	8	1	62	9	1	61	10	1	61	10	1
R-16.46	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		62	62	69	69	7	7	B	--	63	6	1	63	6	1	62	7	1	62	7	1	62	7	1	61	8	1	60	9	1	60	9	1	59	10	1
R-16.47-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		62	62	**67**	**67**	5	5	B(67)	A/E	62	5	2	62	5	2	62	5	2	62	5	2	62	5	2	61	6	2	60	7	2	60	7	2	59	8	2
R-16.48	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	SFR	1		54	54	54	54	0	0	B(67)	--	54	0	0	54	0	0	54	0	0	54	0	0	54	0	0	53	1	0	53	1	0	52	2	0	51	3	0
R-16.49	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		61	61	65	65	4	4	B	--	62	3	0	62	3	0	62	3	0	61	4	0	61	4	0	60	5	1	60	5	1	59	6	1	59	6	1
R-16.50	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		61	61	65	65	4	4	B(67)	--	61	4	0	61	4	0	61	4	0	61	4	0	61	4	0	60	5	1	60	5	1	59	6	1	59	6	1
R-16.51	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		64	64	64	64	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	62	2	0	60	4	0	60	4	0	59	5	1
R-16.52	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		60	60	60	60	0	0	B(67)	--	60	0	0	60	0	0	60	0	0	60	0	0	60	0	0	58	2	0	57	3	0	57	3	0	56	4	0
R-16.53-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		51	51	51	50	0	0	B(67)	--	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	50	1	0	50	1	0	50	1	0
R-16.53-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Nebraska Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	54	1	0	53	2	0
R-16.54	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Restaurant	1		51	51	53	53	2	2	E(72)	--	53	0	0	52	1	0	52	1	0	52	1	0	51	2	0	51	2	0	51	2	0	51	2	0	51	2	0
R-16.55	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	SFR	1		51	51	52	51	1	1	B	--	52	0	0	52	0	0	52	0	0	52	0	0	52	0	0	50	2	0	50	2	0	49	3	0	48	4	0
R-16.56	EW 16-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		50	50	50	50	0	0	B	--	50	0	0	50	0	0	50	0	0	50	0	0	50	0	0	49	1	0	49	1	0	48	2	0	48	2	0
R-16.57	EW 16-1	NB Nos. 16-

Table 3.15.27: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-16.63-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		65	65	**67**	**67**	2	2	B(67)	A/E	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0	64	3	0	63	4	0	62	5	4	61	6	4
R-16.63-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		**68**	**68**	**69**	**69**	1	1	B(67)	A/E	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**67**	2	0	**66**	3	0	65	4	0	63	6	4
R-16.63-4	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		**74**	**74**	**74**	**74**	0	0	B(67)	A/E	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**74**	0	0	**72**	2	0	**69**	5	4	**68**	6	4	**67**	7	4
R-16.63-5	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	4		**78**	**78**	**78**	**78**	0	0	B(67)	A/E	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**78**	0	0	**77**	1	0	**75**	3	0	**73**	5	4	**72**	6	4
R-16.64-1	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	5		64	64	65	65	1	1	B(67)	--	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	62	3	0	61	4	0
R-16.64-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	5		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	65	3	0	65	3	0	64	4	0
R-16.64-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	5		**70**	**70**	**71**	**71**	1	1	B(67)	A/E	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**70**	1	0	**69**	2	0	**68**	3	0	**67**	4	0	**67**	4	0
R-16.65-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	65	65	1	1	B(67)	--	65	0	0	64	1	0	64	1	0	64	1	0	64	1	0	64	1	0	63	2	0	63	2	0	63	2	0
R-16.65-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		**67**	**67**	**68**	**68**	1	1	B(67)	A/E	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0	**66**	2	0	65	3	0	65	3	0	65	3	0
R-16.66-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		63	63	64	64	1	1	B(67)	--	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	63	1	0	62	2	0	62	2	0	62	2	0
R-16.66-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		65	65	**67**	**66**	2	2	B(67)	A/E	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	65	2	0	64	3	0	64	3	0	64	3	0
R-16.67	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		54	54	55	54	1	1	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	53	2	0	53	2	0	52	3	0	52	3	0
R-16.68-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		57	56	57	56	1	0	B(67)	--	57	0	0	57	0	0	57	0	0	57	0	0	57	0	0	56	1	0	56	1	0	55	2	0	55	2	0
R-16.68-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		57	57	58	57	1	1	B(67)	--	58	0	0	57	1	0	57	1	0	57	1	0	57	1	0	57	1	0	56	2	0	56	2	0	55	3	0
R-16.69-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		56	55	55	54	0	-1	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.69-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		58	58	58	58	0	0	B(67)	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0	57	1	0	56	2	0	56	2	0
R-16.69-4	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	5		**67**	**66**	**68**	**68**	2	1	B(67)	A/E	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	65	3	0	65	3	0	65	3	0
R-16.70-2	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		65	65	**66**	64	1	1	B(67)	--**	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0
R-16.70-3	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		**67**	**67**	**68**	65	1	1	B(67)	--**	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0
R-16.70-4	EW 16-1	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		**69**	**69**	**69**	**67**	0	0	B(67)	A/E	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**69**	0	0	**68**	1	0	**68**	1	0	**68**	1	0	**68**	1	0
R-16.71	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		55	55	55	54	0	0	B(67)	--	55	0	0	55	0	0	55	0	0	55	0	0	55	0	0	54	1	0	54	1	0	53	2	0	53	2	0
R-16.72	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		60	60	61	60	1	1	B(67)	--	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	60	1	0	59	2	0	59	2	0	59	2	0
R-16.73	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Hotel	1		61	61	62	59	1	1	E(72)	--	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	61	1	0	60	2	0
R-16.74	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Iowa Avenue	Commercial	1		58	58	58	57	0	0	F	--	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	58	0	0	57	1	0
R-16.75	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	1		64	64	64	63	0	0	B(67)	--	64	0	0	64	0	0	64	0	0	64	0	0	64	0	0	63	1	0	63	1	0	63	1	0	63	1	0
R-16.76-2	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	2		**66**	**66**	**66**	64	0	0	B(67)	--**	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	**66**	0	0	65	1	0	65	1	0	64	2	0
R-16.76-3	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**67**	65	0	0	B(67)	--**	**67**	0	0	**67**	0	0	**67**	0	0	**66**	1	0	**66**	1	0	**66**	1	0	65	2	0	65	2	0	65	2	0
R-16.76-4	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	MFR	2		**67**	**67**	**68**	**67**	1	1	B(67)	A/E	**68**	0	0	**68**	0	0	**68**	0	0	**68**	0	0	**67**	1	0	**67**	1	0	**66**	2	0	**66**	2	0	**66**	2	0
R-16.77	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Commercial	1		68	68	69	63	1	1	F	--	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0	68	1	0
R-16.78	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Theater	1		**75/55**	**75/55**	**75/55**	64/44	0	0	D(52)	--**	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0	**75/55**	0	0
R-17.1	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		72	71	73	73	2	1	B	--	72	1	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0	71	2	0
R-17.2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Santa Monica Boulevard	Commercial	1		62	62	65	64	3	3	F	--	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	61	4	0	61	4	0	61	4	0	61	4	0
R-17.3-1	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**66**	**70**	**70**	4	3	B(67)	A/E	**67**	3	0	**67**	3	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0	**66**	4	0
R-17.3-2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**68**	3	0	**67**	4	0	**67**	4	0	**67**	4	0	**66**	5	2	**66**	5	2	**66**	5	2	**66**	5	2
R-17.3-3	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**68**	**67**	**75**	**75**	8	7	B(67)	A/E	**69**	6	2	**68**	7	2	**68**	7	2	**67**	8	2	**67**	8	2	**67**	8	2	**67**	8	2	**67**	8	2	**66**	9	2
R-17.3-4	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	2		**69**	**69**	**76**	**75**	7	7	B(67)	A/E	**72**	4	0	**70**	6	2	**70**	6	2	**69**	7	2	**68**	8	2	**68**	8	2	**68**	8	2	**68**	8	2	**68**	8	2
R-17.4-1	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	63	**68**	**67**	5	4	B(67)	A/E	65	3	0	64	4	0	64	4	0	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1	63	5	1
R-17.4-2	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	**66**	3	0	65	4	0	65	4	0	64	5	1	64	5	1	64	5	1	64	5	1	63	6	1	63	6	1
R-17.4-3	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**66**	**66**	**73**	**72**	7	7	B(67)	A/E	**68**	5	1	**67**	6	1	**66**	7	1	**66**	7	1	65	8	1	65	8	1	65	8	1	65	8	1	65	8	1
R-17.4-4	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	**70**	4	0	**69**	5	1	**68**	6	1	**67**	7	1	**67**	7	1	**66**	8	1	**66**	8	1	**66**	8	1	**66**	8	1
R-17.5-1	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**67**	**67**	**71**	**71**	4	4	B(67)	A/E	**68**	3	0	**67**	4	0	**67**	4	0	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10	**66**	5	10
R-17.5-2	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**73**	**73**	5	5	B(67)	A/E	**70**	3	0	**69**	4	0	**68**	5	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10	**67**	6	10	**66**	7	10
R-17.5-3	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	**71**	5	10	**70**	6	10	**69**	7	10	**68**	8	10	**67**	9	10	**67**	9	10	**67**	9	10	**67**	9	10	**66**	10	10
R-17.5-4	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	10		**69**	**69**	**79**	**79**	10	10	B(67)	A/E	**74**	5	10	**72**	7	10	**71**	8	10	**70**	9	10	**69**	10	10	**68**	11	10	**68**	11	10	**68**	11	10	**67**	12	10
R-17.6	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	1		55	55	62	62	7	7	B	--	58	4	0	57	5	1	56	6	1	55	7	1	55	7	1	55	7	1	54	8	1	54	8	1	54	8	1
R-17.7	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	MFR	3		64	64	68	67	4	4	B	--	65	3	0	65	3	0	64	4	0	64	4	0	64	4	0	64	4	0	63	5	3	63	5	3	63	5	3
R-17.8	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Beloit Avenue	SFR	1		62	62	65	63	3	3	B(67)	--	63	2	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0	62	3	0
R-17.9	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Ohio Avenue	SFR	2		55	55	61	61	6	6	B(67)	--	57	4	0	57	4	0	56	5	2	55	6	2	55	6	2	54	7	2	54	7	2	54	7	2	54	7	2
R-17.10	EW 16-2	NB Nos. 16-1, 16-2, and 17-1	Massachusetts Avenue	Commercial	1		61	60	64	64	4	3	F	--	61	3	0	61	3	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0	60	4	0
R-17.11	EW 16-2*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Hotel	1		54	54	56	54	2	2	E	--	55	1	0	55	1	0	55	1	0	54	2	0	54	2	0	54	2	0	54	2	0	54	2	0	53	3	0
R-17.12	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Sawtelle Boulevard	Rehab	1		59	58	64	63	6	5	E	--	61	3	0	60	4	0	59	5	1	59	5	1	58	6	1	58	6	1	58	6	1	58	6	1	57	7	1
R-17.13	EW 17-1*	NB Nos. 16-1, 16-2, and 17-1	Ohio Avenue	MFR	1		66	66	67	62	1	1	B	--	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0	66	1	0
R-18.7	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**71**	5	1	**70**	6	1	**69**	7	1	**67**	9	1	**66**	10	1	**66**	10	1	65	11	1	64	12	1	64	12	1
R-18.8	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	1		65	65	**73**	**73**	8	8	B(67)	A/E	**69**	4	0	**68**	5	1	**67**	6	1	**66**	7	1	65	8	1	64	9	1	64	9	1	63	10	1	63	10	1
R-18.9	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	1		63	63	**71**	**71**	8	8	B(67)	A/E	**67**	4	0	**66**	5	1	65	6	1	64	7	1	63	8	1	62	9	1	62	9	1	61	10	1	61	10	1
R-18.10	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	2	62	6	2	62	6	2	61	7	2	61	7	2	60	8	2	60	8	2
R-18.11	EW 18-1*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	2		62	62	**66**	**66**	4	4	B(67)	A/E	64	2	0	63	3	0	63	3	0	62	4	0	62	4	0	62	4	0	61	5	2	61	5	2	61	5	2
R-18.12	EW 18-2*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	2		**66**	**66**	**74**	**74**	8	8	B(67)	A/E	**69**	5	2	**68**	6	2	**67**	7	2	**66**	8	2	**66**	8	2	65	9	2	65	9	2	64	10	2	64	10	2
R-18.13	EW 18-2*	NB Nos. 18-1 and 18-2	Chenault Street	SFR	1		65	64	**70**	**70**	6	5	B(67)	A/E	**68**	2	0	**67**	3	0	65	5	1	64	6	1	63	7	1	63	7	1	62	8	1	62	8	1	62	8	1
R-18.14	EW 18-2*	NB Nos. 18-1 and 18-2	Chenault Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	**67**	3	0	**67**	3	0	**66**	4	0	64	6	2	64	6	2	63	7	2	63	7	2	62	8	2	61	9	2
R-18.15	EW 18-2*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	61	7	4	60	8	4
R-18.16	EW 18-2*	NB Nos. 18-1 and 18-2	Waterford Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	62	6	4	62	6	4	61	7	4	61	7	4	60	8	4	60	8	4
R-18.17	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		**67**	**66**	**77**	**77**	11	10	B(67)	A/E	**71**	6	2	**69**	8	2	**68**	9	2	**66**	11	2	65	12	2	64	13	2	64	13	2	63	14	2	63	14	2
R-18.18	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		65	65	**74**	**74**	9	9	B(67)	A/E	**69**	5	2	**68**	6	2	**67**	7	2	**66**	8	2	65	9	2	65	9	2	65	9	2	64	10	2	64	10	2
R-18.19	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		65	64	**73**	**73**	9	8	B(67)	A/E	**68**	5	2	**67**	6	2	**66**	7	2	65	8	2	65	8	2	64	9	2	63	10	2	63	10	2	62	11	2
R-18.20	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		65	64	**71**	**71**	7	6	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	65	6	4	64	7	4	63	8	4	62	9	4	62	9	4	61	10	4
R-18.21	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	**66**	3	0	65	4	0	64	5	4	64	5	4	63	6	4	62	7	4	62	7	4	61	8	4	61	8	4
R-18.22	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	1		**66**	**66**	**76**	**76**	10	10	B(67)	A/E	**70**	6	1	**68**	8	1	**67**	9	1	65	11	1	64	12	1	63	13	1	63	13	1	62	14	1	62	14	1
R-18.23	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	63	9	2	62	10	2	62	10	2	62	10	2	62	10	2
R-18.24	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	**66**	3	0	64	5	2	63	6	2	63	6	2	63	6	2	62	7	2	61	8	2	61	8	2	61	8	2
R-18.25	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	65	3	0	64	4	0	63	5	4	62	6	4	62	6	4	62	6	4	61	7	4	60	8	4	60	8	4
R-18.26	EW 18-2*	NB Nos. 18-1 and 18-2	Burnham Street	SFR	4		61	61	**66**	**66**	5	5	B(67)	A/E	64	2	0	62	4	0	61	5	4	60	6	4	60	6	4	59	7	4	59	7	4	59	7	4	58	7	4
R-18.27	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	2		65	65	**75**	**75**	10	10	B(67)	A/E	**69**	6	2	**67**	8	2	**66**	9	2	64	11	2	64	11	2	63	12	2	63	12	2	62	13	2	62	13	2
R-18.28	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	2		64	64	**72**	**72**	8	8	B(67)	A/E	**68**	4	0	**66**	6	2	65	7	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2	64	8	2
R-18.29	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	2		65	65	**72**	**72**	7	7	B(67)	A/E	**68**	4	0	**66**	6	2	**66**	6	2	65	7	2	65	7	2	64	8	2	64	8	2	63	9	2	63	9	2
R-18.30	EW 18-2*	NB Nos. 18-1 and 18-2	Berwick Street	SFR	4		64	64	**71**	**71**	7	7	B(67)	A/E	**67**	4	0	**66**	5	4	65	6	4	65	6	4	64	7	4	63	8	4	63	8	4	63	8	4	62	9	4
R-18.31	EW 18-2*	NB Nos. 18

Table 3.15.27: Predicted Future Noise Level and Noise Barrier Analysis for Alternative 5 (Additional Noise Barriers)

Receptor No.	Existing Wall No.[1]	Noise Barrier No.	Location	Land Use	No. of Receptors/Units	Background Noise Level	Existing Noise Level, dBA $L_{eq}(h)$[2,3]	2050 Noise Level					Activity Category (NAC)[6]	Impact Type[7]	Future Worst-Hour Noise Levels, dBA $L_{eq}(h)$																									
															Noise Prediction With Barrier, Barrier Insertion Loss (I.L.), and Number of Benefited Receptors (NBR)[2,8,9,10]																										
															6 feet			8 feet			10 feet			12 feet			14 feet			16 feet			18 feet			20 feet			22 feet		
								No Build Alternative, dBA L_{eq}[2,3]	Build Alternative, dBA L_{eq}[2,3,4]	Build Alternative, I-405 Traffic Only, dBA L_{eq}[2,3,4,5]	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions			$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR	$L_{eq}(h)$	I.L.	NBR
R-18.41	EW 18-2*	NB Nos. 18-1 and 18-2	Bolas Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	64	4	0	63	5	4	63	5	4	63	5	4	62	6	4	62	6	4	62	6	4	62	6	4	62	6	4
R-18.42	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	**68**	4	0	**67**	5	2	**67**	5	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2	**66**	6	2
R-18.43	EW 18-2*	NB Nos. 18-1 and 18-2	Cashmere Street	SFR	1		62	62	**71**	**71**	9	9	B(67)	A/E	65	6	1	64	7	1	63	8	1	63	8	1	63	8	1	62	9	1	62	9	1	62	9	1	61	10	1
R-18.44	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	63	6	2	62	7	2	62	7	2	61	8	2	61	8	2	61	8	2	61	8	2	61	8	2
R-18.45	EW 18-2*	NB Nos. 18-1 and 18-2	Cashmere Street	SFR	4		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	4	64	5	4	62	7	4	61	8	4	61	8	4	61	8	4	60	9	4	60	9	4	60	9	4
R-18.46	EW 18-2*	NB Nos. 18-1 and 18-2	Cashmere Street	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	63	5	4	62	6	4	61	7	4	61	7	4	60	8	4	60	8	4	60	8	4	60	8	4	60	8	4
R-18.47	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		63	63	**69**	**69**	6	6	B(67)	A/E	65	4	0	64	5	2	63	6	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	62	7	2
R-18.48	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		64	64	**69**	**69**	5	5	B(67)	A/E	65	4	0	64	5	2	63	6	2	62	7	2	62	7	2	62	7	2	62	7	2	61	8	2	61	8	2
R-18.49	EW 18-2*	NB Nos. 18-1 and 18-2	Denair Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	64	5	2	63	6	2	62	7	2	61	8	2	61	8	2	61	8	2	60	9	2	60	9	2	60	9	2
R-18.50	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	4		62	62	**68**	**68**	6	6	B(67)	A/E	63	5	4	62	6	4	61	7	4	60	8	4	60	8	4	60	8	4	59	9	4	59	9	4	59	9	4
R-18.51	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	4		60	60	**66**	**66**	6	6	B(67)	A/E	61	5	4	61	5	4	60	6	4	59	7	4	59	7	4	59	7	4	59	7	4	59	7	4	59	7	4
R-18.52	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	1		60	60	**66**	**66**	6	6	B(67)	A/E	--	--	--	--	--	--	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1	60	6	1
R-18.53	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	1		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	64	6	1	64	6	1	64	6	1	64	6	1	63	7	1	63	7	1	63	7	1
R-18.54	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	64	6	2	63	7	2	63	7	2	63	7	2	62	8	2	62	8	2	62	8	2
R-18.55	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	2		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	61	8	2	60	9	2	60	9	2	60	9	2	60	9	2	60	9	2	59	10	2
R-18.56	EW 18-2*	NB Nos. 18-1 and 18-2	Montana Avenue	SFR	4		61	61	**68**	**68**	7	7	B(67)	A/E	--	--	--	--	--	--	61	7	4	60	8	4	60	8	4	60	8	4	59	9	4	59	9	4	59	9	4
R-18.57	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	4		60	60	**67**	**67**	7	7	B(67)	A/E	--	--	--	--	--	--	60	7	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4	59	8	4
R-18.58	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	Church	1		65/45	65/45	**72/52**	**72/52**	7	7	D(52)	A/E	--	--	--	--	--	--	65/45	7	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1	64/44	8	1
R-18.59	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		59	59	65	65	6	6	B(67)	--	--	--	--	--	--	--	59	6	2	58	7	2	58	7	2	57	8	2	57	8	2	57	8	2	57	8	2
R-18.60	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		58	58	65	65	7	7	B(67)	--	--	--	--	--	--	--	59	6	2	58	7	2	57	8	2	57	8	2	57	8	2	57	8	2	57	8	2
R-18.61	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	4		58	58	65	65	7	7	B(67)	--	--	--	--	--	--	--	58	7	4	57	8	4	57	8	4	57	8	4	57	8	4	57	8	4	57	8	4
R-18.62	EW 18-2*	NB Nos. 18-1 and 18-2	Elderwood Street	SFR	4		57	57	64	64	7	7	B(67)	--	--	--	--	--	--	--	58	6	4	57	7	4	57	7	4	57	7	4	57	7	4	57	7	4	57	7	4
R-18.63	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	3		57	57	62	62	5	5	B(67)	--	--	--	--	--	--	--	--	--	--	57	5	3	56	6	3	55	7	3	55	7	3	54	8	3
R-18.64	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		62	62	**68**	**68**	6	6	B(67)	A/E	--	--	--	--	--	--	--	--	--	61	7	2	61	7	2	60	8	2	60	8	2	60	8	2	60	8	2
R-18.65	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	2		61	62	**68**	**68**	6	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	61	7	2	60	8	2	60	8	2	60	8	2	60	8	2	60	8	2
R-18.66	EW 18-2*	NB Nos. 18-1 and 18-2	Farlin Street	SFR	4		62	62	**69**	**69**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	61	8	4	60	9	4	60	9	4	60	9	4	60	9	4	60	9	4
R-18.67	EW 18-2*	NB Nos. 18-1 and 18-2	Gladwin Street	SFR	4		61	61	**67**	**67**	6	6	B(67)	A/E	--	--	--	--	--	--	--	--	--	62	5	4	62	5	4	62	5	4	62	5	4	62	5	4	62	5	4
R-18.68	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	8		65	65	**75**	**75**	10	10	B(67)	A/E	--	--	--	--	--	--	--	--	--	65	10	8	64	11	8	64	11	8	64	11	8	64	11	8	63	12	8
R-18.69	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	1		**66**	**66**	**73**	**73**	7	7	B(67)	A/E	--	--	--	--	--	--	--	--	--	65	8	1	64	9	1	64	9	1	64	9	1	63	10	1	63	10	1
R-18.70	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	2		65	65	**70**	**70**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	64	6	2	63	7	2	63	7	2	63	7	2	62	8	2	62	8	2
R-18.71	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	--	--	--	63	7	2	62	8	2	62	8	2	62	8	2	62	8	2	62	8	2
R-18.72	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	4		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	64	5	4	63	6	4	63	6	4	63	6	4	63	6	4	63	6	4
R-18.73	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	4		63	63	**68**	**68**	5	5	B(67)	A/E	--	--	--	--	--	--	--	--	--	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4	63	5	4
R-18.74	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	1		71	71	81	81	10	10	B	--	--	--	--	--	--	--	70	11	1	70	11	1	70	11	1	69	12	1	69	12	1	69	12	1	69	12	1
R-18.75	EW 18-2*	NB Nos. 18-1 and 18-2	Isleta Street	SFR	2		63	63	**67**	**67**	4	4	B(67)	A/E	--	--	--	--	--	--	63	4	0	62	5	2	61	6	2	61	6	2	61	6	2	60	7	2	60	7	2
R-18.76	EW 18-2*	NB Nos. 18-1 and 18-2	Isleta Street	SFR	2		64	64	**68**	**68**	4	4	B(67)	A/E	--	--	--	--	--	--	63	5	2	62	6	2	61	7	2	61	7	2	61	7	2	61	7	2	61	7	2
R-18.77	EW 18-2*	NB Nos. 18-1 and 18-2	Isleta Street	SFR	4		63	63	**69**	**69**	6	6	B(67)	A/E	--	--	--	--	--	--	63	6	4	63	6	4	63	6	4	62	7	4	62	7	4	62	7	4	62	7	4
R-18.78	EW 18-2*	NB Nos. 18-1 and 18-2	Homedale Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	62	5	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4
R-18.79	EW 18-2*	NB Nos. 18-1 and 18-2	Church Lane	MFR	1		72	72	82	82	10	10	B	--	--	--	--	--	--	--	72	10	1	71	11	1	71	11	1	70	12	1	70	12	1	70	12	1	70	12	1
R-18.80	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		65	65	**71**	**71**	6	6	B(67)	A/E	--	--	--	--	--	--	64	7	2	63	8	2	62	9	2	62	9	2	62	9	2	61	10	2	61	10	2
R-18.81	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		64	64	**70**	**70**	6	6	B(67)	A/E	--	--	--	--	--	--	64	6	2	62	8	2	62	8	2	61	9	2	61	9	2	61	9	2	61	9	2
R-18.82	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	63	6	2	62	7	2	61	8	2	61	8	2	61	8	2	61	8	2	61	8	2
R-18.83	EW 18-2*	NB Nos. 18-1 and 18-2	Isleta Street	SFR	4		62	62	**67**	**67**	5	5	B(67)	A/E	--	--	--	--	--	--	62	5	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4	61	6	4
R-18.84	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		**69**	**70**	**78**	**78**	8	9	B(67)	A/E	--	--	--	--	--	--	**69**	9	2	**68**	10	2	**67**	11	2	**67**	11	2	**67**	11	2	**66**	12	2	**66**	12	2
R-18.85	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		**68**	**68**	**76**	**76**	8	8	B(67)	A/E	--	--	--	--	--	--	**67**	9	2	**66**	10	2	**66**	10	2	65	11	2	65	11	2	65	11	2	65	11	2
R-18.86	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	2		**67**	**67**	**74**	**74**	7	7	B(67)	A/E	--	--	--	--	--	--	**66**	8	2	65	9	2	65	9	2	65	9	2	65	9	2	64	10	2	64	10	2
R-18.87	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	3		**66**	**66**	**72**	**71**	6	6	B(67)	A/E	--	--	--	--	--	--	**66**	6	3	64	8	3	64	8	3	63	9	3	63	9	3	63	9	3	63	9	3
R-18.88	EW 18-2*	NB Nos. 18-1 and 18-2	Joffre Street	SFR	1		64	64	**69**	**69**	5	5	B(67)	A/E	--	--	--	--	--	--	64	5	1	63	6	1	63	6	1	63	6	1	63	6	1	63	6	1	63	6	1
R-18.89	EW 18-2*	NB Nos. 18-1 and 18-2	Kiel Street	SFR	1		**70**	**70**	**79**	**79**	9	9	B(67)	A/E	--	--	--	--	--	--	**70**	9	1	**69**	10	1	**68**	11	1	**68**	11	1	**68**	11	1	**67**	12	1	**67**	12	1
R-18.90	EW 18-2*	NB Nos. 18-1 and 18-2	Beloit Avenue	SFR	1		56	56	57	57	1	1	B(67)	--	--	--	--	56	1	0	56	1	0	56	1	0	56	1	0	56	1	0	55	2	0	55	2	0	55	2	0
R-18.91	EW 18-2*	NB Nos. 18-1 and 18-2	Beloit Avenue	SFR	1		**73**	**73**	**75**	**75**	2	2	B(67)	A/E	--	--	--	--	--	--	**72**	3	0	**72**	3	0	**71**	4	0	**71**	4	0	**70**	5	1	**70**	5	1	**70**	5	1
R-18.92	EW 18-2*	NB Nos. 18-1 and 18-2	Beloit Avenue	SFR	3		**66**	**66**	**72**	**72**	6	6	B(67)	A/E	--	--	--	--	--	--	**66**	6	3	**66**	6	3	**66**	6	3	**66**	6	3	**66**	6	3	**66**	6	3	**66**	6	3
R-18.93	EW 18-2*	NB Nos. 18-1 and 18-2	Ayrshire Road	SFR	1		**72**	**72**	**73**	**73**	1	1	B(67)	A/E	--	--	--	**72**	1	0	**71**	2	0	**71**	2	0	**70**	3	0	**70**	3	0	**70**	3	0	**69**	4	0	**68**	5	1
R-18.94		NB Nos. 18-1 and 18-2	Ayrshire Road	SFR	1		65	65	**66**	**66**	1	1	B(67)	A/E	**66**	0	0	**66**	0	0	65	1	0	65	1	0	65	1	0	65	1	0	65	1	0	64	2	0	64	2	0

Source: LSA Associates, Inc. (2024).

[1] An * represents an existing wall that would be demolished as part of the project. The existing wall would be reconstructed at the new location and at the existing height at a minimum.

[2] Numbers in **bold** represent noise levels that approach or exceed the Noise Abatement Criteria (NAC) and/or experience a substantial noise increase.

[3] The background noise level was added to the modeled noise levels in where applicable.

[4] 2050 with project traffic noise levels assume zero feet in height for existing walls that would be demolished as part of the project.

[5] Traffic noise from the I-405 only. Traffic volumes from the local roadways were removed in the TNM model.

[6] Activity Categories with no outdoor frequent human use areas were not evaluated against the NAC.

[7] A ** indicates no traffic noise impacts would occur because traffic noise from the I-405 would not contribute noise levels that approach or exceed the NAC due to distance from the I-405 and shielding from walls and/or buildings.

[8] A dash (--) indicates that no barrier was analyzed at this location because the modeled receptor would not approach or exceed the NAC and/or experience a substantial noise increase.

[9] Underlined numbers have been attenuated by at least 5 dBA (i.e., feasible wall height).

[10] Shaded cells indicate the approximate existing wall heights.

A/E = Approach or Exceed
dBA = A-weighted decibels
dBA $L_{eq}(h)$ = equivalent continuous sound level measured per hour in A-weighted decibels
IL = Insertion Loss
NAC = Noise Abatement Criteria
NBR = Number of Benefitted Receptors
NF = Not Feasible
SI = Substantial increase in noise level (12 dBA or more)

Table 3.15.28: Summary of Feasible and Reasonable Noise Barriers for Alternative 2

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
1-2	Sheets 1-2	ROW	20	602	5	1	$146,000	--[4]	--	--	--
			22	602	5	1	$146,000	--	--	--	--
6-1 and 6-2	Sheets 7-9	EOS	22	4,177	5	1	$146,000	--	--	--	--
7-1	Sheet 9	EOS	22	1,710	5	2	$292,000	--	--	--	--
9-1	Sheet 17	PP	6	540	10	5	$730,000	$4,538,000	No	$1,995,000	No
			8	540	12	5	$730,000	$4,592,000	No	$2,049,000	No
			10	540	13	5	$730,000	$4,646,000	No	$2,103,000	No
			12	540	14	5	$730,000	$4,700,000	No	$2,157,000	No
			14	540	15	5	$730,000	$4,779,920	No	$2,236,920	No
			16	540	16	5	$730,000	$4,851,200	No	$2,308,200	No
			18	540	17	5	$730,000	$4,922,480	No	$2,379,480	No
			20	540	17	5	$730,000	$4,993,760	No	$2,450,760	No
			22	540	18	5	$730,000	$5,065,040	No	$2,522,040	No
9-2	Sheet 17	PP	6	377	10	6	$876,000	$2,912,400	No	$1,442,750	No
			8	377	11	6	$876,000	$2,950,100	No	$1,480,450	No
			10	377	12	6	$876,000	$2,987,800	No	$1,518,150	No
			12	377	13	6	$876,000	$3,025,500	No	$1,555,850	No
			14	377	14	6	$876,000	$3,081,296	No	$1,611,646	No
			16	377	15	6	$876,000	$3,131,060	No	$1,661,410	No
			18	377	16	6	$876,000	$3,180,824	No	$1,711,174	No
			20	377	16	6	$876,000	$3,230,588	No	$1,760,938	No
			22	377	17	6	$876,000	$3,280,352	No	$1,810,702	No
9-3	Sheets 17-18	PP	6	1,402	8	6	$876,000	$5,672,400	No	$3,841,500	No
			8	1,402	10	6	$876,000	$5,812,600	No	$3,981,700	No
			10	1,402	12	6	$876,000	$5,952,800	No	$4,121,900	No
			12	1,402	13	6	$876,000	$6,093,000	No	$4,262,100	No
			14	1,402	13	10	$1,460,000	$6,300,496	No	$4,469,596	No
			16	1,402	14	10	$1,460,000	$6,485,560	No	$4,654,660	No
			18	1,402	15	10	$1,460,000	$6,670,624	No	$4,839,724	No
			20	1,402	16	10	$1,460,000	$6,855,688	No	$5,024,788	No
			22	1,402	16	10	$1,460,000	$7,040,752	No	$5,209,852	No

Table 3.15.28: Summary of Feasible and Reasonable Noise Barriers for Alternative 2

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
9-4	Sheet 18	PP	6	394	10	4	$584,000	$3,362,800	No	$1,485,500	No
			8	394	11	4	$584,000	$3,402,200	No	$1,524,900	No
			10	394	13	6	$876,000	$3,441,600	No	$1,564,300	No
			12	394	13	6	$876,000	$3,481,000	No	$1,603,700	No
			14	394	15	6	$876,000	$3,539,312	No	$1,662,012	No
			16	394	15	6	$876,000	$3,591,320	No	$1,714,020	No
			18	394	15	6	$876,000	$3,643,328	No	$1,766,028	No
			20	394	16	6	$876,000	$3,695,336	No	$1,818,036	No
			22	394	17	6	$876,000	$3,747,344	No	$1,870,044	No
9-5	Sheets 18-19	PP	6	1,462	12	15	$2,190,000	$16,694,400	No	$4,736,500	No
			8	1,462	13	15	$2,190,000	$16,840,600	No	$4,882,700	No
			10	1,462	14	15	$2,190,000	$16,986,800	No	$5,028,900	No
			12	1,462	15	15	$2,190,000	$17,133,000	No	$5,175,100	No
			14	1,462	16	15	$2,190,000	$17,349,376	No	$5,391,476	No
			16	1,462	16	15	$2,190,000	$17,542,360	No	$5,584,460	No
			18	1,462	17	15	$2,190,000	$17,735,344	No	$5,777,444	No
			20	1,462	17	15	$2,190,000	$17,928,328	No	$5,970,428	No
			22	1,462	17	15	$2,190,000	$18,121,312	No	$6,163,412	No
9-6	Sheet 19	EOS	16	1,446	8	9	$1,314,000	$5,182,155	No	$4,972,155	No
			18	1,446	10	9	$1,314,000	$5,364,315	No	$5,154,315	No
			20	1,446	12	11	$1,606,000	$5,546,475	No	$5,336,475	No
			22	1,446	13	16	$2,336,000	$5,728,635	No	$5,518,635	No
9-6 and 9-7	Sheet 19	EOS	16	2,288	8	9	$1,314,000	$7,083,785	No	$6,873,785	No
			18	2,288	10	9	$1,314,000	$7,375,241	No	$7,165,241	No
			20	2,288	12	11	$1,606,000	$7,666,697	No	$7,456,697	No
			22	2,288	13	16	$2,336,000	$7,958,153	No	$7,748,153	No
10-1	Sheet 20	EOS	20	662	6	8	$1,168,000	$1,734,388	No	$1,534,388	No
			22	662	9	8	$1,168,000	$1,821,772	No	$1,621,772	No
11-1	Sheets 20-21	EOS	10	723	5	2	$292,000	--	--	--	--
			12	723	6	2	$292,000	--	--	--	--
			14	723	7	2	$292,000	$1,890,044	No	--	--
			16	723	7	2	$292,000	$1,985,480	No	--	--
			18	723	7	3	$438,000	$2,080,916	No	--	--
			20	723	8	3	$438,000	$2,176,352	No	--	--
			22	723	8	3	$438,000	$2,271,788	No	--	--

Table 3.15.28: Summary of Feasible and Reasonable Noise Barriers for Alternative 2

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
11-3	Sheet 21	EOS	12	645	7	4	$584,000	$1,535,050	No	--	--
			14	645	8	4	$584,000	$1,630,510	No	--	--
			16	645	8	4	$584,000	$1,715,650	No	--	--
			18	645	9	4	$584,000	$1,800,790	No	--	--
			20	645	10	6	$876,000	$1,885,930	No	--	--
			22	645	10	6	$876,000	$1,971,070	No	--	--
13-3	Sheet 2	PP	16	1,138	5	1	$146,000	--	--	--	--
			18	1,138	5	2	$292,000	--	--	--	--
			20	1,138	6	3	$438,000	--	--	--	--
			22	1,138	6	3	$438,000	--	--	--	--
14-1a and 14-1b	Sheets 2-3	EOS	8	1,692	5	1	$146,000	--	--	--	--
			10	1,692	6	3	$438,000	--	--	--	--
			12	1,692	6	3	$438,000	--	--	--	--
			14	1,692	7	3	$438,000	$2,523,816	No	--	--
			16	1,692	8	3	$438,000	$2,747,160	No	--	--
			18	1,692	8	3	$438,000	$2,970,504	No	--	--
			20	1,692	9	5	$730,000	$3,193,848	No	--	--
			22	1,692	9	5	$730,000	$3,417,192	No	--	--
15-1	Sheet 3	EOS	14	1,593	5	4	$584,000	--	--	--	--
			16	1,593	5	7	$1,022,000	--	--	--	--
			18	1,593	5	7	$1,022,000	--	--	--	--
			20	1,593	5	7	$1,022,000	--	--	--	--
			22	1,593	5	7	$1,022,000	--	--	--	--
16-1	Sheets 4-5	EOS	18	3,099	5	6	$876,000	--	--	--	--
			20	3,099	7	22	$3,212,000	$10,613,442	No	--	--
			22	3,099	8	34	$4,964,000	$10,947,118	No	--	--
16-1 and 16-2	Sheets 4-5	EOS	18	4,615	5	6	$876,000	--	--	--	--
			20	4,615	7	32	$4,672,000	$16,228,097	No	--	--
			22	4,615	8	38	$5,548,000	$16,713,373	No	--	--
16-1, 16-2, and 17-1	Sheets 4-5	EOS	18	5,406	5	6	$876,000	--	--	--	--
			20	5,406	7	32	$4,672,000	$20,858,777	No	--	--
			22	5,406	8	38	$5,548,000	$21,423,153	No	--	--

Table 3.15.28: Summary of Feasible and Reasonable Noise Barriers for Alternative 2

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
18-1	Sheet 7	EOS	8	1,063	5	2	$292,000	--	--	--	--
			10	1,063	6	3	$438,000	--	--	--	--
			12	1,063	7	3	$438,000	$857,760	No	--	--
			14	1,063	8	3	$438,000	$994,560	No	--	--
			16	1,063	9	5	$730,000	$1,126,080	No	--	--
			18	1,063	9	5	$730,000	$1,257,600	No	--	--
			20	1,063	10	5	$730,000	$1,389,120	No	--	--
			22	1,063	10	5	$730,000	$1,520,640	No	--	--
18-2	Sheets 7-8	EOS	6	4,552	7	34	$4,964,000	$873,720	Yes	--	--
			8	4,552	8	60	$8,760,000	$1,164,960	Yes	--	--
			10	4,552	10	78	$11,388,000	$1,456,200	Yes	--	--
			12	4,552	11	96	$14,016,000	$16,762,915	No	--	--
			14	4,552	12	100	$14,600,000	$17,336,611	No	--	--
			16	4,552	12	100	$14,600,000	$17,901,155	No	--	--
			18	4,552	13	104	$15,184,000	$18,465,699	No	--	--
			20	4,552	13	108	$15,768,000	$19,030,243	No	--	--
			22	4,552	13	110	$16,060,000	$19,594,787	No	--	--
18-2 Reduced	Sheets 7-8	EOS	6	2,055	7	36	$5,256,000	$823,800	Yes	--	--
			8	2,055	8	66	$9,636,000	$1,070,400	Yes	--	--
			10	2,055	10	78	$11,388,000	$1,317,000	Yes	--	--
			12	2,055	11	96	$14,016,000	$1,563,600	Yes	--	--
			14	2,055	12	100	$14,600,000	$1,820,280	Yes	--	--
			16	2,055	12	100	$14,600,000	$2,073,600	Yes	--	--
			18	2,055	13	104	$15,184,000	$2,326,920	Yes	--	--
			20	2,055	13	104	$15,184,000	$2,580,240	Yes	--	--
			22	2,055	13	104	$15,184,000	$2,833,560	Yes	--	--
18-1 and 18-2	Sheets 7-8	EOS	6	5,615	7	36	$5,256,000	$873,720	Yes	--	--
			8	5,615	8	69	$10,074,000	$1,164,960	Yes	--	--
			10	5,615	10	93	$13,578,000	$2,193,000	Yes	--	--
			12	5,615	11	106	$15,476,000	$17,620,675	No	--	--
			14	5,615	12	110	$16,060,000	$18,331,171	No	--	--
			16	5,615	12	114	$16,644,000	$19,027,235	No	--	--
			18	5,615	13	116	$16,936,000	$19,723,299	No	--	--
			20	5,615	13	120	$17,520,000	$20,419,363	No	--	--
			22	5,615	14	122	$17,812,000	$21,115,427	No	--	--

Table 3.15.28: Summary of Feasible and Reasonable Noise Barriers for Alternative 2

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
18-1 and 18-2 Reduced	Sheets 7-8	EOS	6	3,118	7	38	$5,548,000	$823,800	Yes	--	--
			8	3,118	8	75	$10,950,000	$1,070,400	Yes	--	--
			10	3,118	10	93	$13,578,000	$2,053,800	Yes	--	--
			12	3,118	11	106	$15,476,000	$2,421,360	Yes	--	--
			14	3,118	12	110	$16,060,000	$2,814,840	Yes	--	--
			16	3,118	12	114	$16,644,000	$3,199,680	Yes	--	--
			18	3,118	13	116	$16,936,000	$3,584,520	Yes	--	--
			20	3,118	13	116	$16,936,000	$3,969,360	Yes	--	--
			22	3,118	14	116	$16,936,000	$4,354,200	Yes	--	--
20-1	Sheet 14	PP	6	923	11	16	$2,336,000	$11,850,550	No	$3,596,750	No
			8	923	14	18	$2,628,000	$11,942,850	No	$3,689,050	No
			10	923	16	18	$2,628,000	$12,035,150	No	$3,781,350	No
			12	923	17	18	$2,628,000	$12,127,450	No	$3,873,650	No
			14	923	18	18	$2,628,000	$12,264,054	No	$4,010,254	No
			16	923	18	18	$2,628,000	$12,385,890	No	$4,132,090	No
			18	923	19	18	$2,628,000	$12,507,726	No	$4,253,926	No
			20	923	19	18	$2,628,000	$12,629,562	No	$4,375,762	No
			22	923	20	18	$2,628,000	$12,751,398	No	$4,497,598	No
21-1	Sheet 17	EOS	8	1,711	6	8	$1,168,000	--	--	--	--
			10	1,711	7	12	$1,752,000	$1,235,900	Yes	--	--
			12	1,711	7	15	$2,190,000	$1,423,000	Yes	--	--
			14	1,711	9	17	$2,482,000	$1,641,348	Yes	--	--
			16	1,711	9	17	$2,482,000	$2,805,210	No	--	--
			18	1,711	10	17	$2,482,000	$3,021,462	No	--	--
			20	1,711	10	17	$2,482,000	$3,237,714	No	--	--
			22	1,711	10	21	$3,066,000	$3,453,966	No	--	--
22-1	Sheet 20	EOS	14	825	5	11	$1,606,000	--	--	--	--
			16	825	6	11	$1,606,000	--	--	--	--
			18	825	6	11	$1,606,000	--	--	--	--
			20	825	7	15	$2,190,000	$2,933,550	No	$2,873,550	No
			22	825	8	15	$2,190,000	$3,042,450	No	$2,982,450	No

Source: Compiled by LSA (2024).

[1] Figure 3.15-3.

[2] Number of receptors/units that are attenuated 5 dBA or more by the modeled barrier.

[3] The estimated noise barrier construction cost information was provided by WSP (September 2024b).

[4] Shaded area represents barrier heights that have been determined to be not reasonable because the barrier would not reduce noise levels by 7 dBA or more.

dBA = A-weighted decibels
ft = foot/feet
ROW = right-of-way
EOS = edge of shoulder
PP = private property

Table 3.15.29: Summary of Feasible and Reasonable Noise Barriers for Alternative 3

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
1-2	Sheets 1-2	ROW	20	602	5	1	$146,000	--[4]	--	--	--
			22	602	5	1	$146,000	--	--	--	--
6-1	Sheets 7-8	EOS	6	3,578	6	5	$730,000	--	--	--	--
			8	3,578	6	19	$2,774,000	--	--	--	--
			10	3,578	6	25	$3,650,000	--	--	--	--
			12	3,578	7	29	$4,234,000	$1,247,760	Yes	--	--
			14	3,578	8	34	$4,964,000	$1,455,720	Yes	--	--
			16	3,578	8	35	$5,110,000	$8,623,230	No	--	--
			18	3,578	8	35	$5,110,000	$9,052,590	No	--	--
			20	3,578	8	35	$5,110,000	$9,481,950	No	--	--
			22	3,578	8	35	$5,110,000	$9,911,310	No	--	--
6-1 and 6-2	Sheets 7-9	EOS	6	4,177	6	5	$730,000	--	--	--	--
			8	4,177	6	19	$2,774,000	--	--	--	--
			10	4,177	6	25	$3,650,000	--	--	--	--
			12	4,177	7	29	$4,234,000	$2,576,160	Yes	--	--
			14	4,177	8	34	$4,964,000	$3,005,520	Yes	--	--
			16	4,177	8	35	$5,110,000	$12,130,870	No	--	--
			18	4,177	8	35	$5,110,000	$12,632,110	No	--	--
			20	4,177	8	35	$5,110,000	$13,133,350	No	--	--
			22	4,177	8	37	$5,402,000	$13,634,590	No	--	--
7-1	Sheet 9	EOS	22	1,710	5	2	$292,000	--	--	--	--
7-2	Sheets 10-11	ROW	16	1,814	9	13	$1,898,000	$3,898,140	No	--	--
			18	1,814	9	14	$2,044,000	$4,115,820	No	--	--
			20	1,814	10	15	$2,190,000	$4,333,500	No	--	--
			22	1,814	10	15	$2,190,000	$4,551,180	No	--	--
9-1	Sheet 17	PP	6	540	11	5	$730,000	$4,538,000	No	$1,995,000	No
			8	540	12	5	$730,000	$4,592,000	No	$2,049,000	No
			10	540	14	5	$730,000	$4,646,000	No	$2,103,000	No
			12	540	15	5	$730,000	$4,700,000	No	$2,157,000	No
			14	540	16	5	$730,000	$4,779,920	No	$2,236,920	No
			16	540	16	5	$730,000	$4,851,200	No	$2,308,200	No
			18	540	17	5	$730,000	$4,922,480	No	$2,379,480	No
			20	540	18	5	$730,000	$4,993,760	No	$2,450,760	No
			22	540	19	5	$730,000	$5,065,040	No	$2,522,040	No

Table 3.15.29: Summary of Feasible and Reasonable Noise Barriers for Alternative 3

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
9-2	Sheet 17	PP	6	377	10	6	$876,000	$2,912,400	No	$1,442,750	No
			8	377	11	6	$876,000	$2,950,100	No	$1,480,450	No
			10	377	12	6	$876,000	$2,987,800	No	$1,518,150	No
			12	377	14	6	$876,000	$3,025,500	No	$1,555,850	No
			14	377	15	6	$876,000	$3,081,296	No	$1,611,646	No
			16	377	16	6	$876,000	$3,131,060	No	$1,661,410	No
			18	377	16	6	$876,000	$3,180,824	No	$1,711,174	No
			20	377	17	6	$876,000	$3,230,588	No	$1,760,938	No
			22	377	17	6	$876,000	$3,280,352	No	$1,810,702	No
9-3	Sheets 17-18	PP	6	1,402	9	3	$438,000	$5,672,400	No	$3,841,500	No
			8	1,402	11	3	$438,000	$5,812,600	No	$3,981,700	No
			10	1,402	12	9	$1,314,000	$5,952,800	No	$4,121,900	No
			12	1,402	13	12	$1,752,000	$6,093,000	No	$4,262,100	No
			14	1,402	14	12	$1,752,000	$6,300,496	No	$4,469,596	No
			16	1,402	14	12	$1,752,000	$6,485,560	No	$4,654,660	No
			18	1,402	16	12	$1,752,000	$6,670,624	No	$4,839,724	No
			20	1,402	16	12	$1,752,000	$6,855,688	No	$5,024,788	No
			22	1,402	17	12	$1,752,000	$7,040,752	No	$5,209,852	No
9-4	Sheet 18	PP	6	394	10	4	$584,000	$3,362,800	No	$1,485,500	No
			8	394	12	4	$584,000	$3,402,200	No	$1,524,900	No
			10	394	13	4	$584,000	$3,441,600	No	$1,564,300	No
			12	394	14	6	$876,000	$3,481,000	No	$1,603,700	No
			14	394	15	6	$876,000	$3,539,312	No	$1,662,012	No
			16	394	16	6	$876,000	$3,591,320	No	$1,714,020	No
			18	394	16	6	$876,000	$3,643,328	No	$1,766,028	No
			20	394	17	6	$876,000	$3,695,336	No	$1,818,036	No
			22	394	18	6	$876,000	$3,747,344	No	$1,870,044	No
9-5	Sheets 18-19	PP	6	1,462	12	15	$2,190,000	$16,694,400	No	$4,736,500	No
			8	1,462	14	15	$2,190,000	$16,840,600	No	$4,882,700	No
			10	1,462	15	15	$2,190,000	$16,986,800	No	$5,028,900	No
			12	1,462	16	15	$2,190,000	$17,133,000	No	$5,175,100	No
			14	1,462	16	15	$2,190,000	$17,349,376	No	$5,391,476	No
			16	1,462	17	15	$2,190,000	$17,542,360	No	$5,584,460	No
			18	1,462	17	15	$2,190,000	$17,735,344	No	$5,777,444	No
			20	1,462	18	15	$2,190,000	$17,928,328	No	$5,970,428	No
			22	1,462	18	15	$2,190,000	$18,121,312	No	$6,163,412	No

Table 3.15.29: Summary of Feasible and Reasonable Noise Barriers for Alternative 3

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
9-6	Sheet 19	EOS	14	1,446	5	9	$1,314,000	--	--	--	--
			16	1,446	9	9	$1,314,000	$5,182,155	No	$4,972,155	No
			18	1,446	11	9	$1,314,000	$5,364,315	No	$5,154,315	No
			20	1,446	12	14	$2,044,000	$5,546,475	No	$5,336,475	No
			22	1,446	13	16	$2,336,000	$5,728,635	No	$5,518,635	No
9-6 and 9-7	Sheet 19	EOS	6	2,288	5	9	$1,314,000	--	--	--	--
			8	2,288	5	9	$1,314,000	--	--	--	--
			10	2,288	5	9	$1,314,000	--	--	--	--
			12	2,288	5	9	$1,314,000	--	--	--	--
			14	2,288	5	9	$1,314,000	--	--	--	--
			16	2,288	5	9	$1,314,000	$7,083,785	No	$6,873,785	No
			18	2,288	11	9	$1,314,000	$7,375,241	No	$7,165,241	No
			20	2,288	12	14	$2,044,000	$7,666,697	No	$7,456,697	No
			22	2,288	13	16	$2,336,000	$7,958,153	No	$7,748,153	No
10-1	Sheet 20	EOS	20	662	6	8	$1,168,000	$1,734,388	No	$1,534,388	No
			22	662	9	8	$1,168,000	$1,821,772	No	$1,621,772	No
11-1	Sheets 20-21	EOS	8	723	5	1	$146,000	--	--	--	--
			10	723	6	2	$292,000	--	--	--	--
			12	723	6	2	$292,000	--	--	--	--
			14	723	7	2	$292,000	$1,890,044	No	--	--
			16	723	7	2	$292,000	$1,985,480	No	--	--
			18	723	7	2	$292,000	$2,080,916	No	--	--
			20	723	8	3	$438,000	$2,176,352	No	--	--
			22	723	8	3	$438,000	$2,271,788	No	--	--
11-3	Sheet 21	EOS	12	645	6	4	$584,000	--	--	--	--
			14	645	7	4	$584,000	$1,630,510	No	--	--
			16	645	8	4	$584,000	$1,715,650	No	--	--
			18	645	9	4	$584,000	$1,800,790	No	--	--
			20	645	9	4	$584,000	$1,885,930	No	--	--
			22	645	10	6	$876,000	$1,971,070	No	--	--
13-3	Sheet 2	PP	16	1,138	5	1	$146,000	--	--	--	--
			18	1,138	5	2	$292,000	--	--	--	--
			20	1,138	6	3	$438,000	--	--	--	--
			22	1,138	6	3	$438,000	--	--	--	--

Table 3.15.29: Summary of Feasible and Reasonable Noise Barriers for Alternative 3

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
14-1a and 14-1b	Sheets 2-3	EOS	8	1,692	5	3	$438,000	--	--	--	--
			10	1,692	6	3	$438,000	--	--	--	--
			12	1,692	7	3	$438,000	$1,182,840	No	--	--
			14	1,692	7	3	$438,000	$2,523,816	No	--	--
			16	1,692	7	3	$438,000	$2,747,160	No	--	--
			18	1,692	8	5	$730,000	$2,970,504	No	--	--
			20	1,692	9	6	$876,000	$3,193,848	No	--	--
			22	1,692	9	6	$876,000	$3,417,192	No	--	--
15-1	Sheet 3	EOS	16	1,593	5	1	$146,000	--	--	--	--
			18	1,593	5	1	$146,000	--	--	--	--
			20	1,593	5	1	$146,000	--	--	--	--
			22	1,593	5	1	$146,000	--	--	--	--
16-1	Sheets 4-5	EOS	6	3,099	9	23	$3,358,000	$897,280	Yes	--	--
			8	3,099	10	50	$7,300,000	$1,143,040	Yes	--	--
			10	3,099	11	69	$10,074,000	$1,388,800	Yes	--	--
			12	3,099	12	74	$10,804,000	$1,634,560	Yes	--	--
			14	3,099	13	87	$12,702,000	$1,899,520	Yes	--	--
			16	3,099	14	97	$14,162,000	$9,709,890	Yes	--	--
			18	3,099	14	99	$14,454,000	$10,105,546	Yes	--	--
			20	3,099	15	118	$17,228,000	$10,501,202	Yes	--	--
			22	3,099	15	135	$19,710,000	$10,896,858	Yes	--	--
16-2	Sheet 5	EOS	6	1,516	5	2	$292,000	--	--	--	--
			8	1,516	5	4	$584,000	$339,295	Yes	--	--
			10	1,516	6	6	$876,000	$414,775	Yes	--	--
			12	1,516	6	7	$1,022,000	$490,255	Yes	--	--
			14	1,516	7	7	$1,022,000	$565,735	Yes	--	--
			16	1,516	7	7	$1,022,000	$3,791,995	No	--	--
			18	1,516	7	7	$1,022,000	$3,973,915	No	--	--
			20	1,516	7	7	$1,022,000	$4,155,835	No	--	--
			22	1,516	7	7	$1,022,000	$4,337,755	No	--	--

Table 3.15.29: Summary of Feasible and Reasonable Noise Barriers for Alternative 3

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
17-1	Sheet 5	EOS	8	791	5	1	$146,000	--	--	--	--
			10	791	6	3	$438,000	--	--	--	--
			12	791	6	3	$438,000	--	--	--	--
			14	791	6	23	$3,358,000	--	--	--	--
			16	791	7	23	$3,358,000	$770,910	Yes	--	--
			18	791	8	23	$3,358,000	$864,430	Yes	--	--
			20	791	8	23	$3,358,000	$957,950	Yes	--	--
			22	791	8	26	$3,796,000	$1,051,470	Yes	--	--
16-1 and 16-2	Sheets 4-5	EOS	6	4,615	9	25	$3,650,000	$897,280	Yes	--	--
			8	4,615	10	54	$7,884,000	$1,482,335	Yes	--	--
			10	4,615	11	75	$10,950,000	$1,803,575	Yes	--	--
			12	4,615	12	81	$11,826,000	$2,124,815	Yes	--	--
			14	4,615	13	94	$13,724,000	$2,465,255	Yes	--	--
			16	4,615	14	104	$15,184,000	$13,501,885	Yes	--	--
			18	4,615	14	110	$16,060,000	$14,079,461	Yes	--	--
			20	4,615	15	139	$20,294,000	$14,657,037	Yes	--	--
			22	4,615	15	150	$21,900,000	$15,234,613	Yes	--	--
16-2 and 17-1	Sheets 4-5	EOS	6	2,307	5	23	$3,358,000	--	--	--	--
			8	2,307	7	27	$3,942,000	$339,295	Yes	--	--
			10	2,307	8	40	$5,840,000	$414,775	Yes	--	--
			12	2,307	9	41	$5,986,000	$490,255	Yes	--	--
			14	2,307	10	51	$7,446,000	$565,735	Yes	--	--
			16	2,307	10	51	$7,446,000	$4,562,905	Yes	--	--
			18	2,307	11	54	$7,884,000	$4,838,345	Yes	--	--
			20	2,307	11	54	$7,884,000	$5,113,785	Yes	--	--
			22	2,307	12	54	$7,884,000	$5,389,225	Yes	--	--
16-1, 16-2, and 17-1	Sheets 4-5	EOS	6	5,406	9	49	$7,154,000	$897,280	Yes	--	--
			8	5,406	10	80	$11,680,000	$1,180,415	Yes	--	--
			10	5,406	11	113	$16,498,000	$1,728,095	Yes	--	--
			12	5,406	12	119	$17,374,000	$2,124,815	Yes	--	--
			14	5,406	13	142	$20,732,000	$2,465,255	Yes	--	--
			16	5,406	14	148	$21,608,000	$14,095,395	Yes	--	--
			18	5,406	14	157	$22,922,000	$14,766,491	Yes	--	--
			20	5,406	15	186	$27,156,000	$15,437,587	Yes	--	--
			22	5,406	15	197	$28,762,000	$16,108,683	Yes	--	--

Table 3.15.29: Summary of Feasible and Reasonable Noise Barriers for Alternative 3

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
18-1	Sheet 7	EOS	8	1,063	6	2	$292,000	--	--	--	--
			10	1,063	7	3	$438,000	$736,800	No	--	--
			12	1,063	8	5	$730,000	$857,760	No	--	--
			14	1,063	9	5	$730,000	$994,560	No	--	--
			16	1,063	10	5	$730,000	$1,126,080	No	--	--
			18	1,063	10	5	$730,000	$1,257,600	No	--	--
			20	1,063	11	5	$730,000	$1,389,120	No	--	--
			22	1,063	11	5	$730,000	$1,520,640	No	--	--
18-2	Sheets 7-8	EOS	6	4,552	8	44	$6,424,000	$1,850,425	Yes	--	--
			8	4,552	9	80	$11,680,000	$2,383,925	Yes	--	--
			10	4,552	11	147	$21,462,000	$2,917,425	Yes	--	--
			12	4,552	12	191	$27,886,000	$3,450,925	Yes	--	--
			14	4,552	12	205	$29,930,000	$4,011,881	Yes	--	--
			16	4,552	13	205	$29,930,000	$4,563,685	Yes	--	--
			18	4,552	13	205	$29,930,000	$5,115,489	Yes	--	--
			20	4,552	14	205	$29,930,000	$5,667,293	Yes	--	--
			22	4,552	14	205	$29,930,000	$6,219,097	Yes	--	--
18-1 and 18-2	Sheets 7-8	EOS	6	5,615	8	46	$6,716,000	$1,850,425	Yes	--	--
			8	5,615	9	84	$12,264,000	$2,383,925	Yes	--	--
			10	5,615	11	162	$23,652,000	$3,654,225	Yes	--	--
			12	5,615	12	207	$30,222,000	$4,308,685	Yes	--	--
			14	5,615	12	215	$31,390,000	$5,006,441	Yes	--	--
			16	5,615	13	215	$31,390,000	$5,689,765	Yes	--	--
			18	5,615	14	215	$31,390,000	$6,373,089	Yes	--	--
			20	5,615	14	217	$31,682,000	$7,056,413	Yes	--	--
			22	5,615	14	217	$31,682,000	$7,739,737	Yes	--	--
18-3	Sheet 9	PP	8	326	5	1	$146,000	--	--	--	--
			10	326	6	1	$146,000	--	--	--	--
			12	326	6	1	$146,000	--	--	--	--
			14	326	6	1	$146,000	--	--	--	--
			16	326	6	1	$146,000	--	--	--	--
			18	326	6	1	$146,000	--	--	--	--
			20	326	6	1	$146,000	--	--	--	--
			22	326	7	1	$146,000	$1,937,328	No	$1,370,628	No

Table 3.15.29: Summary of Feasible and Reasonable Noise Barriers for Alternative 3

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
20-1	Sheet 14	PP	6	923	11	16	$2,336,000	$11,850,550	No	$3,596,750	No
			8	923	14	18	$2,628,000	$11,942,850	No	$3,689,050	No
			10	923	16	18	$2,628,000	$12,035,150	No	$3,781,350	No
			12	923	17	18	$2,628,000	$12,127,450	No	$3,873,650	No
			14	923	18	18	$2,628,000	$12,264,054	No	$4,010,254	No
			16	923	19	18	$2,628,000	$12,385,890	No	$4,132,090	No
			18	923	20	18	$2,628,000	$12,507,726	No	$4,253,926	No
			20	923	20	18	$2,628,000	$12,629,562	No	$4,375,762	No
			22	923	21	18	$2,628,000	$12,751,398	No	$4,497,598	No
21-1	Sheet 17	EOS	8	1,711	5	3	$438,000	--	--	--	--
			10	1,711	6	4	$584,000	--	--	--	--
			12	1,711	6	4	$584,000	--	--	--	--
			14	1,711	7	10	$1,460,000	$1,717,828	No	--	--
			16	1,711	7	10	$1,460,000	$1,934,080	No	--	--
			18	1,711	8	13	$1,898,000	$2,150,332	No	--	--
			20	1,711	8	13	$1,898,000	$2,366,584	No	--	--
			22	1,711	8	13	$1,898,000	$2,582,836	No	--	--
21-2	Sheets 18-19	EOS	8	1,715	5	4	$584,000	$424,800	Yes	--	--
			10	1,715	5	4	$584,000	$531,000	Yes	--	--
			12	1,715	5	4	$584,000	$637,200	No	--	--
			14	1,715	6	4	$584,000	$743,400	No	--	--
			16	1,715	6	4	$584,000	$7,996,000	No	--	--
			18	1,715	6	4	$584,000	$8,199,000	No	--	--
			20	1,715	6	4	$584,000	$8,402,000	No	--	--
			22	1,715	6	4	$584,000	$8,605,000	No	--	--
22-1	Sheet 20	EOS	14	825	5	6	$876,000	--	--	--	--
			16	825	5	15	$2,190,000	--	--	--	--
			18	825	6	15	$2,190,000	--	--	--	--
			20	825	7	15	$2,190,000	$2,933,550	No	$2,873,550	No
			22	825	7	15	$2,190,000	$3,042,450	No	$2,982,450	No

Source: Compiled by LSA (2024).

[1] Figure 3.15-4.

[2] Number of receptors/units that are attenuated 5 dBA or more by the modeled barrier.

[3] The estimated noise barrier construction cost information was provided by WSP (September 2024b).

[4] Shaded area represents barrier heights that have been determined to be not reasonable because the barrier would not reduce noise levels by 7 dBA or more.

dBA = A-weighted decibels
ft = foot/feet
ROW = right-of-way
EOS = edge of shoulder
PP = private property

Table 3.15.30: Summary of Feasible and Reasonable Noise Barriers for Alternative 5

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
1-2	Sheets 1-2	ROW	20	602	5	1	$146,000	--[4]	--	--	--
			22	602	5	1	$146,000	--	--	--	--
6-1	Sheets 7-8	EOS	6	3,578	6	5	$730,000	--	--	--	--
			8	3,578	6	16	$2,336,000	--	--	--	--
			10	3,578	6	21	$3,066,000	--	--	--	--
			12	3,578	7	23	$3,358,000	$1,247,760	Yes	--	--
			14	3,578	8	23	$3,358,000	$1,455,720	Yes	--	--
			16	3,578	8	23	$3,358,000	$8,623,230	No	--	--
			18	3,578	8	23	$3,358,000	$9,052,590	No	--	--
			20	3,578	8	23	$3,358,000	$9,481,950	No	--	--
			22	3,578	9	23	$3,358,000	$9,911,310	No	--	--
6-1 and 6-2	Sheets 7-9	EOS	6	4,177	6	5	$730,000	--	--	--	--
			8	4,177	6	16	$2,336,000	--	--	--	--
			10	4,177	6	21	$3,066,000	--	--	--	--
			12	4,177	7	23	$3,358,000	$2,576,160	Yes	--	--
			14	4,177	8	23	$3,358,000	$3,005,520	Yes	--	--
			16	4,177	8	23	$3,358,000	$12,130,870	No	--	--
			18	4,177	8	23	$3,358,000	$12,632,110	No	--	--
			20	4,177	8	23	$3,358,000	$13,133,350	No	--	--
			22	4,177	9	26	$3,796,000	$13,634,590	No	--	--
7-1	Sheet 9	EOS	22	1,710	5	2	$292,000	--	--	--	--
7-2	Sheets 10-11	ROW	16	1,814	9	13	$1,898,000	$3,898,140	No	--	--
			18	1,814	9	14	$2,044,000	$4,115,820	No	--	--
			20	1,814	10	15	$2,190,000	$4,333,500	No	--	--
			22	1,814	10	15	$2,190,000	$4,551,180	No	--	--
9-1	Sheet 17	PP	6	540	11	5	$730,000	$4,538,000	No	$1,995,000	No
			8	540	12	5	$730,000	$4,592,000	No	$2,049,000	No
			10	540	14	5	$730,000	$4,646,000	No	$2,103,000	No
			12	540	15	5	$730,000	$4,700,000	No	$2,157,000	No
			14	540	16	5	$730,000	$4,779,920	No	$2,236,920	No
			16	540	16	5	$730,000	$4,851,200	No	$2,308,200	No
			18	540	17	5	$730,000	$4,922,480	No	$2,379,480	No
			20	540	18	5	$730,000	$4,993,760	No	$2,450,760	No
			22	540	19	5	$730,000	$5,065,040	No	$2,522,040	No

Table 3.15.30: Summary of Feasible and Reasonable Noise Barriers for Alternative 5

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
9-2	Sheet 17	PP	6	377	10	6	$876,000	$2,912,400	No	$1,442,750	No
			8	377	11	6	$876,000	$2,950,100	No	$1,480,450	No
			10	377	13	6	$876,000	$2,987,800	No	$1,518,150	No
			12	377	14	6	$876,000	$3,025,500	No	$1,555,850	No
			14	377	15	6	$876,000	$3,081,296	No	$1,611,646	No
			16	377	16	6	$876,000	$3,131,060	No	$1,661,410	No
			18	377	17	6	$876,000	$3,180,824	No	$1,711,174	No
			20	377	17	6	$876,000	$3,230,588	No	$1,760,938	No
			22	377	17	6	$876,000	$3,280,352	No	$1,810,702	No
9-3	Sheets 17-18	PP	6	1,402	13	3	$438,000	$5,672,400	No	$3,841,500	No
			8	1,402	15	3	$438,000	$5,812,600	No	$3,981,700	No
			10	1,402	16	5	$730,000	$5,952,800	No	$4,121,900	No
			12	1,402	17	5	$730,000	$6,093,000	No	$4,262,100	No
			14	1,402	18	9	$1,314,000	$6,300,496	No	$4,469,596	No
			16	1,402	19	9	$1,314,000	$6,485,560	No	$4,654,660	No
			18	1,402	20	9	$1,314,000	$6,670,624	No	$4,839,724	No
			20	1,402	20	12	$1,752,000	$6,855,688	No	$5,024,788	No
			22	1,402	21	12	$1,752,000	$7,040,752	No	$5,209,852	No
9-4	Sheet 18	PP	6	394	9	4	$584,000	$3,362,800	No	$1,485,500	No
			8	394	11	4	$584,000	$3,402,200	No	$1,524,900	No
			10	394	12	4	$584,000	$3,441,600	No	$1,564,300	No
			12	394	13	6	$876,000	$3,481,000	No	$1,603,700	No
			14	394	14	6	$876,000	$3,539,312	No	$1,662,012	No
			16	394	15	6	$876,000	$3,591,320	No	$1,714,020	No
			18	394	15	6	$876,000	$3,643,328	No	$1,766,028	No
			20	394	16	6	$876,000	$3,695,336	No	$1,818,036	No
			22	394	17	6	$876,000	$3,747,344	No	$1,870,044	No
9-5	Sheets 18-19	PP	6	1,462	12	14	$2,044,000	$16,694,400	No	$4,736,500	No
			8	1,462	14	15	$2,190,000	$16,840,600	No	$4,882,700	No
			10	1,462	15	15	$2,190,000	$16,986,800	No	$5,028,900	No
			12	1,462	16	15	$2,190,000	$17,133,000	No	$5,175,100	No
			14	1,462	16	15	$2,190,000	$17,349,376	No	$5,391,476	No
			16	1,462	17	15	$2,190,000	$17,542,360	No	$5,584,460	No
			18	1,462	17	15	$2,190,000	$17,735,344	No	$5,777,444	No
			20	1,462	18	15	$2,190,000	$17,928,328	No	$5,970,428	No
			22	1,462	18	15	$2,190,000	$18,121,312	No	$6,163,412	No

Table 3.15.30: Summary of Feasible and Reasonable Noise Barriers for Alternative 5

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
9-6	Sheet 19	EOS	16	1,446	8	9	$1,314,000	$5,182,155	No	$4,972,155	No
			18	1,446	10	9	$1,314,000	$5,364,315	No	$5,154,315	No
			20	1,446	12	11	$1,606,000	$5,546,475	No	$5,336,475	No
			22	1,446	13	11	$1,606,000	$5,728,635	No	$5,518,635	No
9-6 and 9-7	Sheet 19	EOS	16	2,288	8	9	$1,314,000	$7,083,785	No	$6,873,785	No
			18	2,288	10	9	$1,314,000	$7,375,241	No	$7,165,241	No
			20	2,288	12	11	$1,606,000	$7,666,697	No	$7,456,697	No
			22	2,288	13	11	$1,606,000	$7,958,153	No	$7,748,153	No
10-1	Sheet 20	EOS	20	662	6	8	$1,168,000	$1,734,388	No	$1,534,388	No
			22	662	9	8	$1,168,000	$1,821,772	No	$1,621,772	No
11-1	Sheets 20-21	EOS	8	723	5	1	$146,000	--	--	--	--
			10	723	5	2	$292,000	--	--	--	--
			12	723	6	2	$292,000	--	--	--	--
			14	723	7	2	$292,000	$1,890,044	No	--	--
			16	723	7	2	$292,000	$1,985,480	No	--	--
			18	723	7	3	$438,000	$2,080,916	No	--	--
			20	723	8	3	$438,000	$2,176,352	No	--	--
			22	723	8	3	$438,000	$2,271,788	No	--	--
11-3	Sheet 21	EOS	12	645	6	4	$584,000	--	--	--	--
			14	645	7	4	$584,000	$1,630,510	No	--	--
			16	645	8	4	$584,000	$1,715,650	No	--	--
			18	645	9	4	$584,000	$1,800,790	No	--	--
			20	645	9	6	$876,000	$1,885,930	No	--	--
			22	645	10	6	$876,000	$1,971,070	No	--	--
13-3	Sheet 2	PP	16	1,138	5	2	$292,000	--	--	--	--
			18	1,138	5	2	$292,000	--	--	--	--
			20	1,138	6	3	$438,000	--	--	--	--
			22	1,138	6	3	$438,000	--	--	--	--
14-1a and 14-1b	Sheets 2-3	EOS	8	1,692	5	1	$146,000	--	--	--	--
			10	1,692	6	3	$438,000	--	--	--	--
			12	1,692	7	3	$438,000	$1,182,840	No	--	--
			14	1,692	7	3	$438,000	$2,523,816	No	--	--
			16	1,692	8	3	$438,000	$2,747,160	No	--	--
			18	1,692	8	5	$730,000	$2,970,504	No	--	--
			20	1,692	9	6	$876,000	$3,193,848	No	--	--
			22	1,692	9	6	$876,000	$3,417,192	No	--	--

Table 3.15.30: Summary of Feasible and Reasonable Noise Barriers for Alternative 5

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
15-1	Sheet 3	EOS	16	1,593	5	2	$292,000	--	--	--	--
			18	1,593	5	3	$438,000	--	--	--	--
			20	1,593	5	3	$438,000	--	--	--	--
			22	1,593	5	3	$438,000	--	--	--	--
16-1	Sheets 4-5	EOS	6	3,099	9	23	$3,358,000	$897,280	Yes	--	--
			8	3,099	10	48	$7,008,000	$1,143,040	Yes	--	--
			10	3,099	11	69	$10,074,000	$1,388,800	Yes	--	--
			12	3,099	12	74	$10,804,000	$1,634,560	Yes	--	--
			14	3,099	13	87	$12,702,000	$1,899,520	Yes	--	--
			16	3,099	13	96	$14,016,000	$9,709,890	Yes	--	--
			18	3,099	14	99	$14,454,000	$10,105,546	Yes	--	--
			20	3,099	15	108	$15,768,000	$10,501,202	Yes	--	--
			22	3,099	15	141	$20,586,000	$10,896,858	Yes	--	--
16-2	Sheet 5	EOS	6	1,516	6	3	$438,000	--	--	--	--
			8	1,516	6	6	$876,000	$339,295	Yes	--	--
			10	1,516	7	6	$876,000	$414,775	Yes	--	--
			12	1,516	8	8	$1,168,000	$490,255	Yes	--	--
			14	1,516	8	8	$1,168,000	$565,735	Yes	--	--
			16	1,516	8	8	$1,168,000	$3,791,995	No	--	--
			18	1,516	8	10	$1,460,000	$3,973,915	No	--	--
			20	1,516	8	10	$1,460,000	$4,155,835	No	--	--
			22	1,516	8	10	$1,460,000	$4,337,755	No	--	--
17-1	Sheet 5	EOS	8	791	5	1	$146,000	--	--	--	--
17-1	Sheet 5	EOS	10	791	5	3	$438,000	--	--	--	--
			12	791	6	3	$438,000	--	--	--	--
			14	791	6	13	$1,898,000	--	--	--	--
			16	791	7	23	$3,358,000	$770,910	Yes	--	--
			18	791	7	23	$3,358,000	$864,430	Yes	--	--
			20	791	7	23	$3,358,000	$957,950	Yes	--	--
			22	791	7	26	$3,796,000	$1,051,470	Yes	--	--

Table 3.15.30: Summary of Feasible and Reasonable Noise Barriers for Alternative 5

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
16-1 and 16-2	Sheets 4-5	EOS	6	4,615	9	26	$3,796,000	$897,280	Yes	--	--
			8	4,615	10	54	$7,884,000	$1,482,335	Yes	--	--
			10	4,615	11	75	$10,950,000	$1,803,575	Yes	--	--
			12	4,615	12	82	$11,972,000	$2,124,815	Yes	--	--
			14	4,615	13	95	$13,870,000	$2,465,255	Yes	--	--
			16	4,615	13	104	$15,184,000	$13,501,885	Yes	--	--
			18	4,615	14	113	$16,498,000	$14,079,461	Yes	--	--
			20	4,615	15	132	$19,272,000	$14,657,037	Yes	--	--
			22	4,615	15	155	$22,630,000	$15,234,613	Yes	--	--
16-2 and 17-1	Sheets 4-5	EOS	6	2,307	6	23	$3,358,000	--	--	--	--
			8	2,307	7	27	$3,942,000	$339,295	Yes	--	--
			10	2,307	8	40	$5,840,000	$414,775	Yes	--	--
			12	2,307	9	52	$7,592,000	$490,255	Yes	--	--
			14	2,307	10	52	$7,592,000	$565,735	Yes	--	--
			16	2,307	11	54	$7,884,000	$4,562,905	Yes	--	--
			18	2,307	11	57	$8,322,000	$4,838,345	Yes	--	--
			20	2,307	11	57	$8,322,000	$5,113,785	Yes	--	--
			22	2,307	12	57	$8,322,000	$5,389,225	Yes	--	--
16-1, 16-2, and 17-1	Sheets 4-5	EOS	6	5,406	9	49	$7,154,000	$897,280	Yes	--	--
			8	5,406	10	78	$11,388,000	$1,180,415	Yes	--	--
			10	5,406	11	113	$16,498,000	$1,728,095	Yes	--	--
			12	5,406	12	130	$18,980,000	$2,124,815	Yes	--	--
			14	5,406	13	143	$20,878,000	$2,465,255	Yes	--	--
			16	5,406	13	150	$21,900,000	$14,095,395	Yes	--	--
			18	5,406	14	160	$23,360,000	$14,766,491	Yes	--	--
			20	5,406	15	179	$26,134,000	$15,437,587	Yes	--	--
			22	5,406	15	202	$29,492,000	$16,108,683	Yes	--	--
18-1	Sheet 7	EOS	6	1,063	5	1	$146,000	--	--	--	--
18-1	Sheet 7	EOS	8	1,063	6	2	$292,000	--	--	--	--
			10	1,063	7	3	$438,000	--	--	--	--
			12	1,063	8	5	$730,000	$857,760	No	--	--
			14	1,063	9	5	$730,000	$994,560	No	--	--
			16	1,063	10	5	$730,000	$1,126,080	No	--	--
			18	1,063	10	5	$730,000	$1,257,600	No	--	--
			20	1,063	11	5	$730,000	$1,389,120	No	--	--
			22	1,063	11	5	$730,000	$1,520,640	No	--	--

Table 3.15.30: Summary of Feasible and Reasonable Noise Barriers for Alternative 5

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
18-2	Sheets 7-8	EOS	6	4,552	7	42	$6,132,000	$1,850,425	Yes	--	--
			8	4,552	9	82	$11,972,000	$2,383,925	Yes	--	--
			10	4,552	11	149	$21,754,000	$2,917,425	Yes	--	--
			12	4,552	12	195	$28,470,000	$3,450,925	Yes	--	--
			14	4,552	12	201	$29,346,000	$4,011,881	Yes	--	--
			16	4,552	13	205	$29,930,000	$4,563,685	Yes	--	--
			18	4,552	13	206	$30,076,000	$5,115,489	Yes	--	--
			20	4,552	14	206	$30,076,000	$5,667,293	Yes	--	--
			22	4,552	14	207	$30,222,000	$6,219,097	Yes	--	--
18-1 and 18-2	Sheets 7-8	EOS	6	5,615	7	47	$6,862,000	$1,850,425	Yes	--	--
			8	5,615	9	89	$12,994,000	$2,383,925	Yes	--	--
			10	5,615	11	170	$24,820,000	$3,654,225	Yes	--	--
			12	5,615	12	215	$31,390,000	$4,308,685	Yes	--	--
			14	5,615	12	215	$31,390,000	$5,006,441	Yes	--	--
			16	5,615	13	215	$31,390,000	$5,689,765	Yes	--	--
			18	5,615	13	218	$31,828,000	$6,373,089	Yes	--	--
			20	5,615	14	218	$31,828,000	$7,056,413	Yes	--	--
			22	5,615	14	219	$31,974,000	$7,739,737	Yes	--	--
18-3	Sheet 9	PP	8	326	5	1	$146,000	--	--	--	--
			10	326	6	1	$146,000	--	--	--	--
			12	326	6	1	$146,000	--	--	--	--
			14	326	6	1	$146,000	--	--	--	--
			16	326	6	1	$146,000	--	--	--	--
			18	326	7	1	$146,000	$1,855,936	No	$1,289,236	No
			20	326	7	1	$146,000	$1,896,632	No	$1,329,932	No
			22	326	7	1	$146,000	$1,937,328	No	$1,370,628	No
20-1	Sheet 14	PP	6	923	11	16	$2,336,000	$11,850,550	No	$3,596,750	No
20-1	Sheet 14	PP	8	923	13	18	$2,628,000	$11,942,850	No	$3,689,050	No
			10	923	15	18	$2,628,000	$12,035,150	No	$3,781,350	No
			12	923	16	18	$2,628,000	$12,127,450	No	$3,873,650	No
			14	923	17	18	$2,628,000	$12,264,054	No	$4,010,254	No
			16	923	18	18	$2,628,000	$12,385,890	No	$4,132,090	No
			18	923	18	18	$2,628,000	$12,507,726	No	$4,253,926	No
			20	923	19	18	$2,628,000	$12,629,562	No	$4,375,762	No
			22	923	19	18	$2,628,000	$12,751,398	No	$4,497,598	No

Table 3.15.30: Summary of Feasible and Reasonable Noise Barriers for Alternative 5

Noise Barrier No.	Figure[1] (Sheet)	Noise Barrier Location	Height (ft)	Approximate Length (ft)	Maximum Noise Attenuation (dBA)	Number of Benefited Receptors/ Units[2]	Total Reasonable Allowance	Without ROW Donated		With ROW Donated	
								Estimated Construction Cost[3]	Reasonable?	Estimated Construction Cost[3]	Reasonable?
21-1	Sheet 17	EOS	10	1,711	5	4	$584,000	--	--	--	--
			12	1,711	5	4	$584,000	--	--	--	--
			14	1,711	6	10	$1,460,000	$1,717,828	No	--	--
			16	1,711	6	10	$1,460,000	$1,934,080	No	--	--
			18	1,711	7	13	$1,898,000	$2,150,332	No	--	--
			20	1,711	7	13	$1,898,000	$2,366,584	No	--	--
			22	1,711	7	13	$1,898,000	$2,582,836	No	--	--
21-2	Sheets 18-19	EOS	8	1,715	5	4	$584,000	$424,800	Yes	--	--
			10	1,715	5	4	$584,000	$531,000	Yes	--	--
			12	1,715	5	4	$584,000	$637,200	No	--	--
			14	1,715	6	4	$584,000	$743,400	No	--	--
			16	1,715	6	4	$584,000	$7,996,000	No	--	--
			18	1,715	6	4	$584,000	$8,199,000	No	--	--
			20	1,715	6	4	$584,000	$8,402,000	No	--	--
			22	1,715	7	4	$584,000	$8,605,000	No	--	--
22-1	Sheet 20	EOS	14	825	5	6	$876,000	--	--	--	--
			16	825	5	15	$2,190,000	--	--	--	--
			18	825	6	15	$2,190,000	--	--	--	--
			20	825	7	15	$2,190,000	$2,933,550	No	$2,873,550	No
			22	825	7	15	$2,190,000	$3,042,450	No	$2,982,450	No

Source: Compiled by LSA (2024).

[1] Figure 3.15-5.

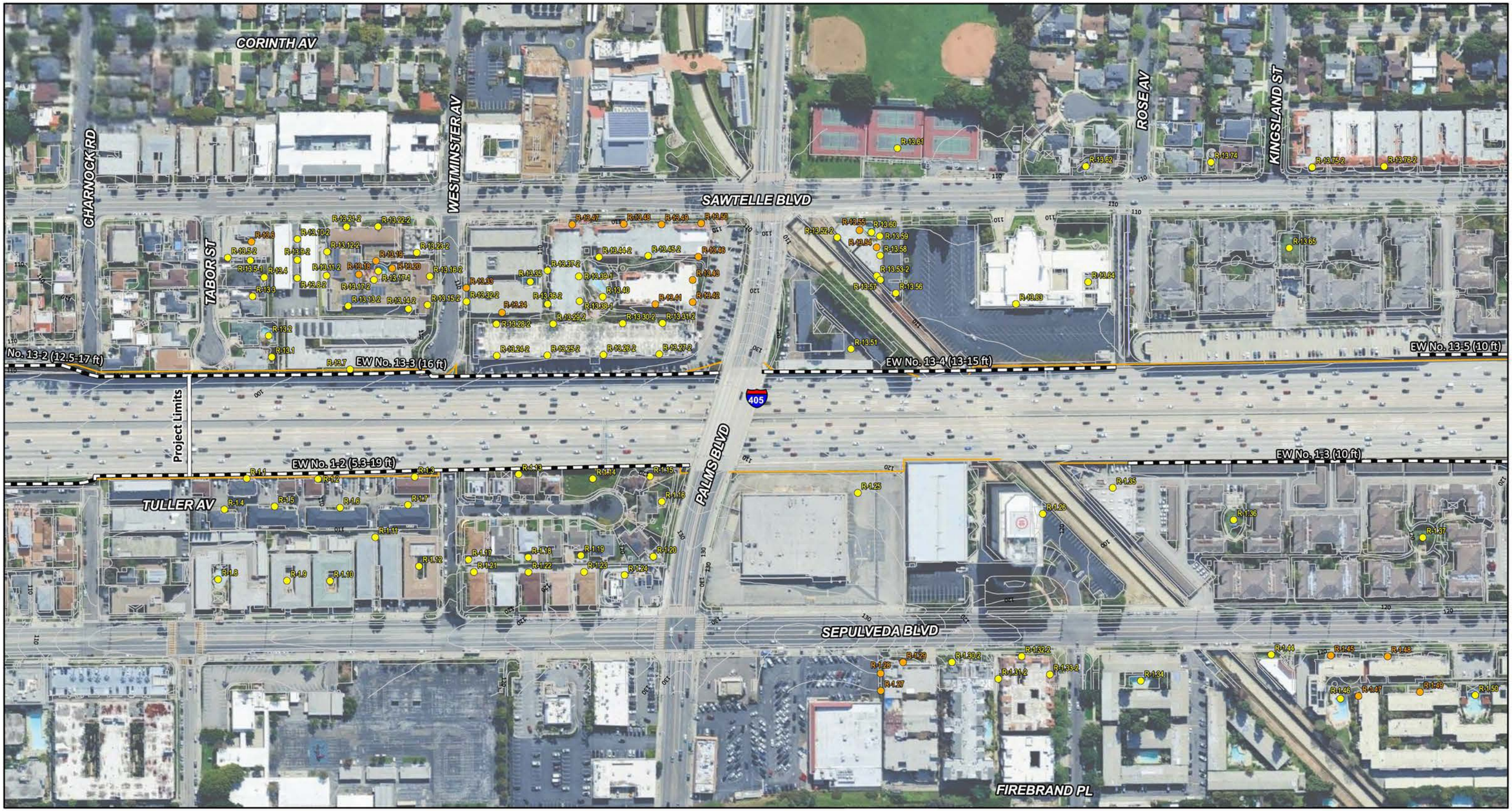
[2] Number of receptors/units that are attenuated 5 dBA or more by the modeled barrier.

[3] The estimated noise barrier construction cost information was provided by WSP (September 2024b).

[4] Shaded area represents barrier heights that have been determined to be not reasonable because the barrier would not reduce noise levels by 7 dBA or more.

dBA = A-weighted decibels
EOS = edge of shoulder
ft = foot/feet
PP = private property
ROW = right-of-way

FIGURES AND GRAPHS



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

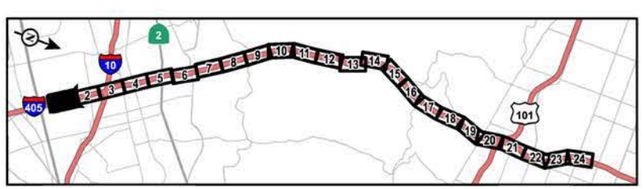
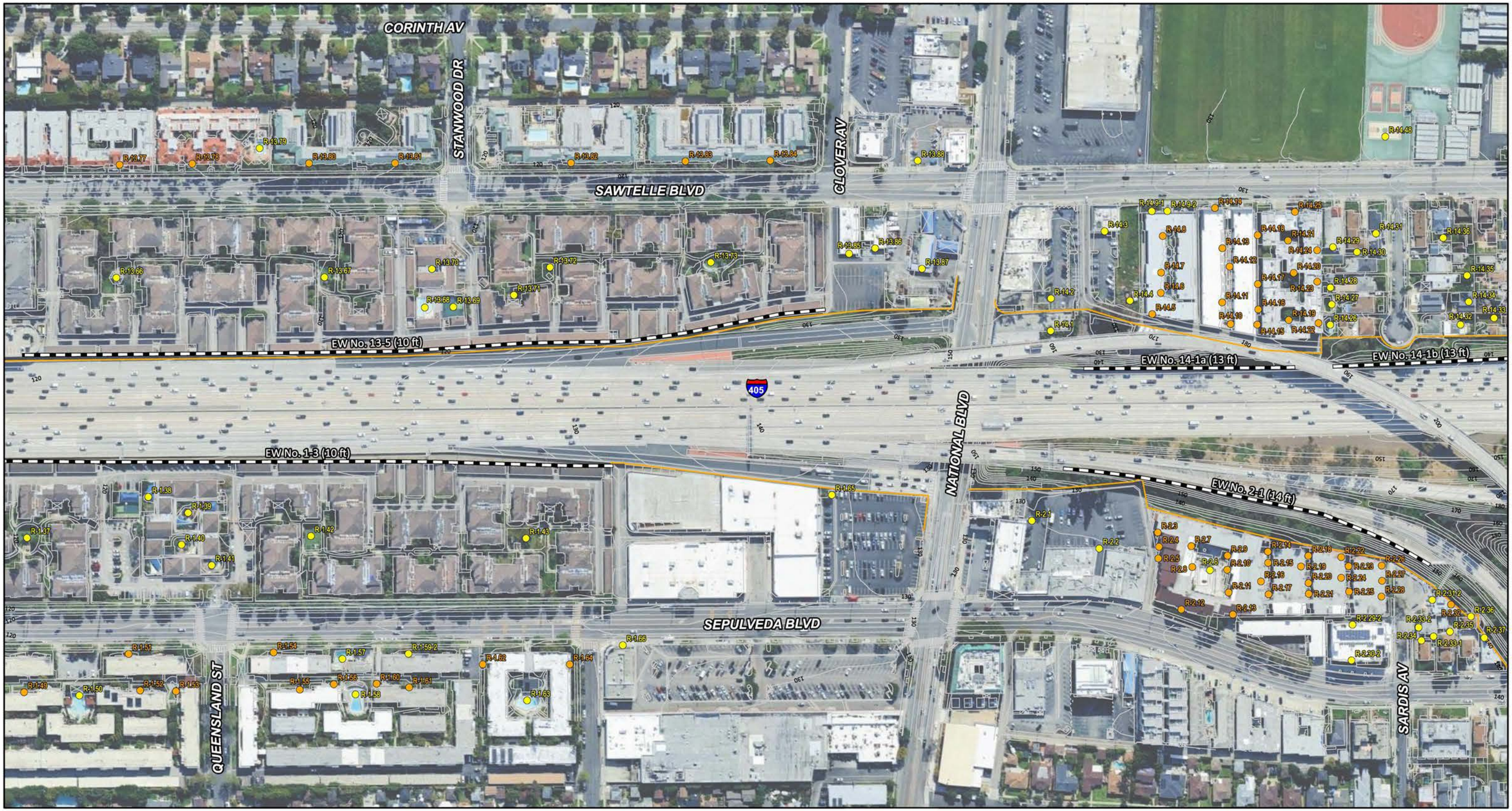


FIGURE 3.15-1
Sheet 1 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

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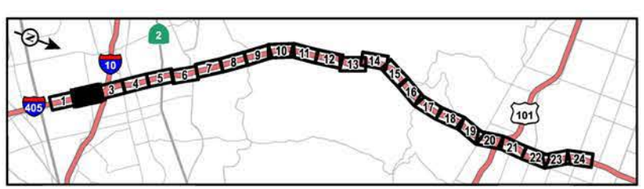
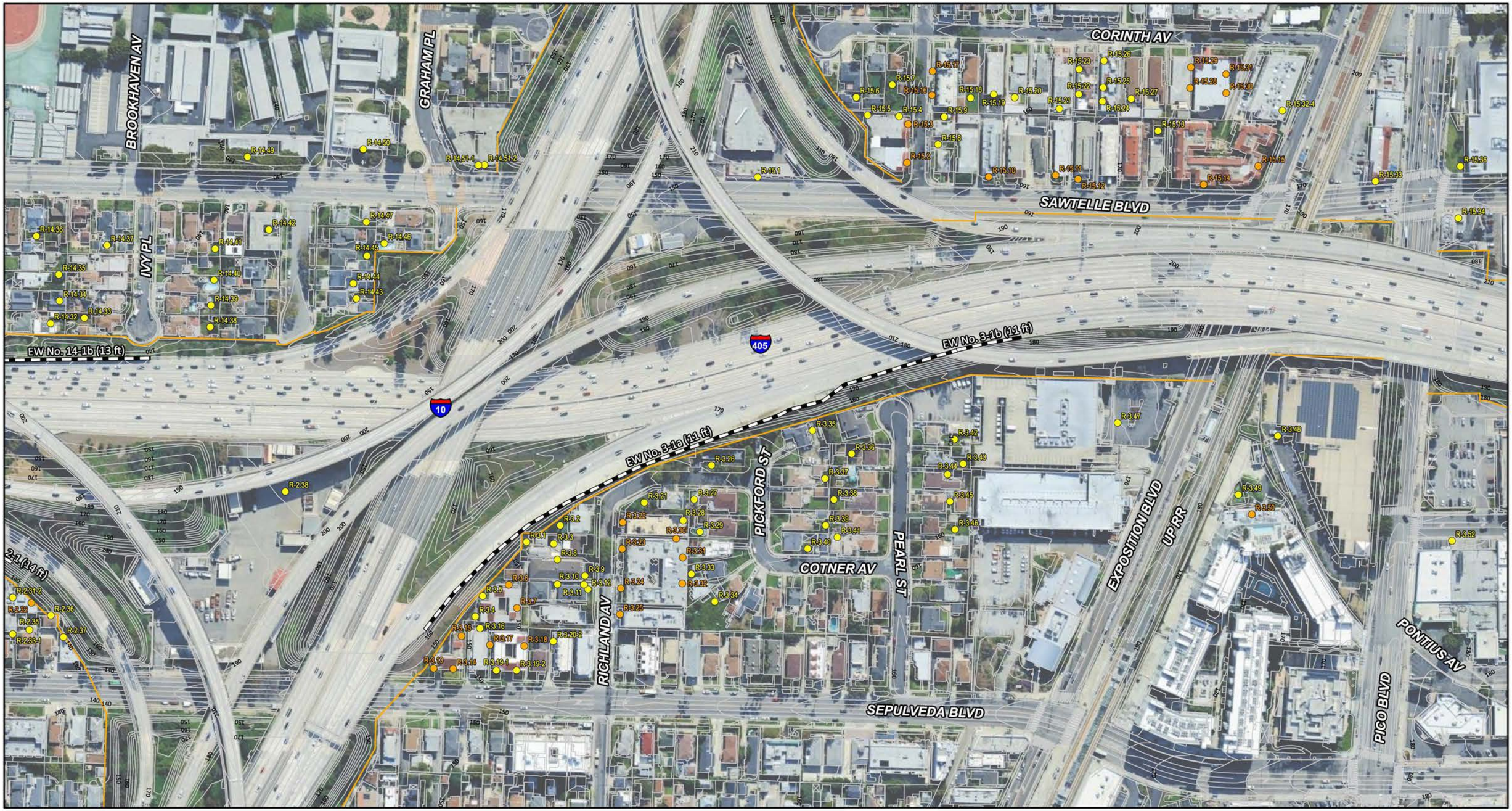


FIGURE 3.15-1
Sheet 2 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls
Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

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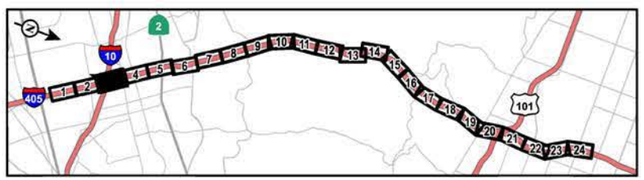
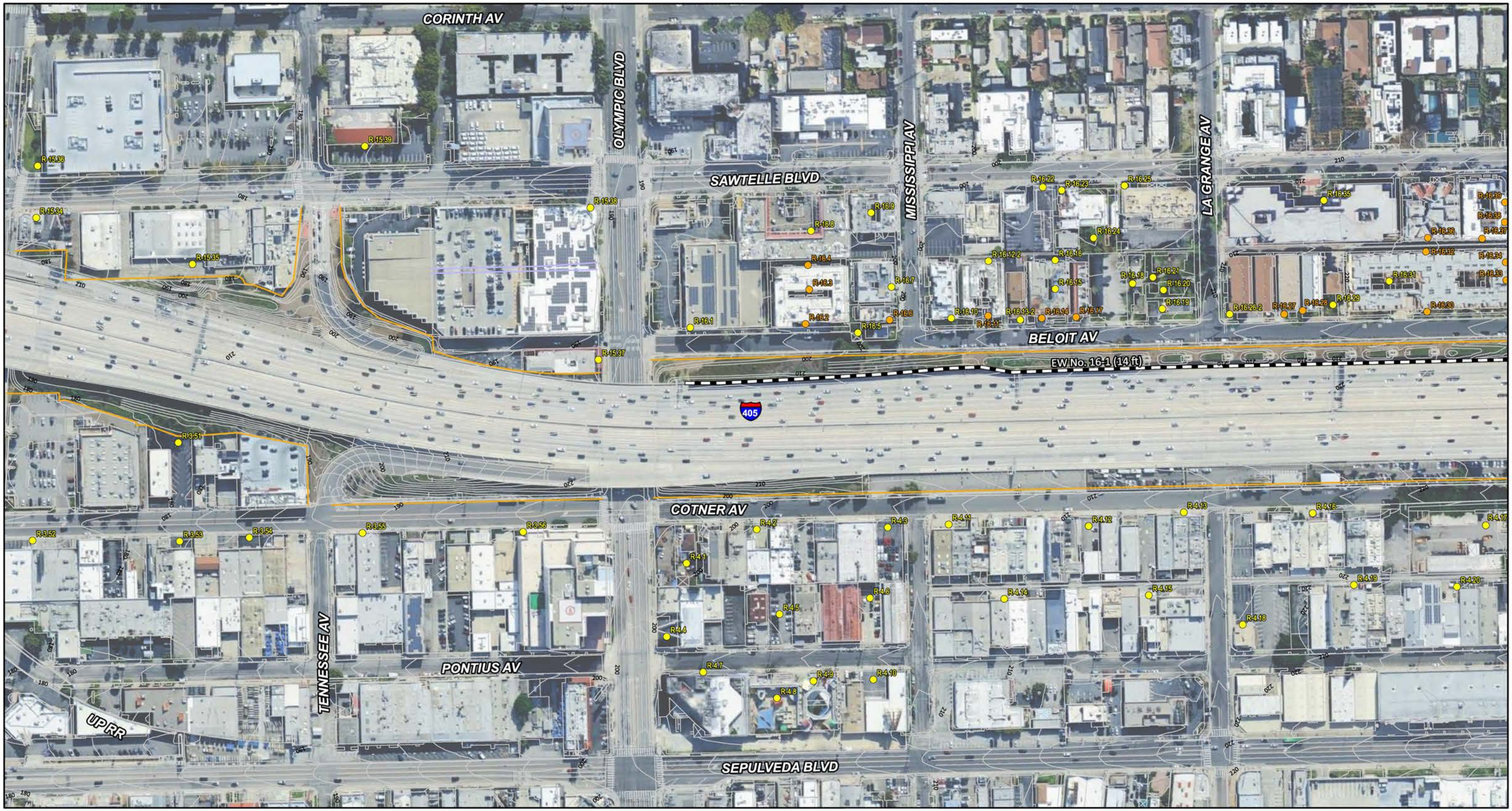


FIGURE 3.15-1
Sheet 3 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

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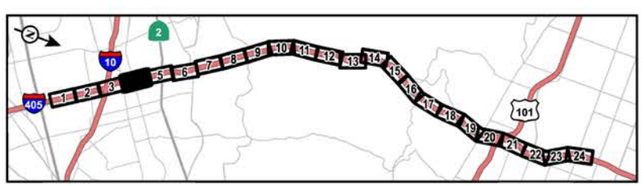
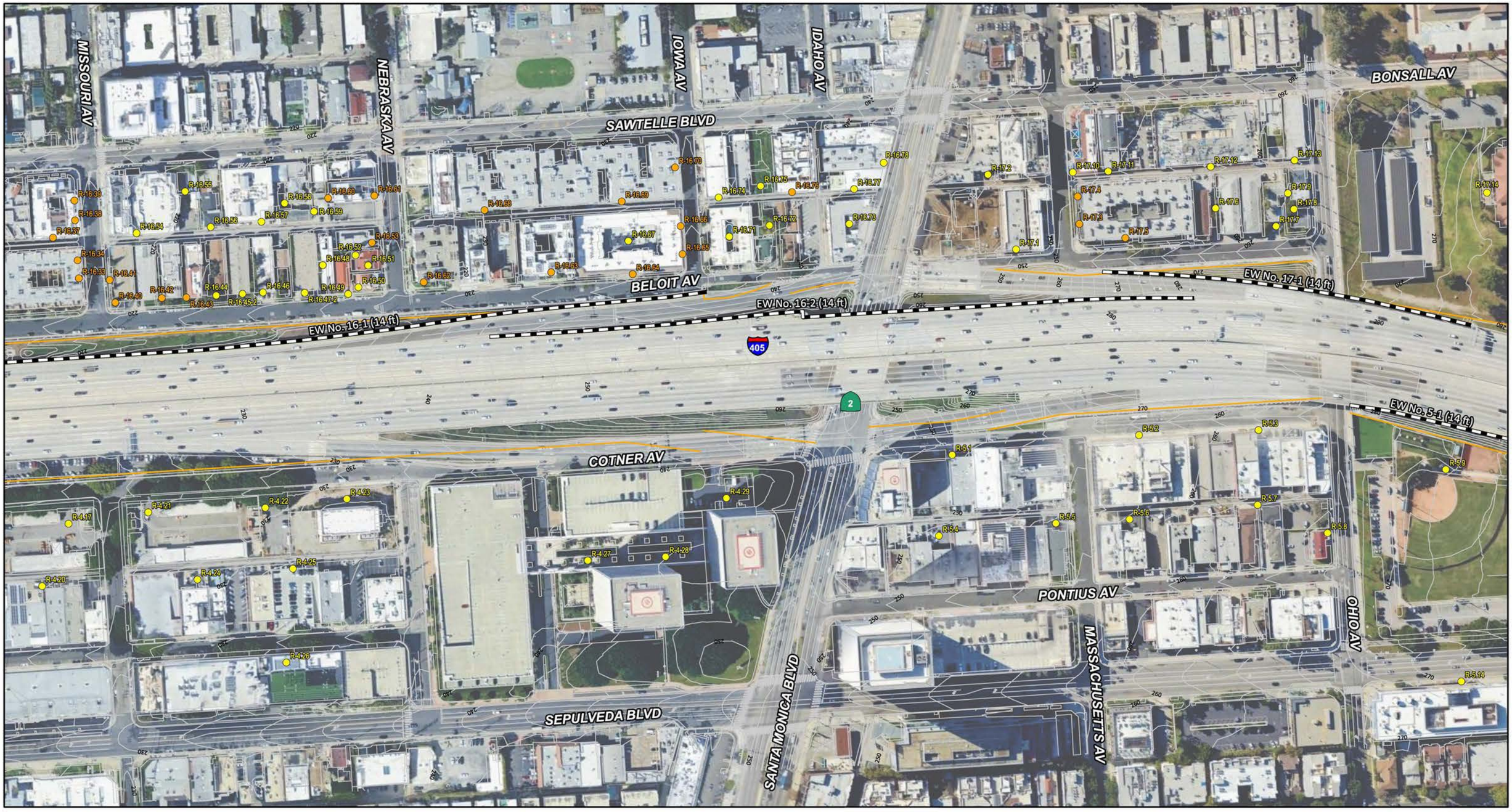


FIGURE 3.15-1
Sheet 4 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

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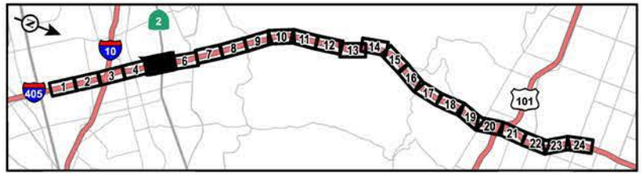
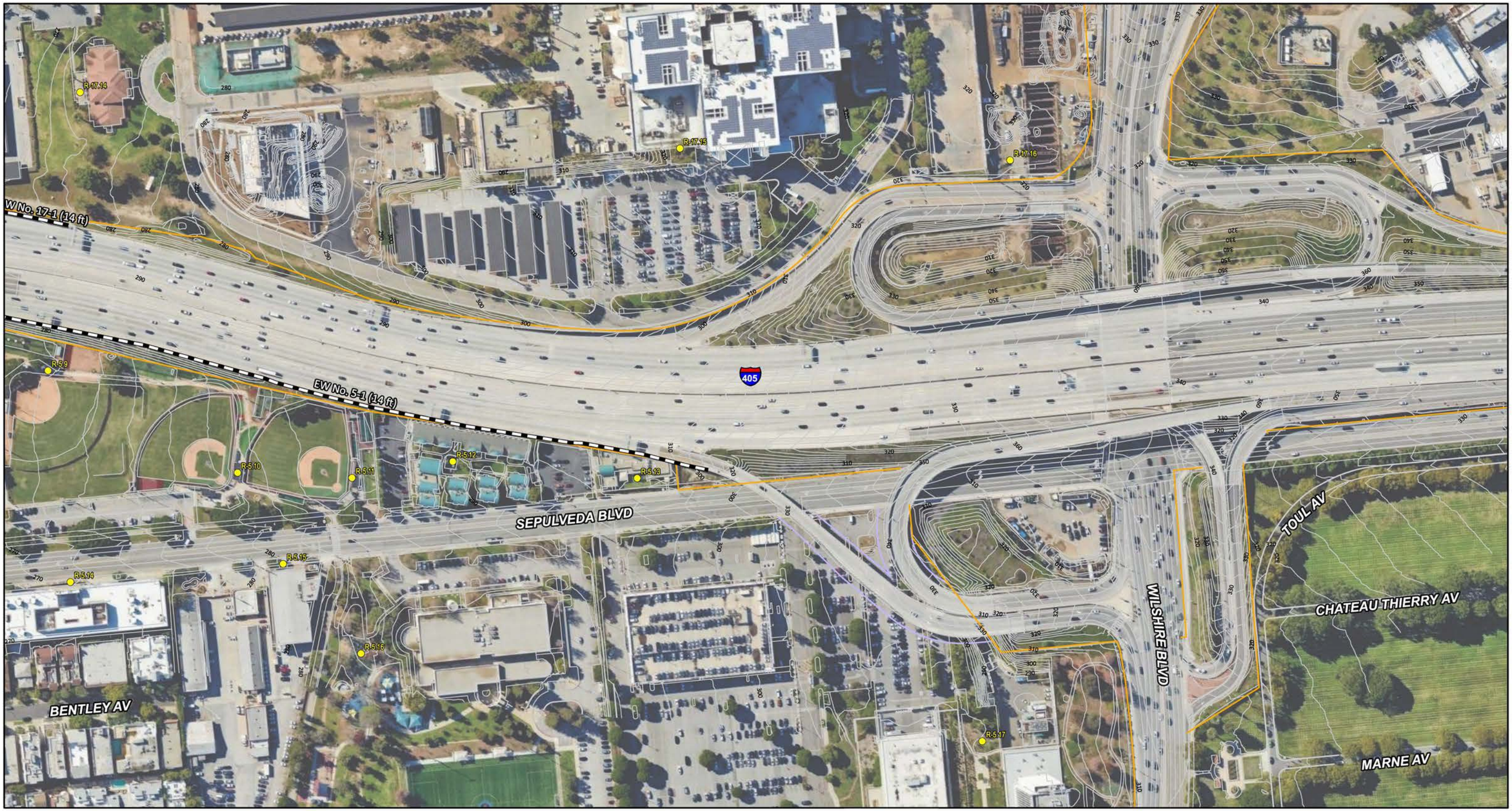


FIGURE 3.15-1
Sheet 5 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

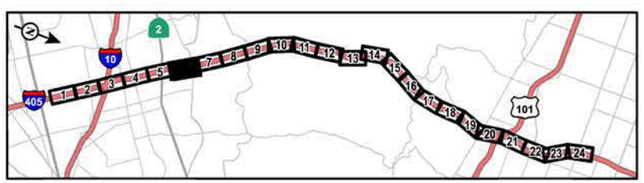
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET



SOURCE: Google Imagery (2022); WSP (9/2022)

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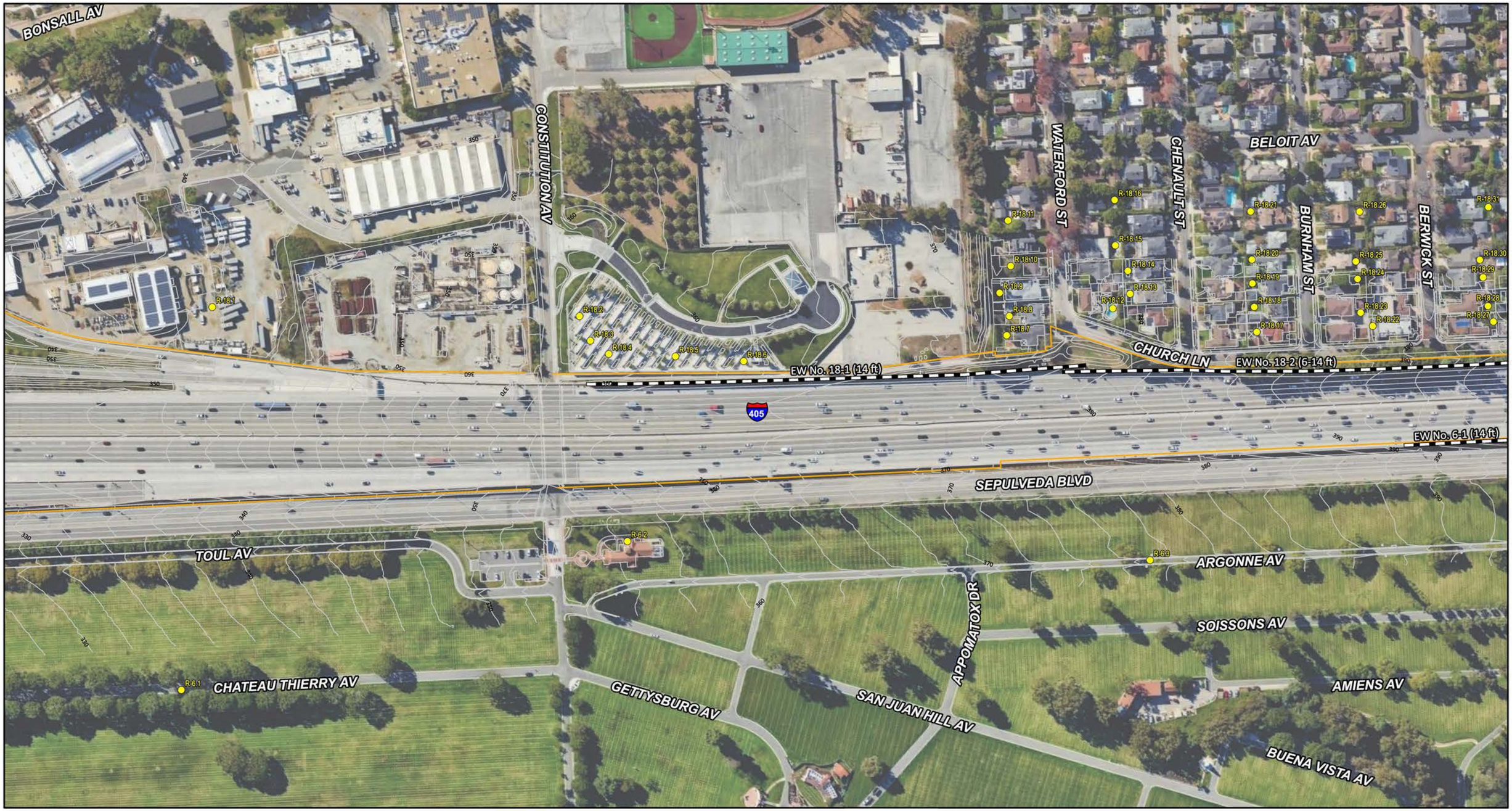
FIGURE 3.15-1
Sheet 6 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

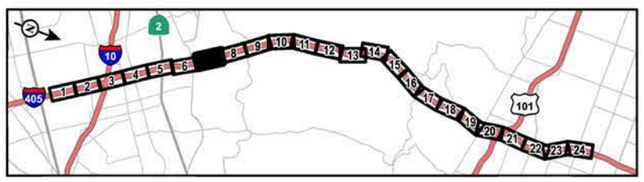
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET



SOURCE: Google Imagery (2022); WSP (9/2022)

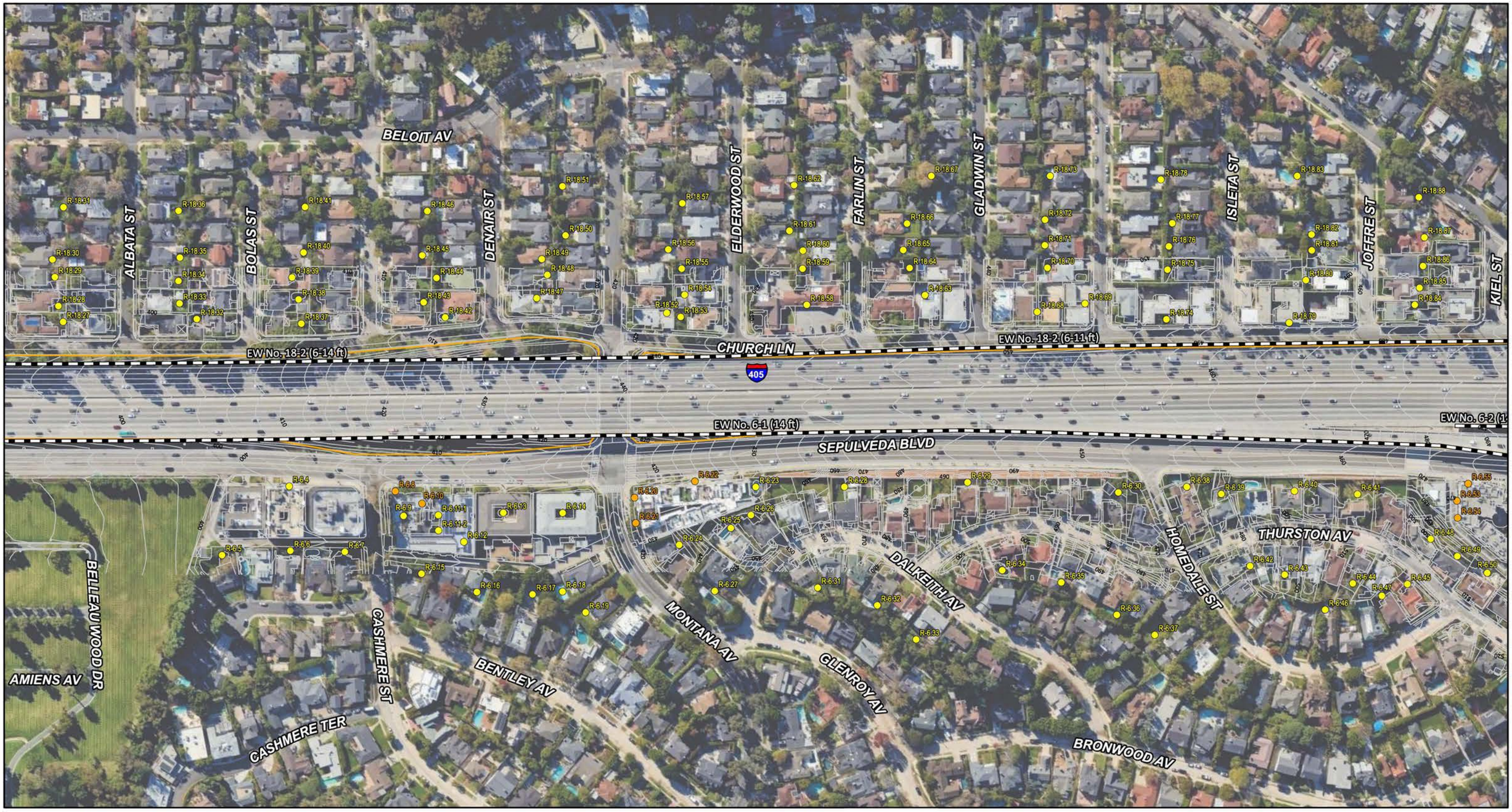
I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-1
Sheet 7 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls
Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

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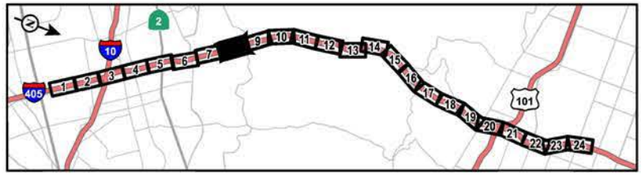

FIGURE 3.15-1
Sheet 8 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

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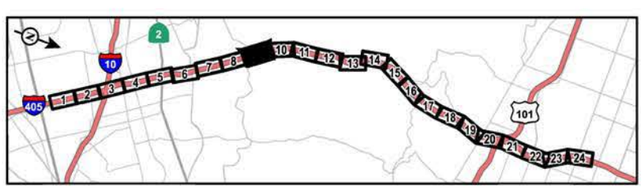

FIGURE 3.15-1
Sheet 9 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



SOURCE: Google Imagery (2022); WSP (9/2022)

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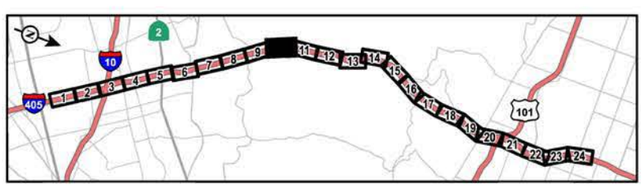

FIGURE 3.15-1

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I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433

07-LA-405 PM 28.4/41.4

EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

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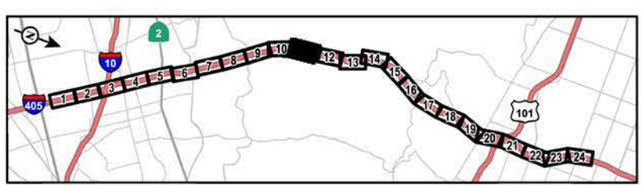

FIGURE 3.15-1
Sheet 11 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

SEPULVEDA BLVD

405

Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

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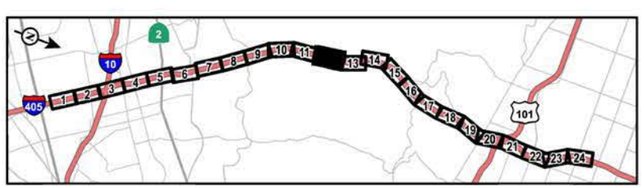
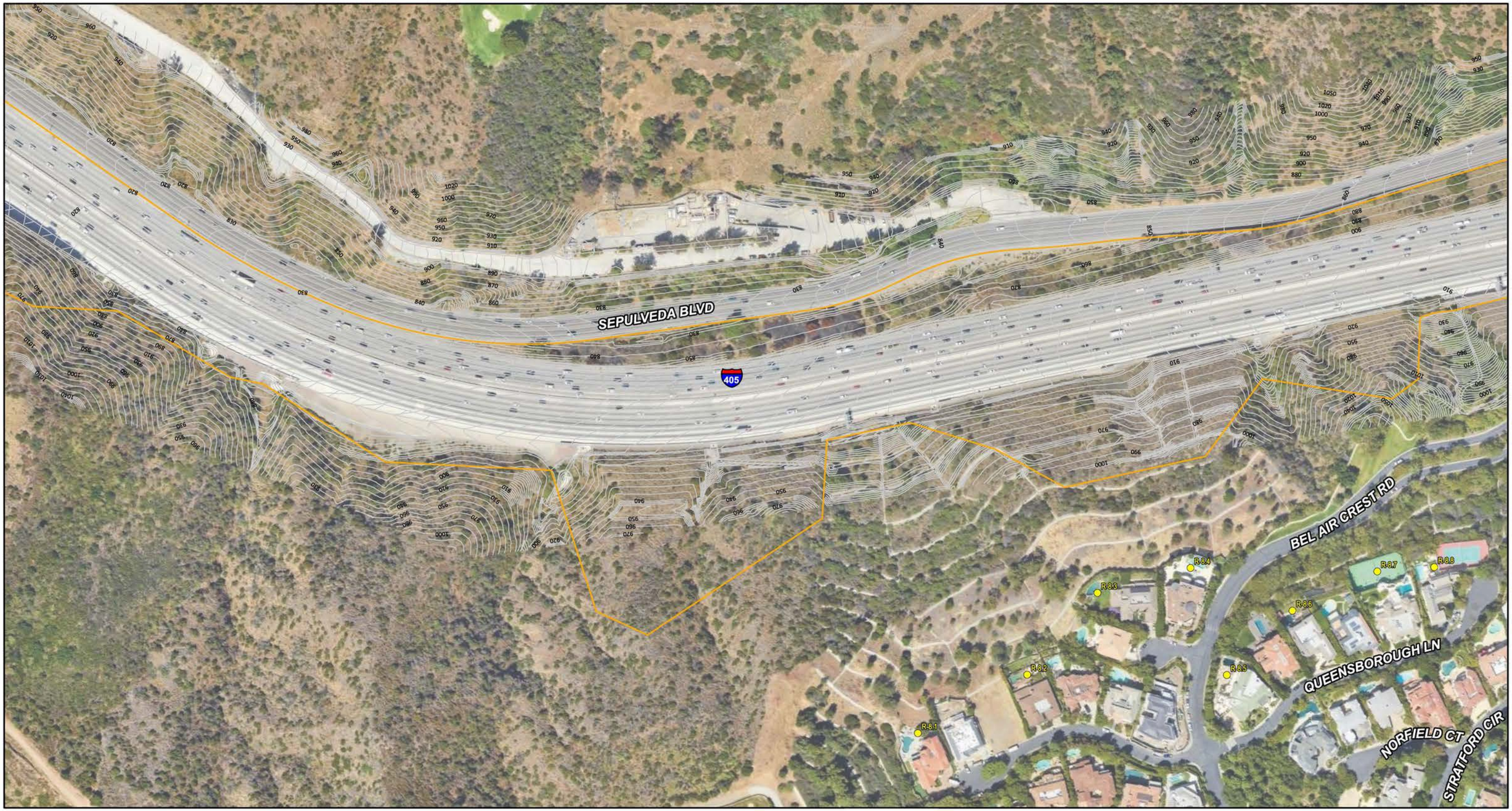


FIGURE 3.15-1
Sheet 12 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

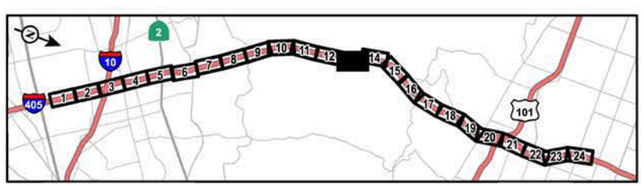
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET



SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

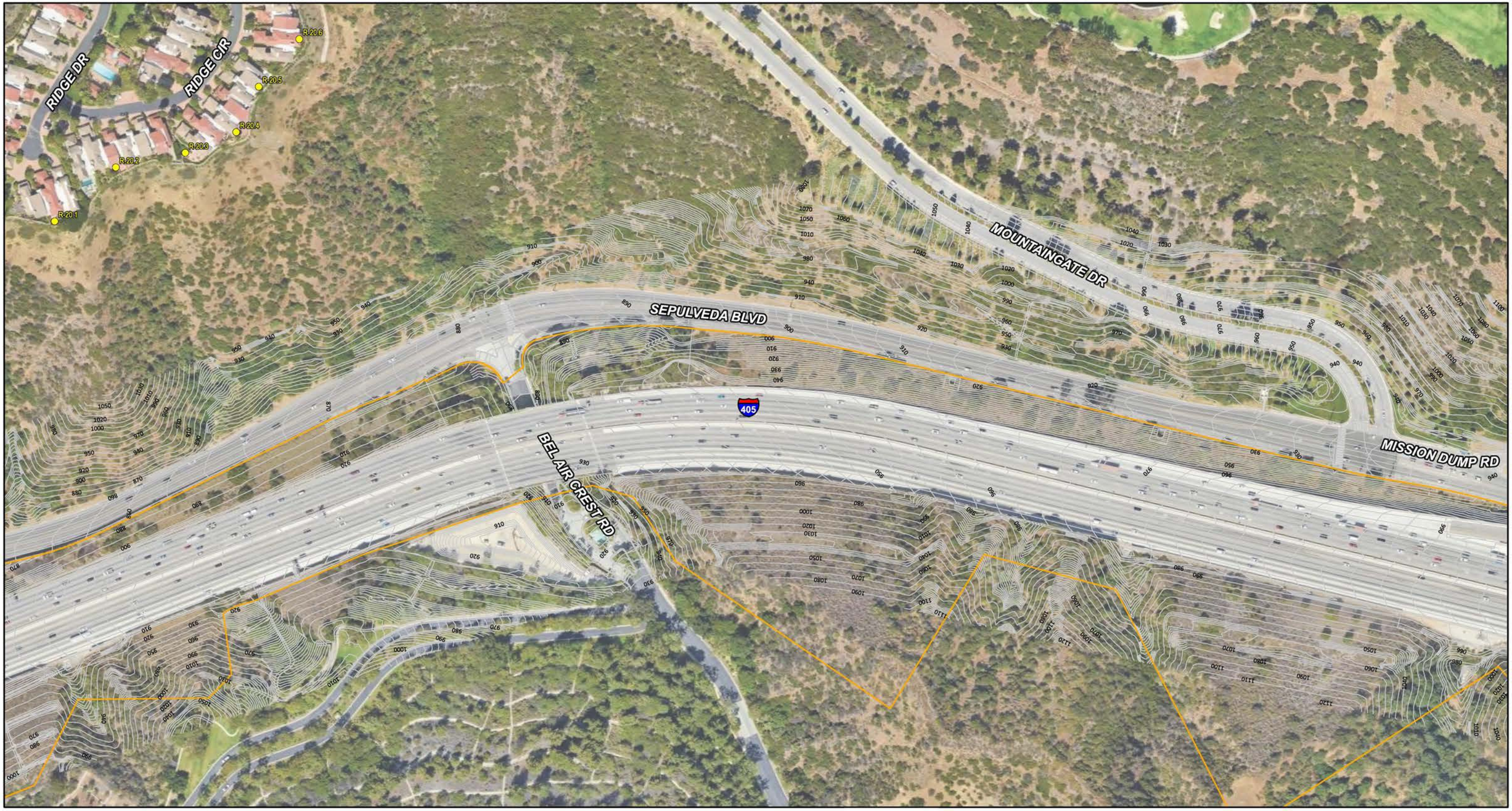
FIGURE 3.15-1

Sheet 13 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

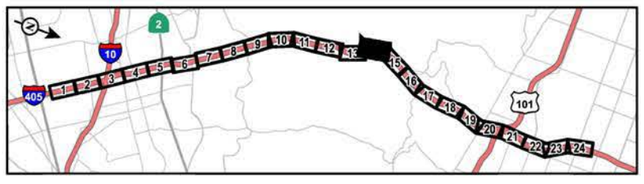
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET



SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-1

Sheet 14 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls
Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

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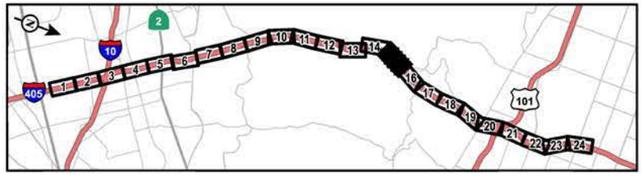
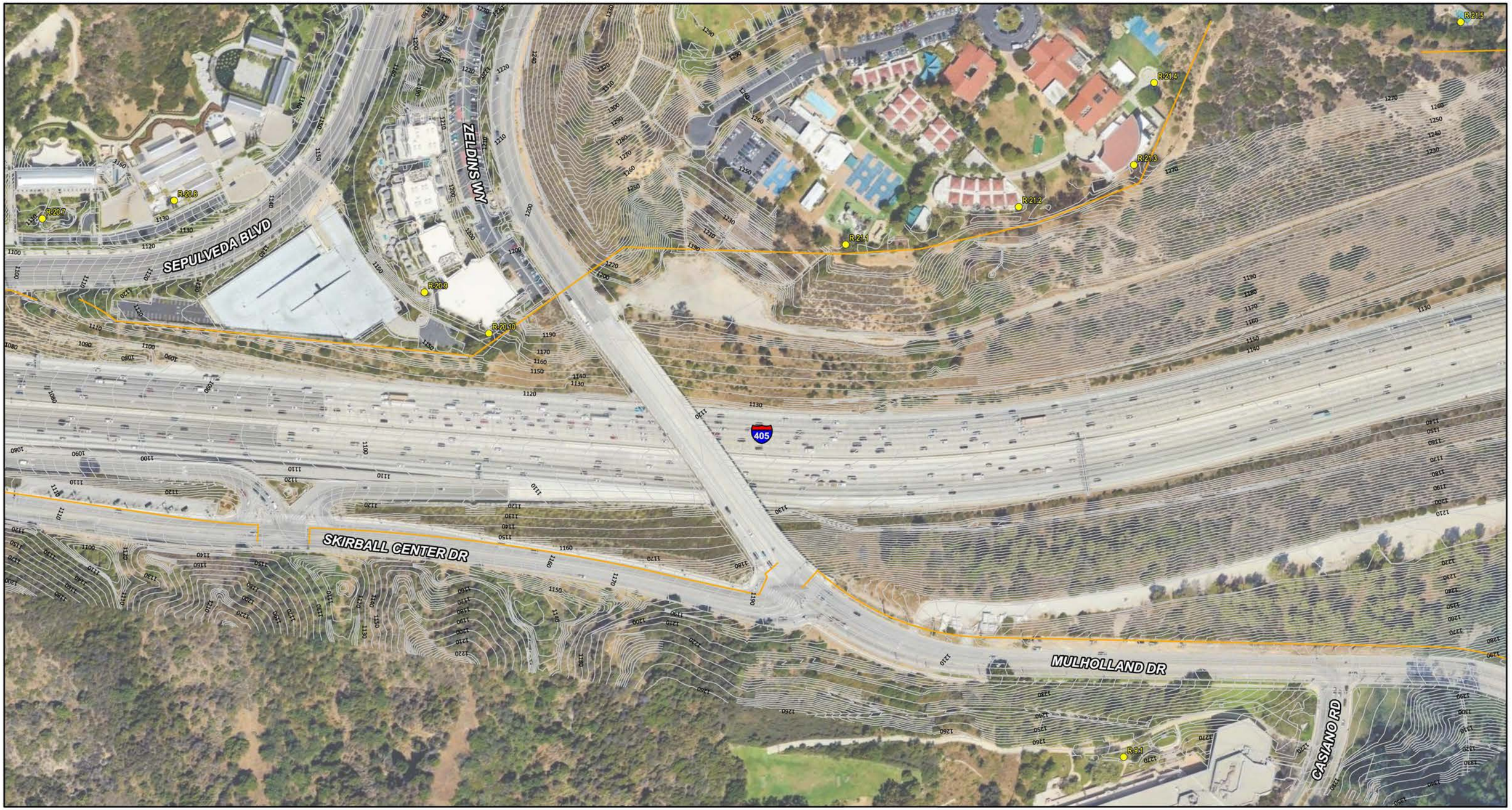


FIGURE 3.15-1
Sheet 15 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

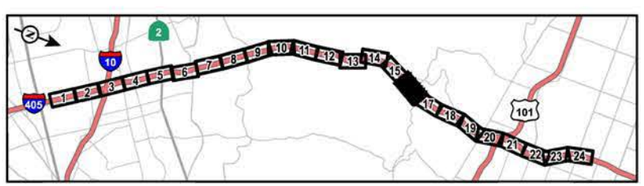
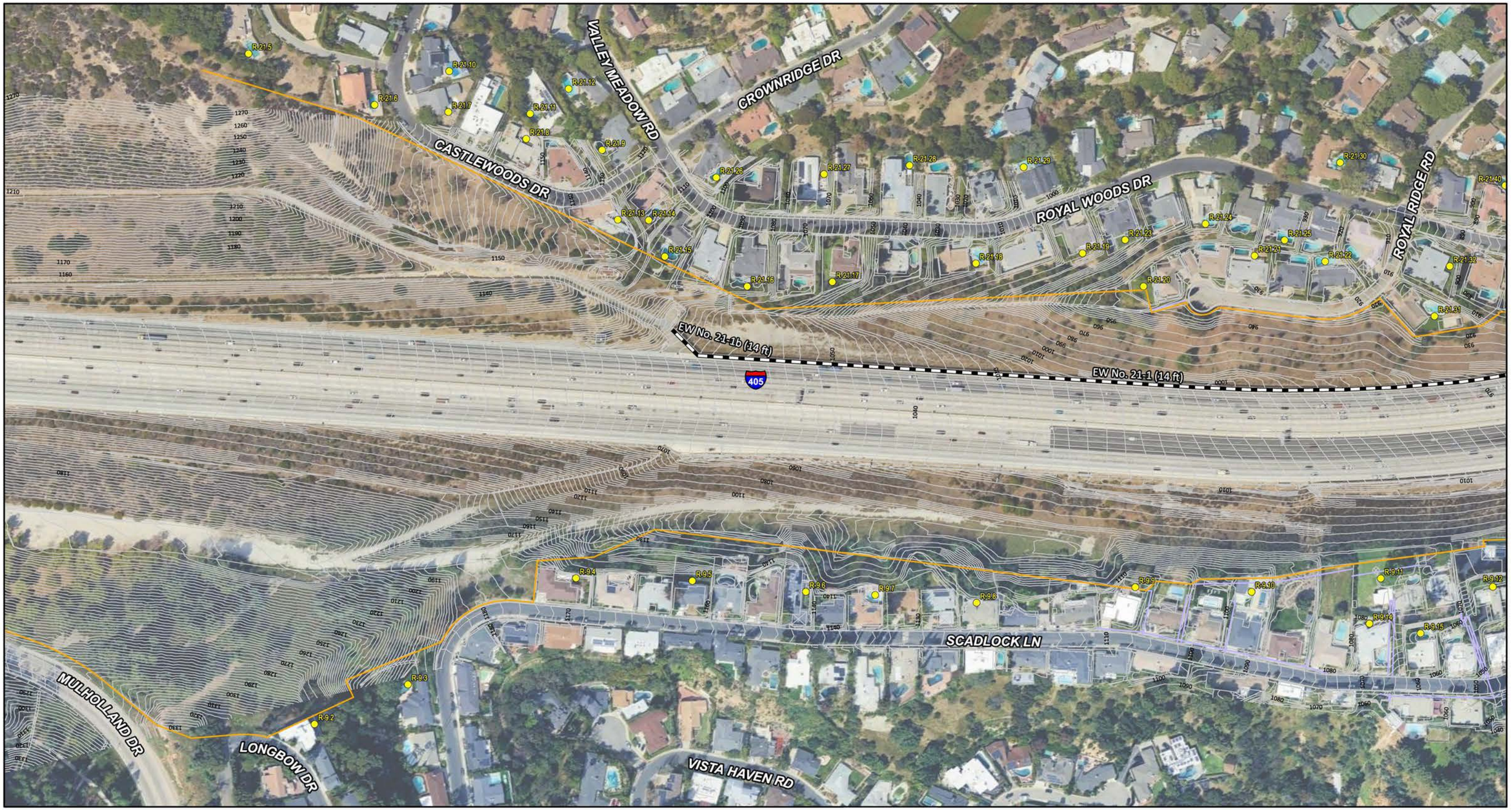


FIGURE 3.15-1
Sheet 16 of 24

I-405 Sepulveda Pass ExpressLanes Project

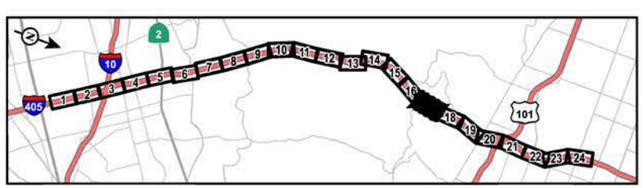
Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls
Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET



SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-1

Sheet 17 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

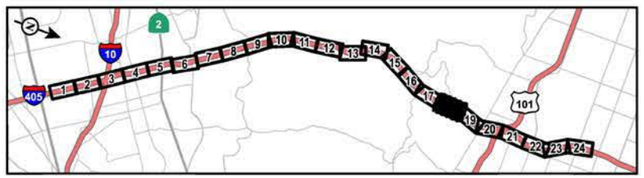


FIGURE 3.15-1
Sheet 18 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

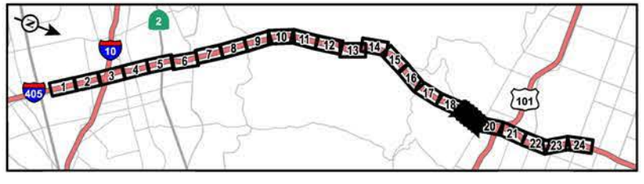
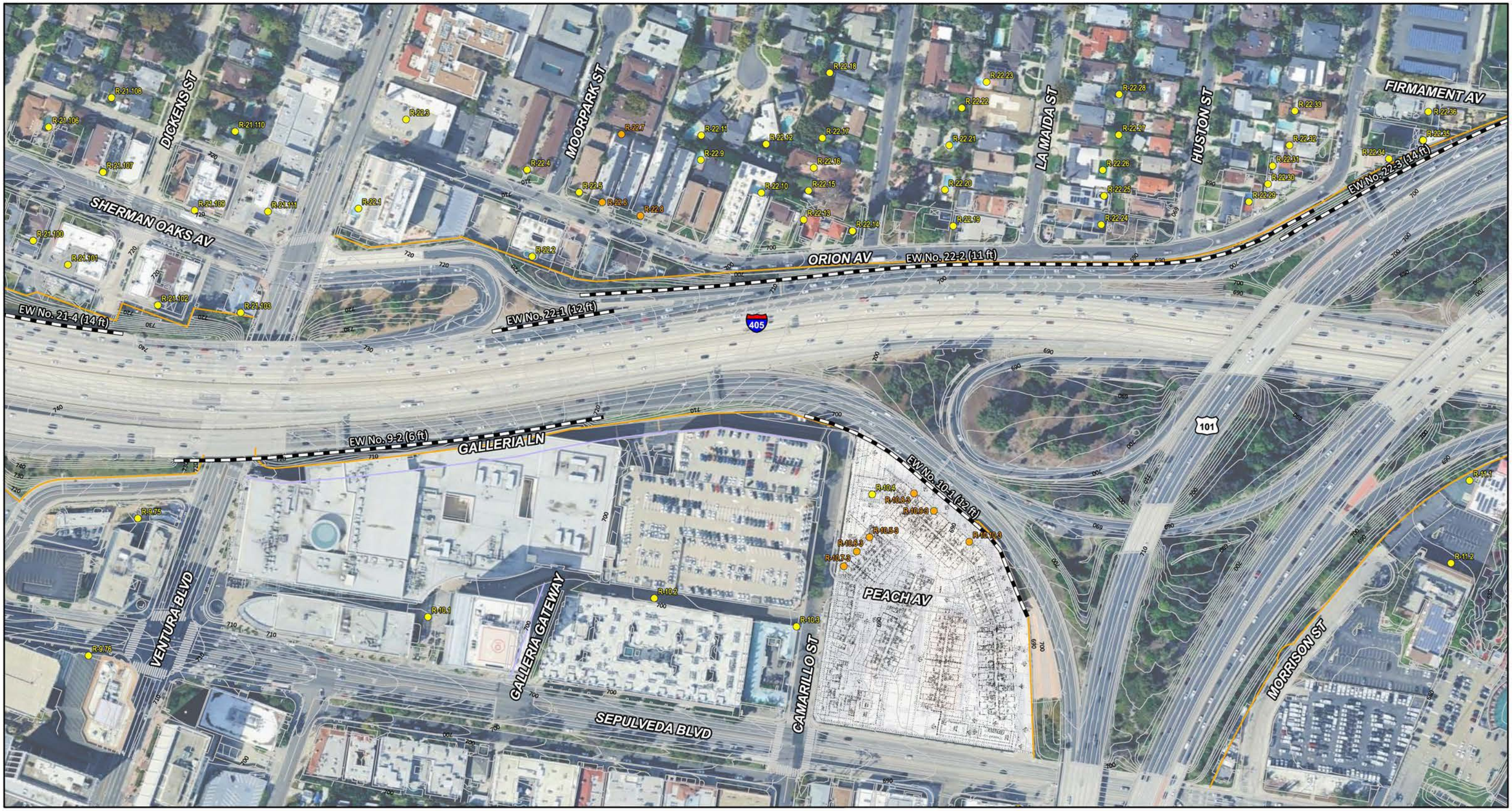


FIGURE 3.15-1
Sheet 19 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

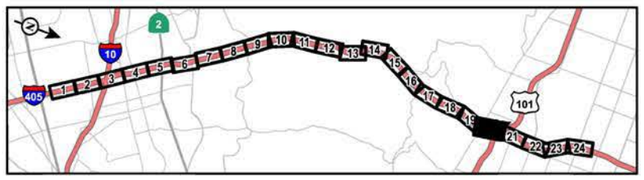
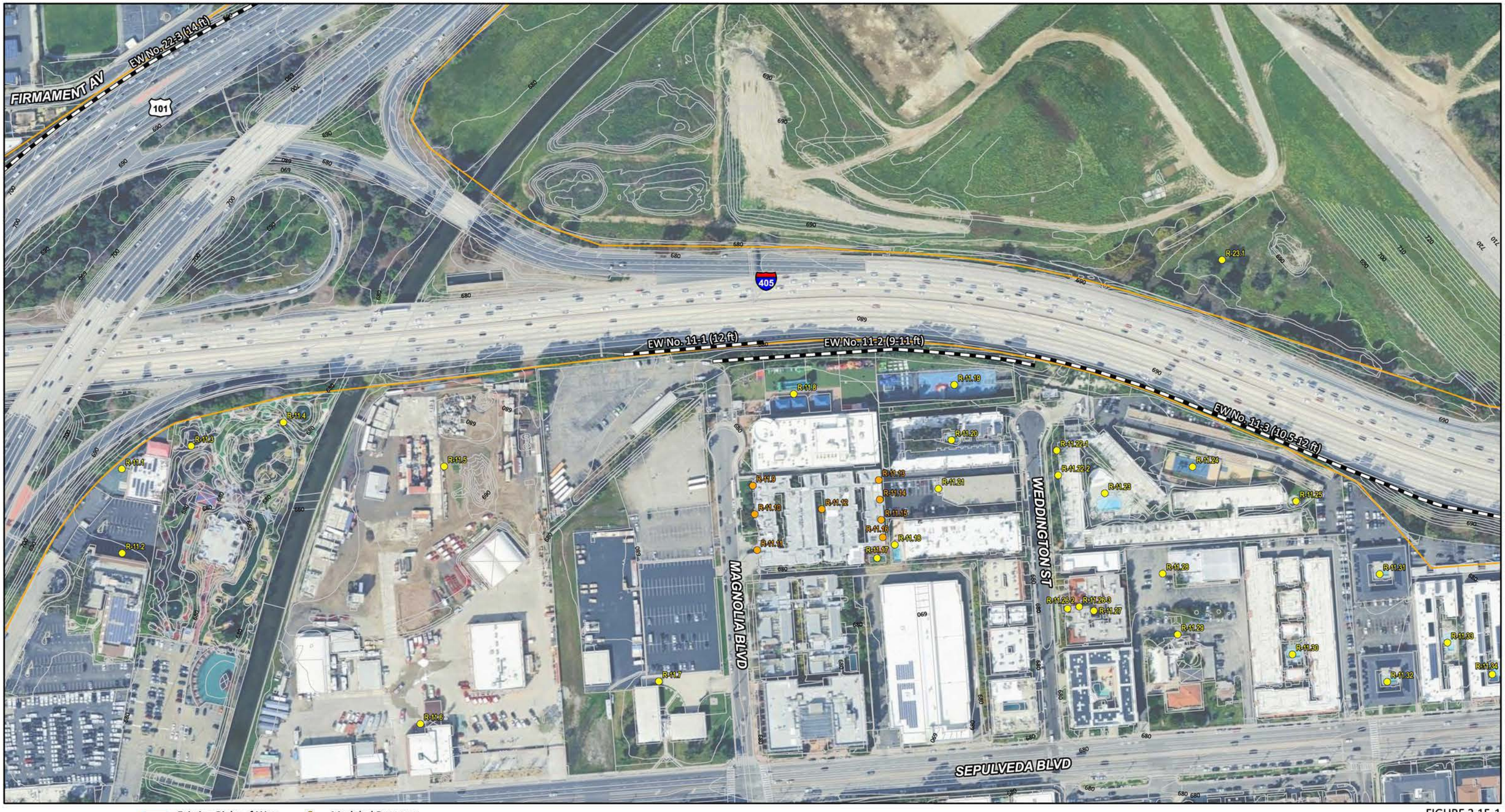


FIGURE 3.15-1
Sheet 20 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

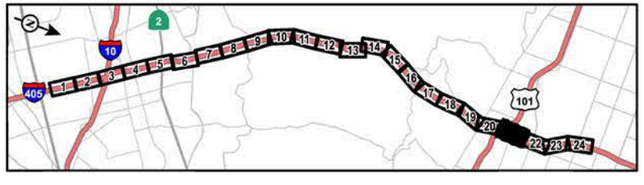
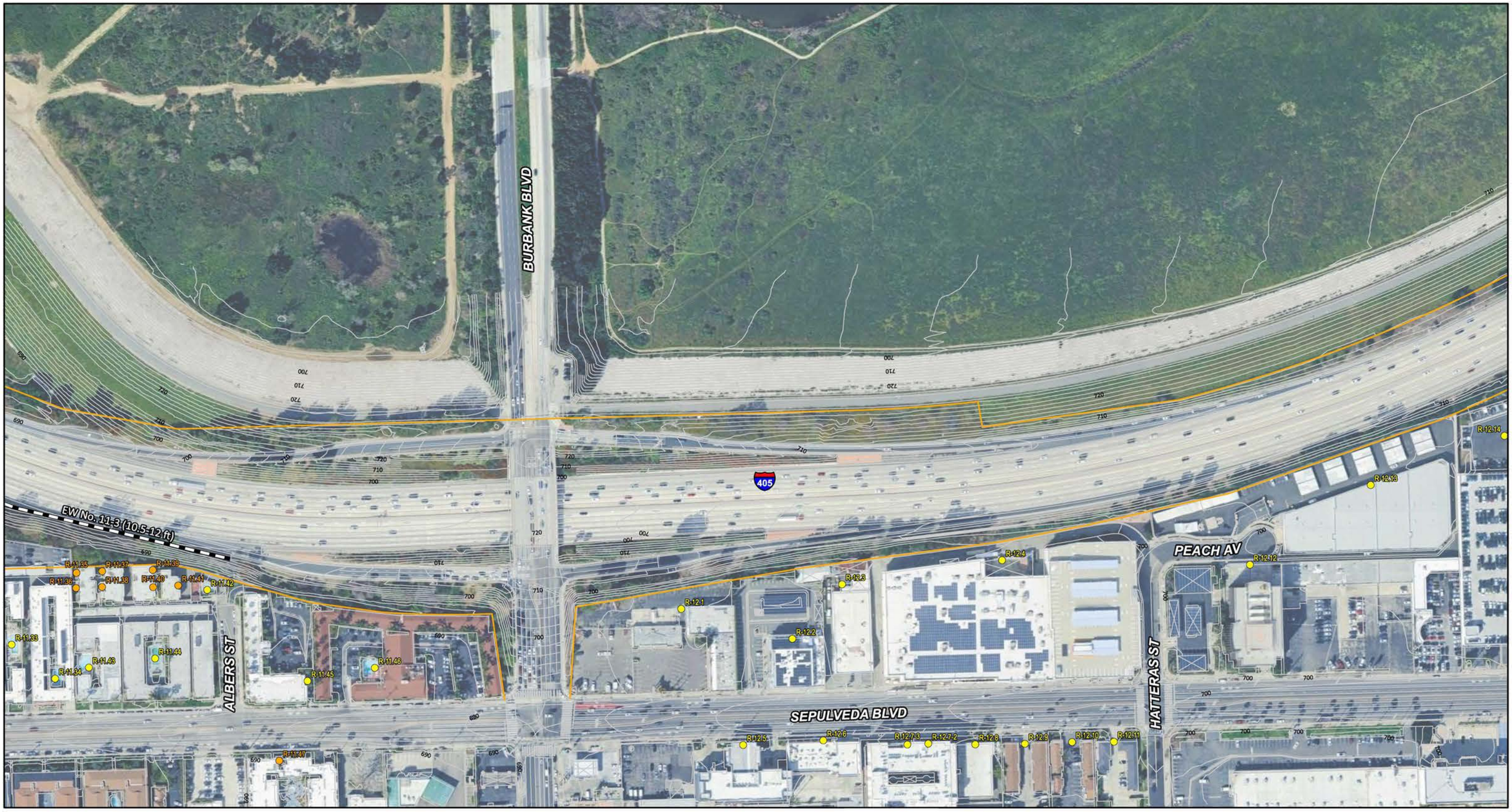


FIGURE 3.15-1
Sheet 21 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



- Existing Right-of-Way
- Existing Walls
- Modeled Receptor
- Modeled Receptor (Multiple Floors)
- Short-Term Monitoring Locations
- Long-Term Monitoring Locations
- Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

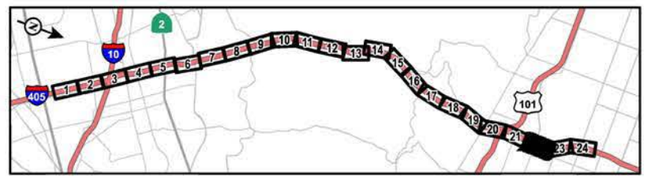


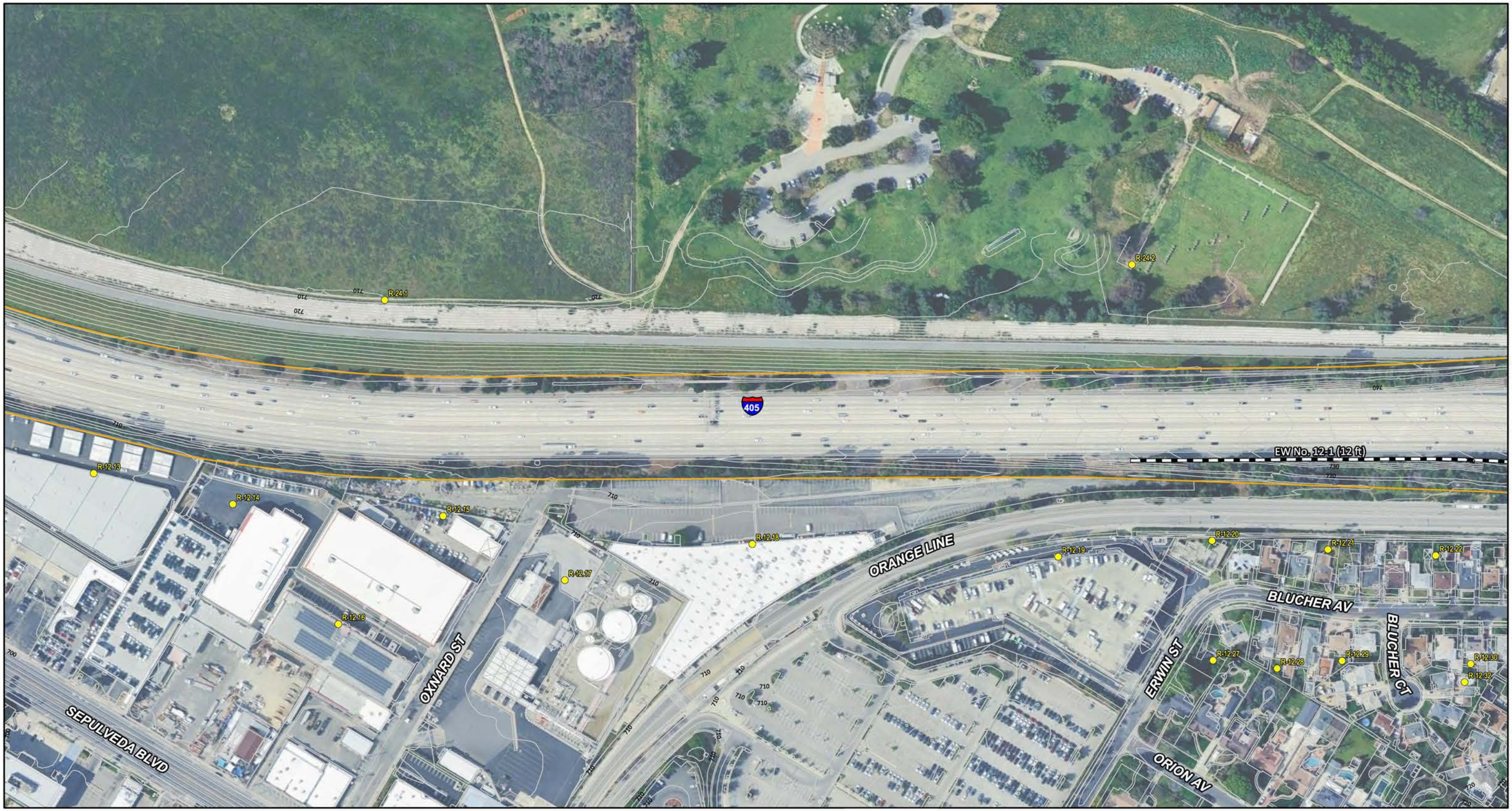
FIGURE 3.15-1

Sheet 22 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

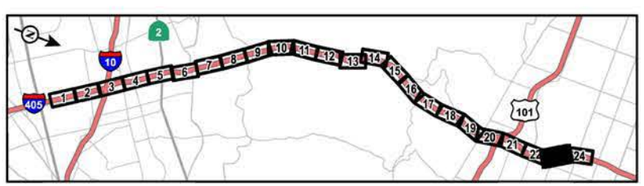
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET



SOURCE: Google Imagery (2022); WSP (9/2022)

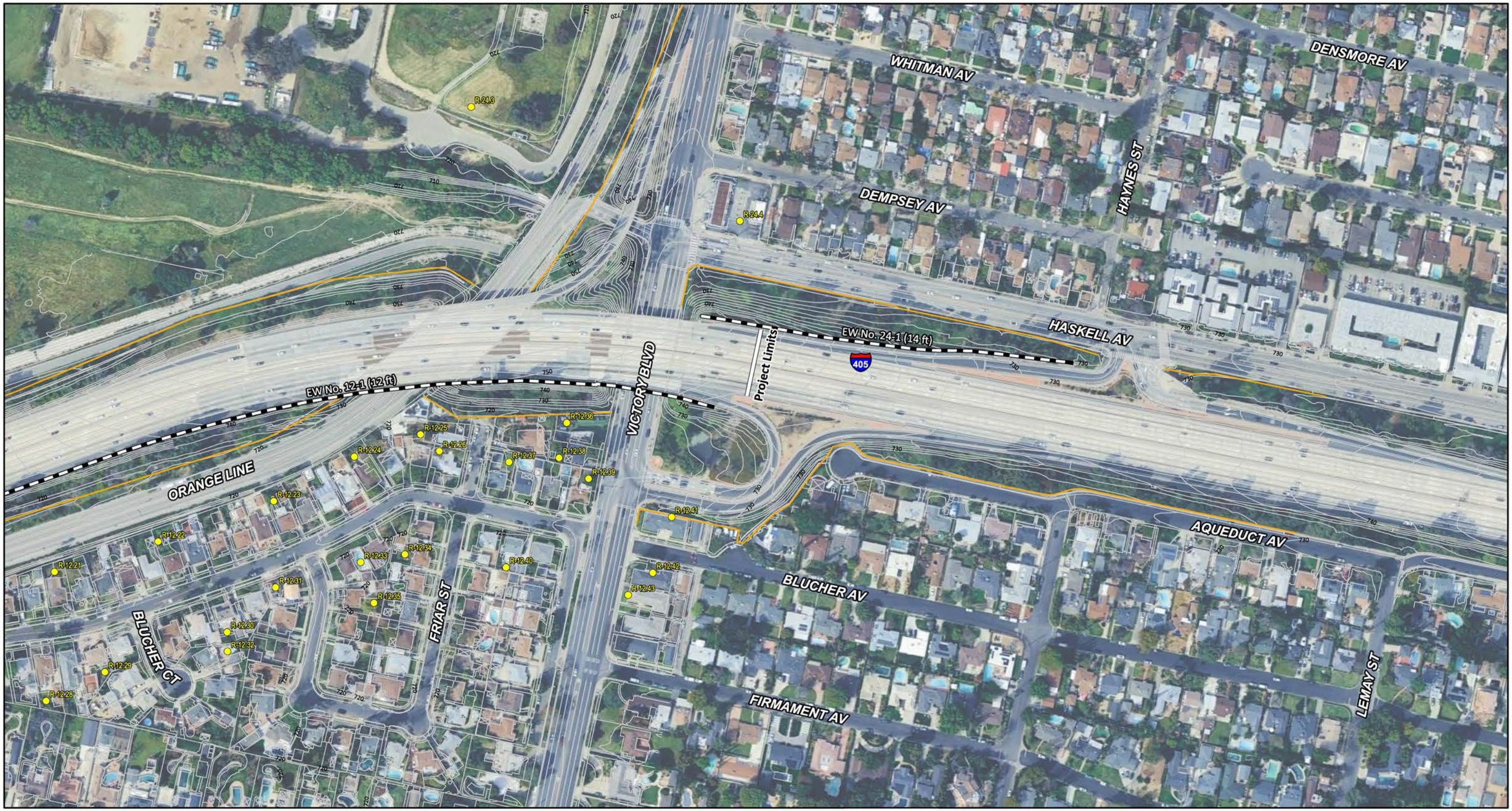
I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-1
Sheet 23 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Existing Right-of-Way
Existing Walls

Modeled Receptor
Modeled Receptor (Multiple Floors)
Short-Term Monitoring Locations
Long-Term Monitoring Locations
Interior and Exterior Monitoring Locations

0 100 200
FEET

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

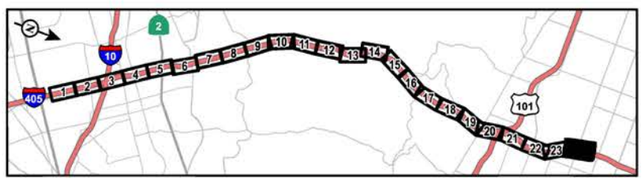


FIGURE 3.15-1
Sheet 24 of 24

I-405 Sepulveda Pass ExpressLanes Project

Monitoring and Modeled Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

LEGEND

Existing Right-of-Way

Background Monitoring Locations

0 500 1000
FEET

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

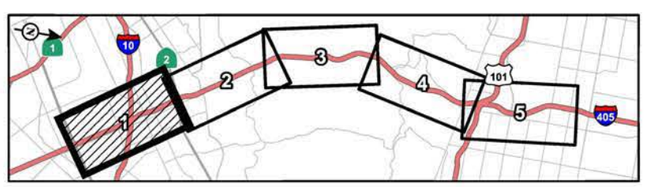


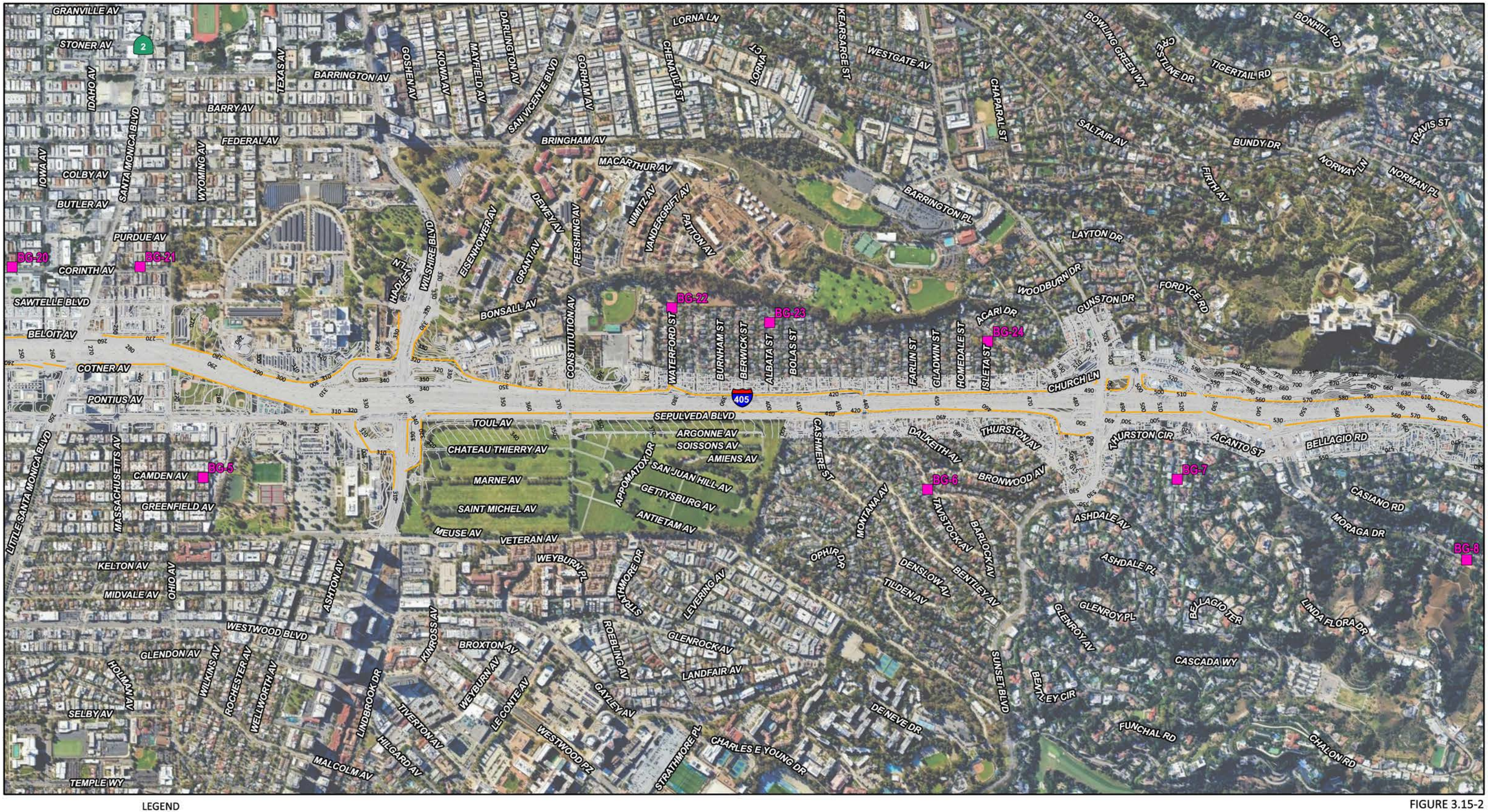
FIGURE 3.15-2

Sheet 1 of 5

I-405 Sepulveda Pass ExpressLanes Project

Background Monitoring Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



LEGEND

- Existing Right-of-Way
- Background Monitoring Locations

0 500 1000
FEET

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

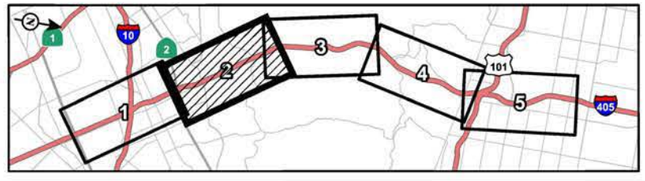


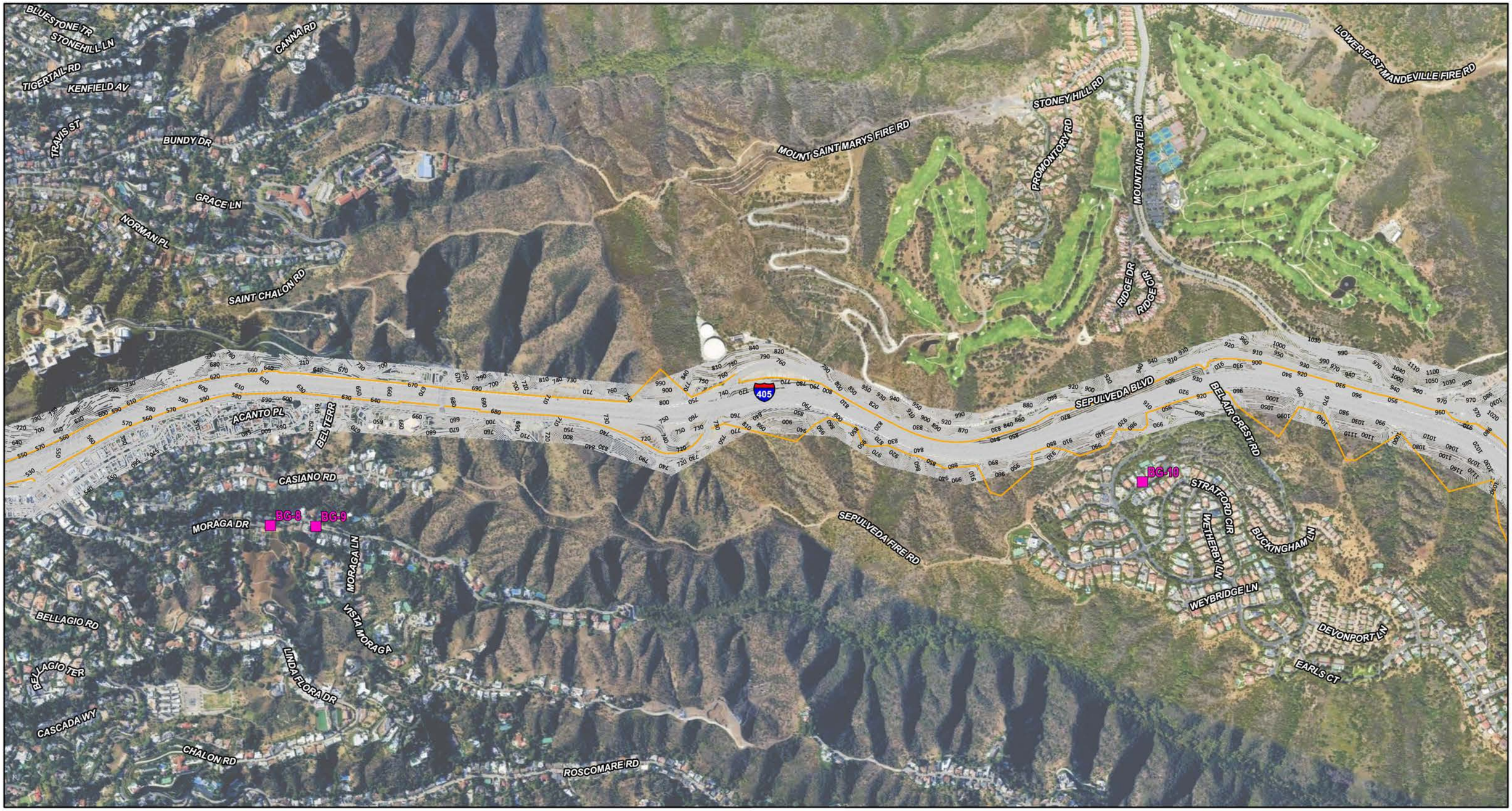
FIGURE 3.15-2

Sheet 2 of 5

I-405 Sepulveda Pass ExpressLanes Project

Background Monitoring Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



LEGEND

- Existing Right-of-Way
- Background Monitoring Locations

0 500 1000
FEET

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

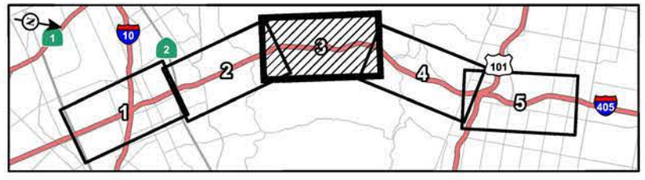


FIGURE 3.15-2

Sheet 3 of 5

I-405 Sepulveda Pass ExpressLanes Project

Background Monitoring Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



LEGEND

- Existing Right-of-Way
- Background Monitoring Locations

0 500 1000
FEET

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

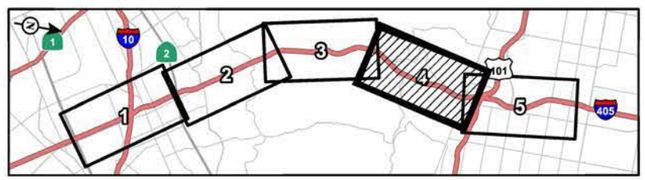


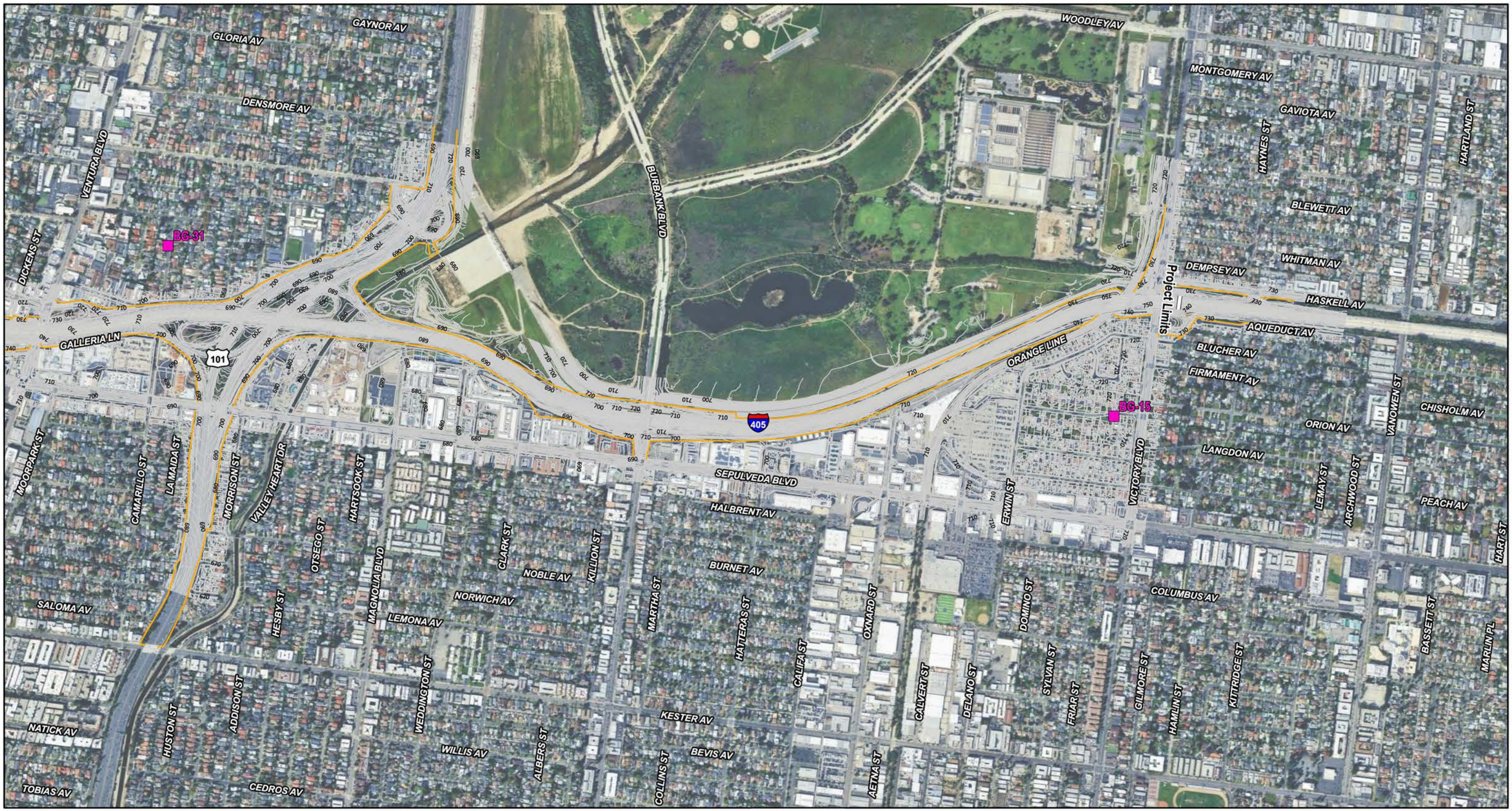
FIGURE 3.15-2

Sheet 4 of 5

I-405 Sepulveda Pass ExpressLanes Project

Background Monitoring Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



LEGEND

- Existing Right-of-Way
- Background Monitoring Locations

0 500 1000
FEET

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

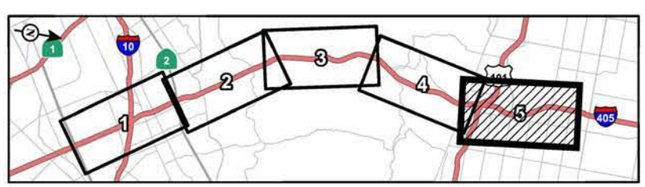


FIGURE 3.15-2

Sheet 5 of 5

I-405 Sepulveda Pass ExpressLanes Project

Background Monitoring Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

CORINTH AV
CHARNOCK RD
WESTMINSTER AV
SAWTELLE BLVD
TABOR ST
ROSE AV
KINGSLAND ST
TULLER AV
PALMS BLVD
SEPULVEDA BLVD
FIREBRAND PL

No. 13-2 (12.5-17 ft)
EW No. 13-3 (16 ft)
EW No. 13-4 (13-15 ft)
EW No. 13-5 (10 ft)
EW No. 1-2 (5.3-19 ft)
EW No. 1-3 (10 ft)
NB No. 13-1
NB No. 13-2
NB No. 1-1
NB No. 1-2
1499+08
1505+20
1506+19
1513+70
1494+00
1504+58
1519+95
Project Limits
405
101

Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

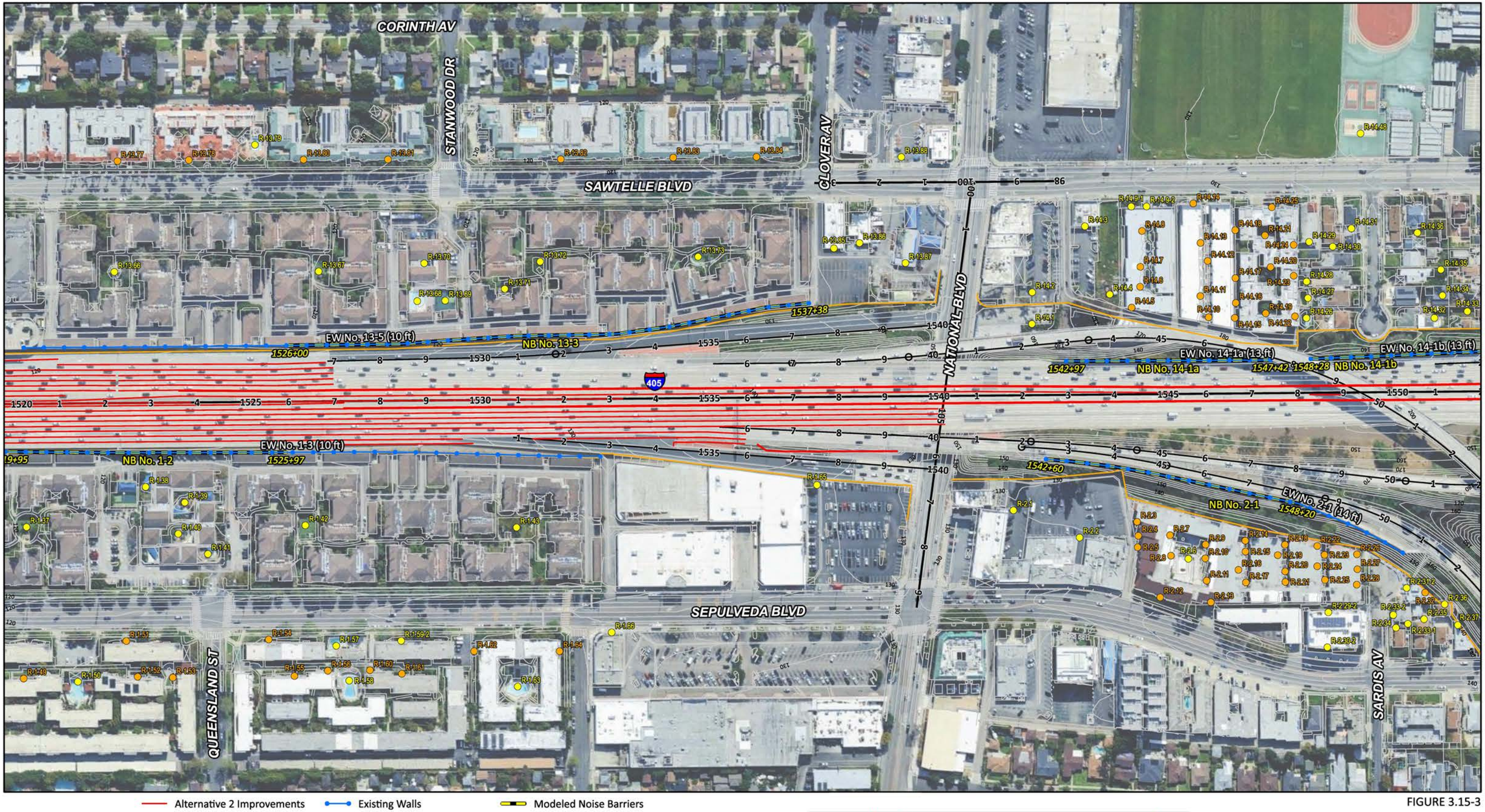
I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-3
Sheet 1 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 2
Modeled Noise Barriers and Receptor Locations

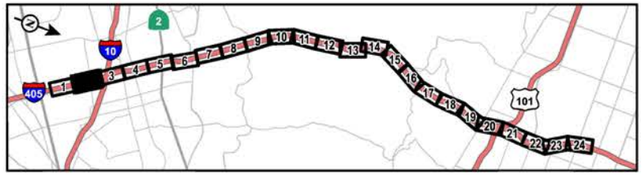
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolished)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-3
Sheet 2 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

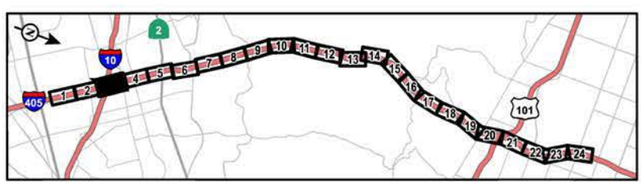


FIGURE 3.15-3
Sheet 3 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

CORINTH AV
OLYMPIC BLVD
SAWTELLE BLVD
MISSISSIPPI AV
LA GRANGE AV
BELOIT AV
COTNER AV
TENNESSEE AV
PONTIUS AV
SEPULVEDA BLVD
UPRR
NB No. 15-1
1582+00
1585+16
1595+70
EW No. 16-1 (14 ft)
NB No. 16-1
405
101

Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-3
Sheet 4 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

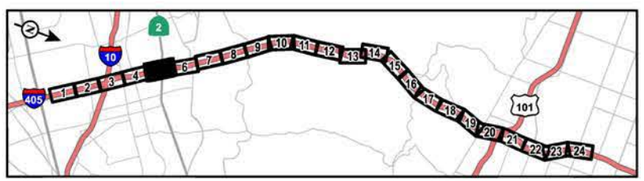


FIGURE 3.15-3
Sheet 5 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 2
Modeled Noise Barriers and Receptor Locations

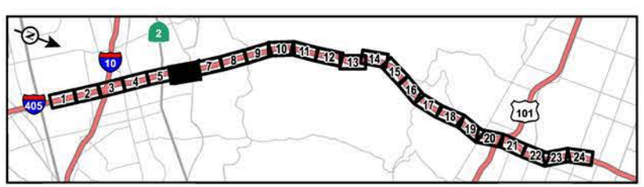
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



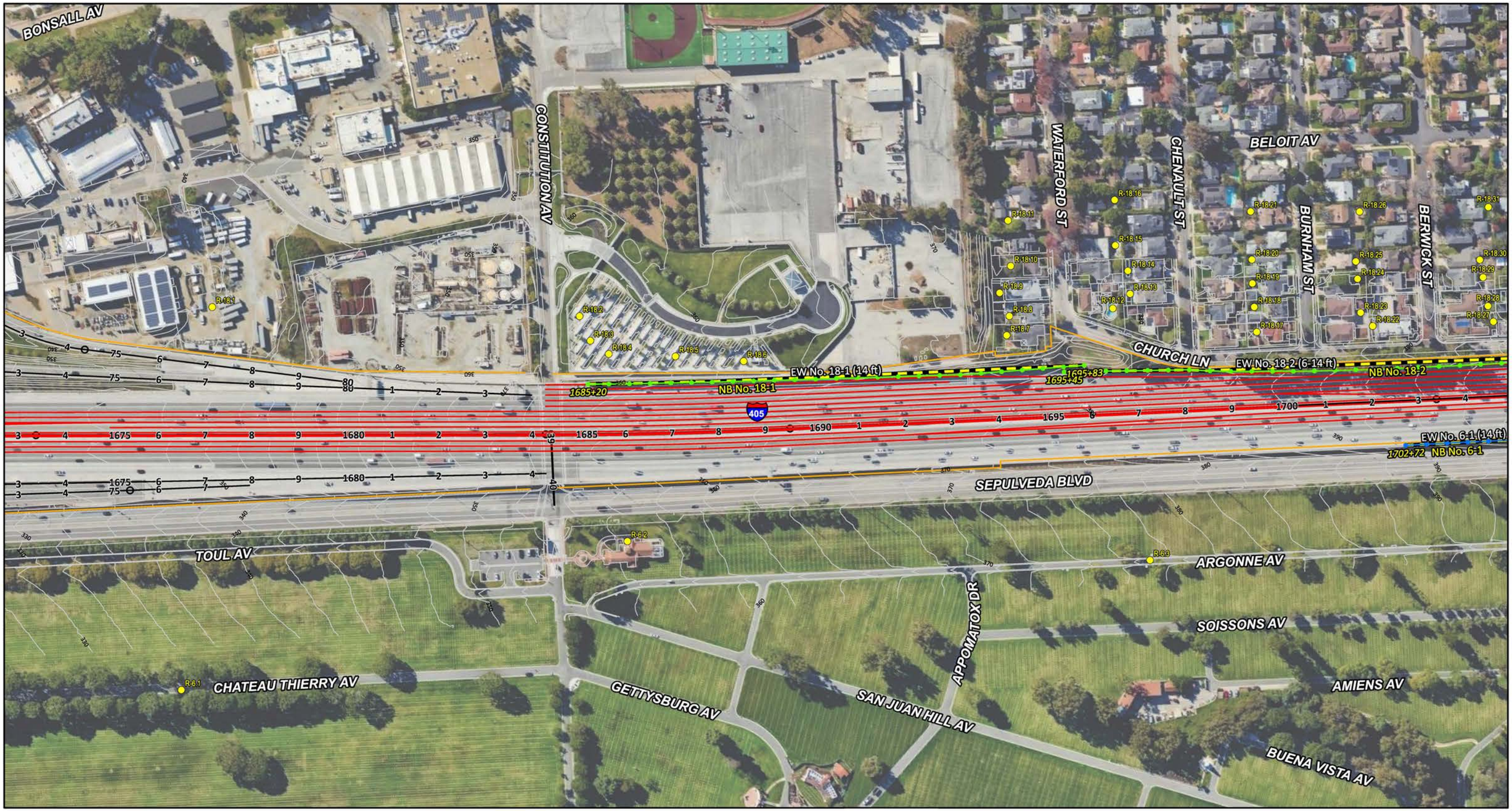
SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-3
Sheet 6 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

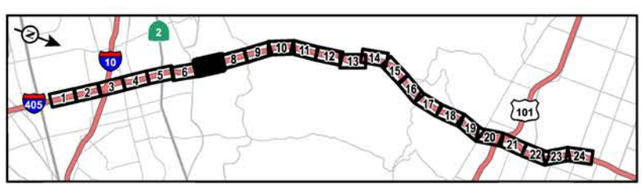
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-3
Sheet 7 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

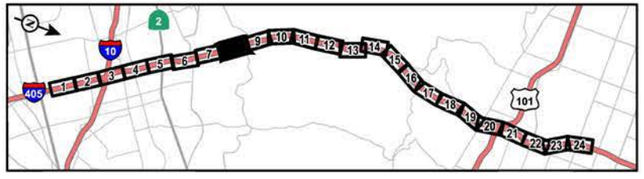
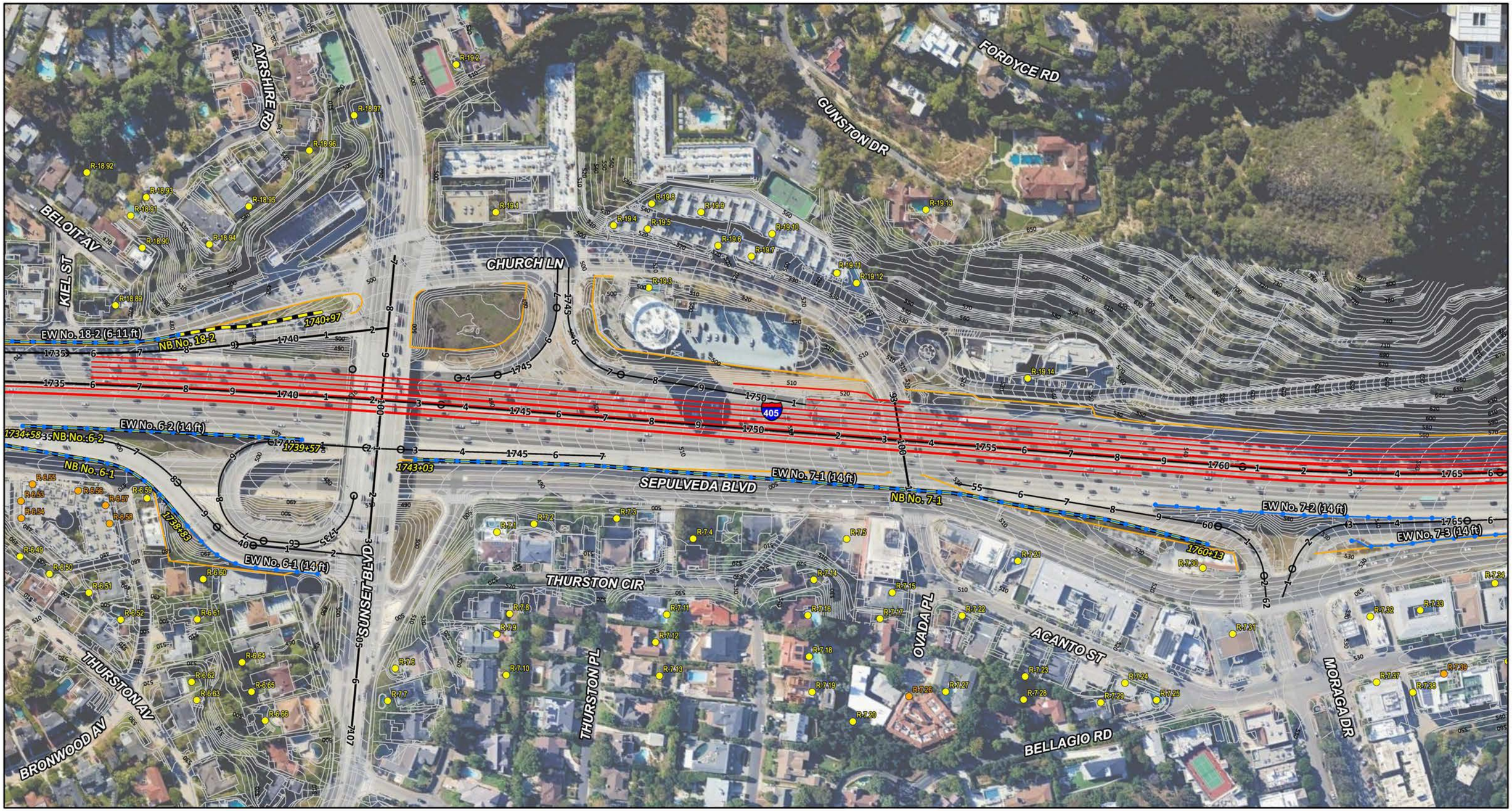


FIGURE 3.15-3
Sheet 8 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

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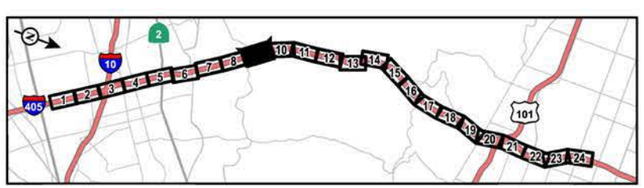
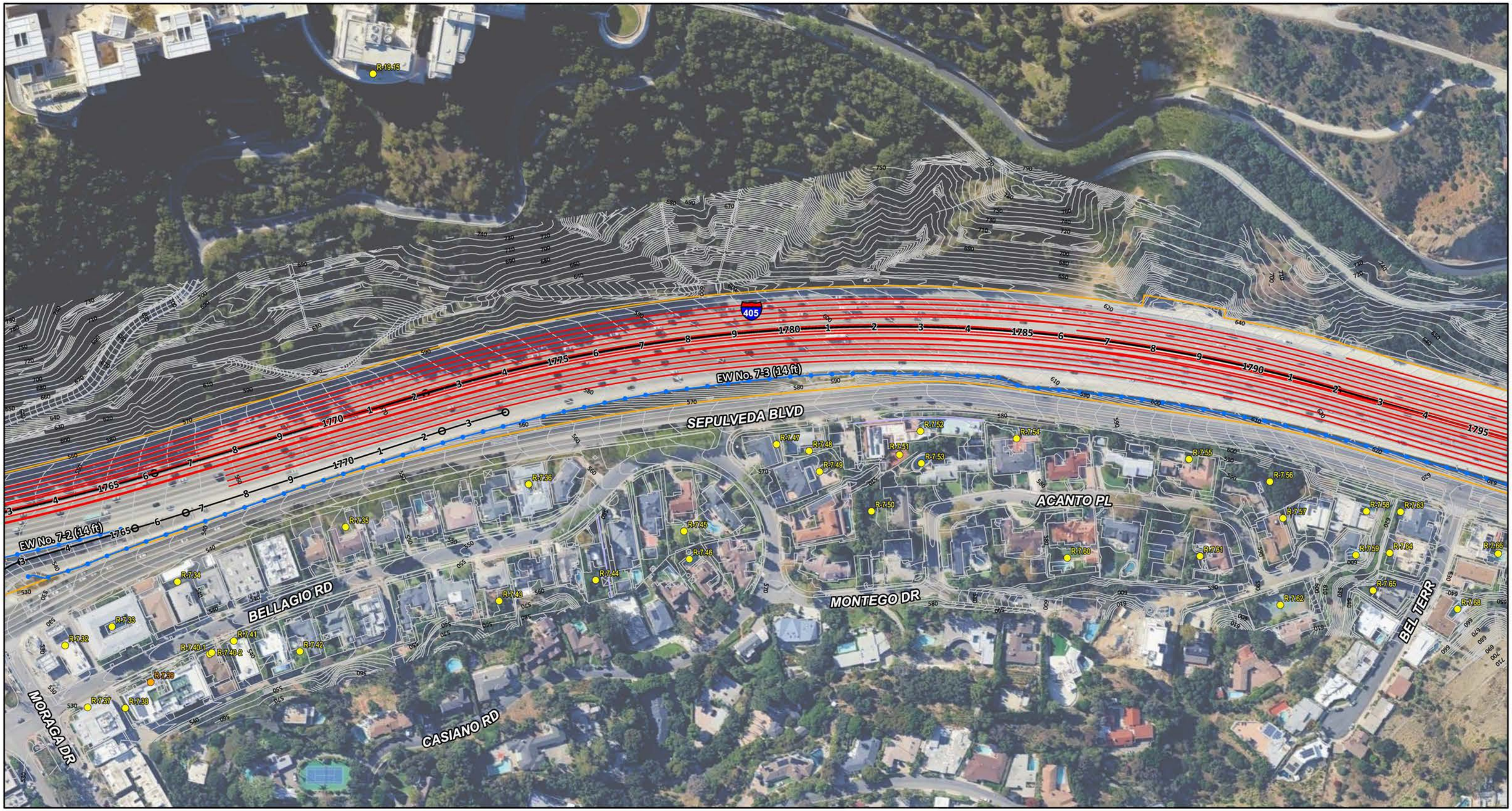


FIGURE 3.15-3
Sheet 9 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 2
Modeled Noise Barriers and Receptor Locations

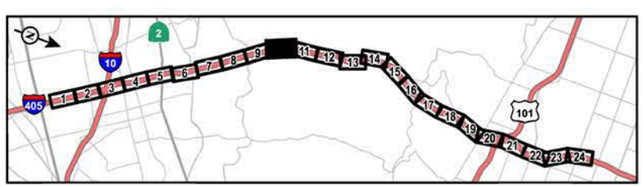
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-3
Sheet 10 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 2
Modeled Noise Barriers and Receptor Locations

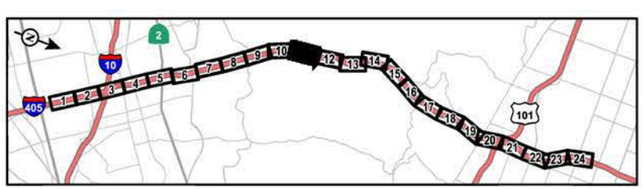
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-3
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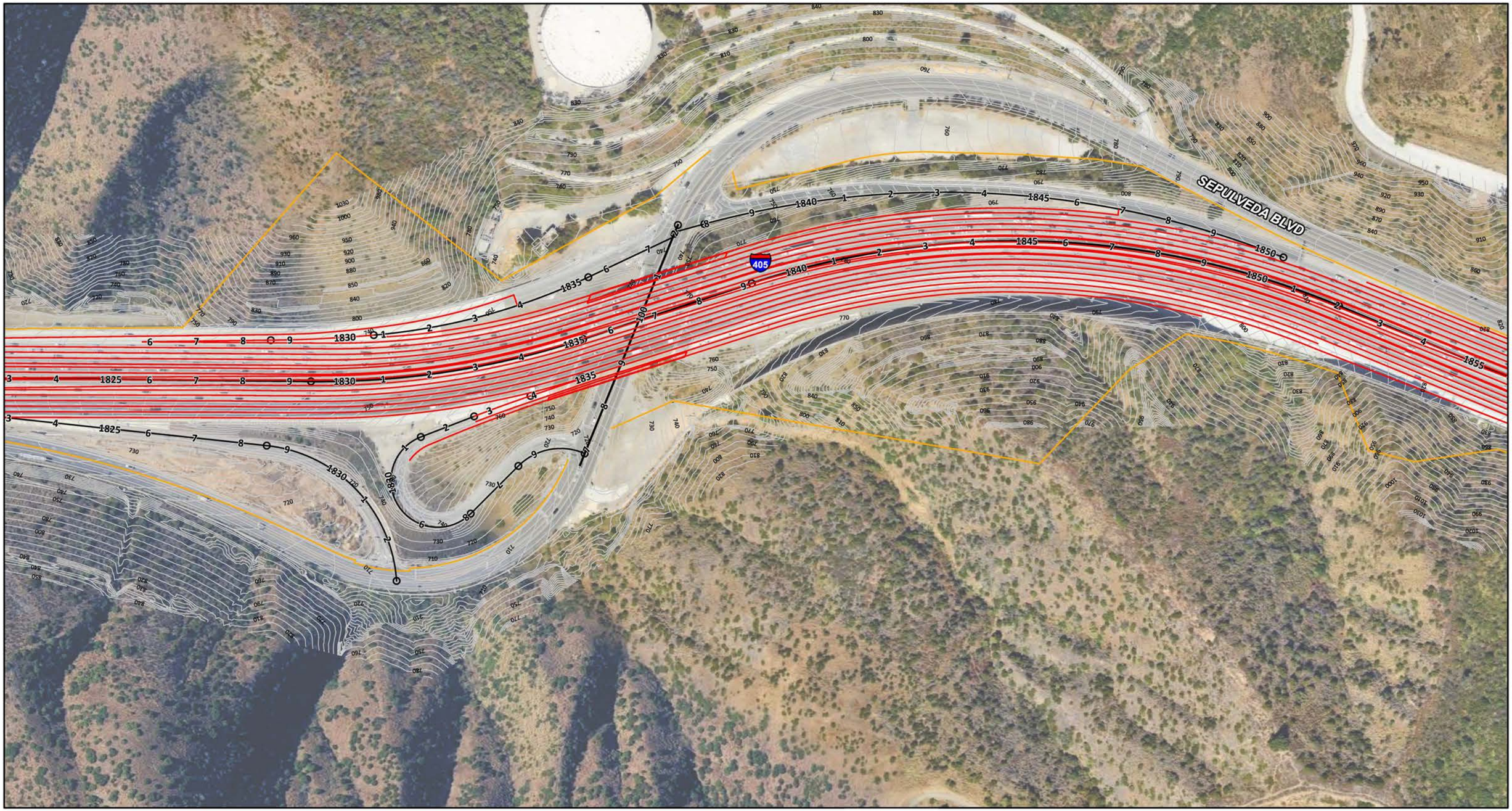
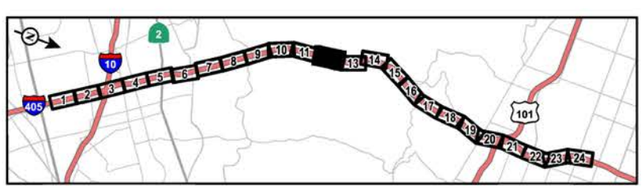
I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)



0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-3
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I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

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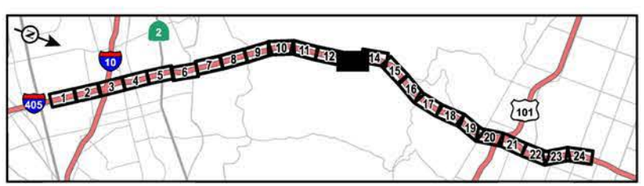


FIGURE 3.15-3
Sheet 13 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

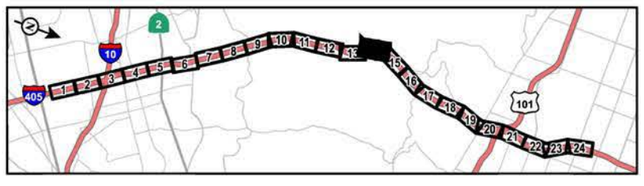
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (9/2022)

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FIGURE 3.15-3
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I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

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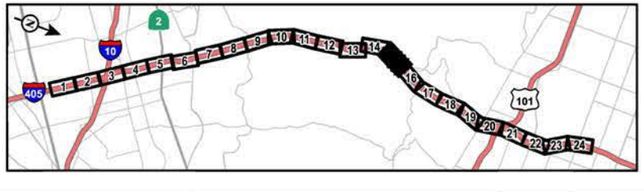

FIGURE 3.15-3
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I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

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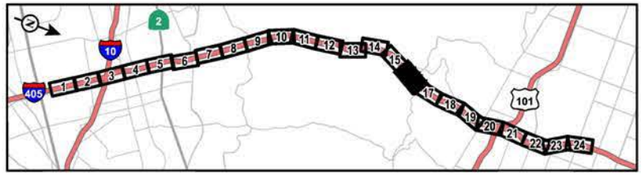

FIGURE 3.15-3
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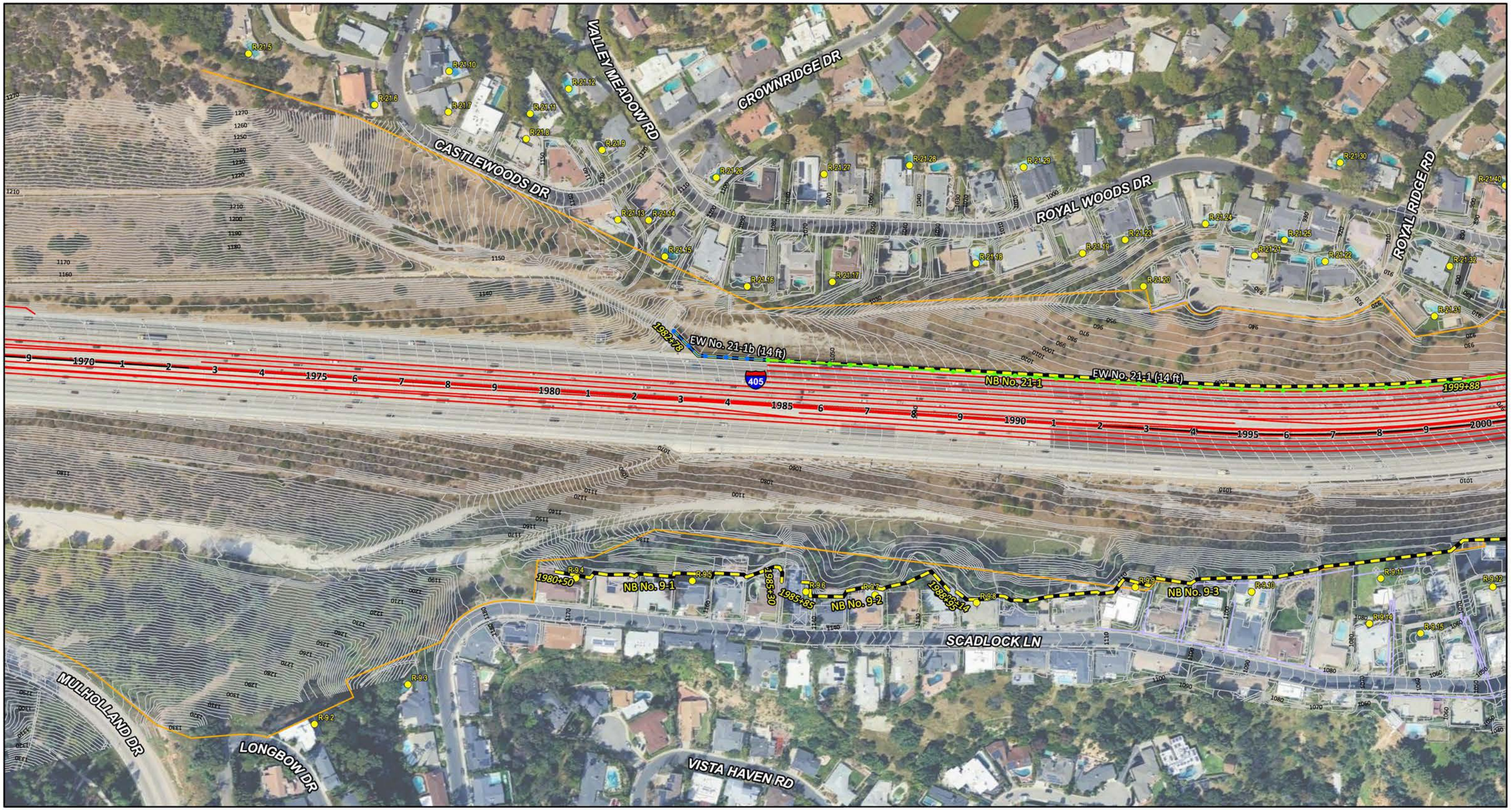
I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

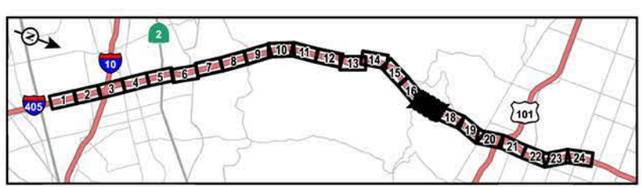


FIGURE 3.15-3
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I-405 Sepulveda Pass ExpressLanes Project

Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

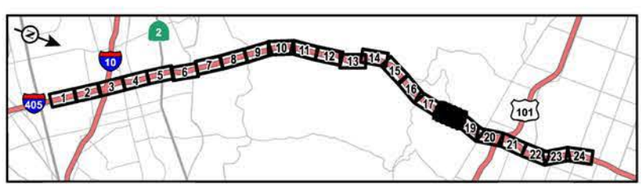

FIGURE 3.15-3

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I-405 Sepulveda Pass ExpressLanes Project

Alternative 2

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433

07-LA-405 PM 28.4/41.4

EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

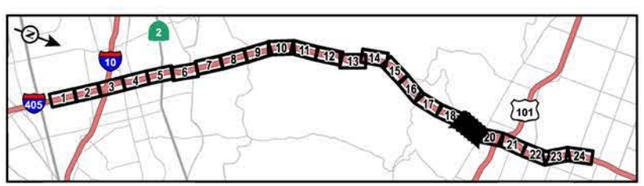

FIGURE 3.15-3
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I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

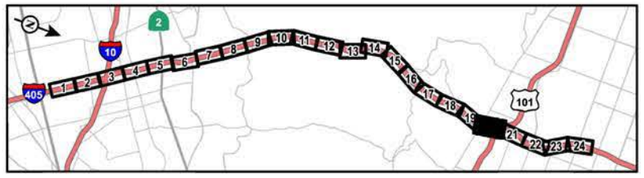

FIGURE 3.15-3
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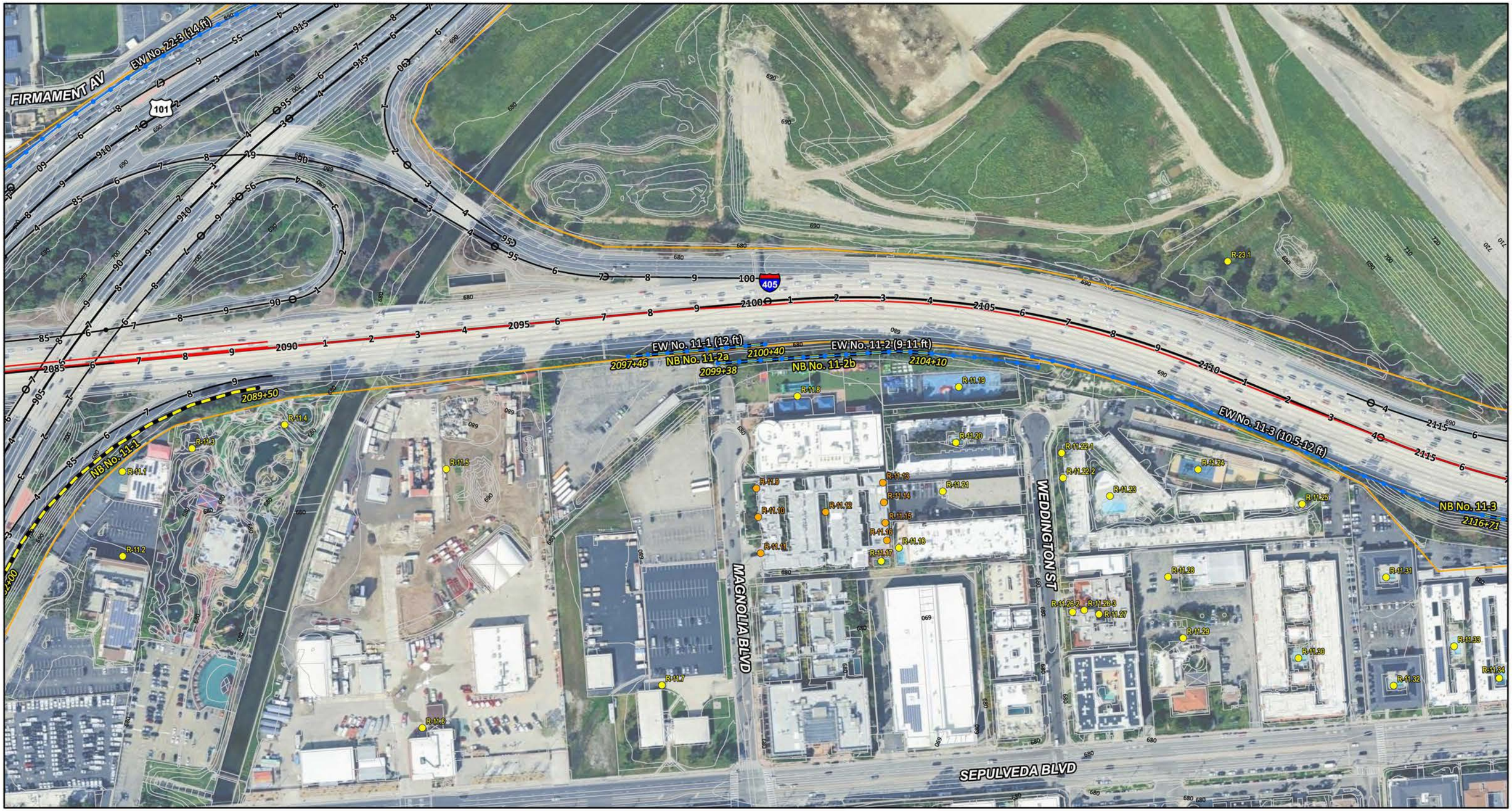
I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

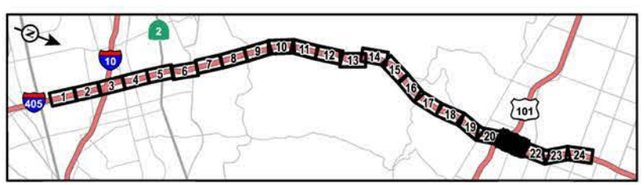


FIGURE 3.15-3
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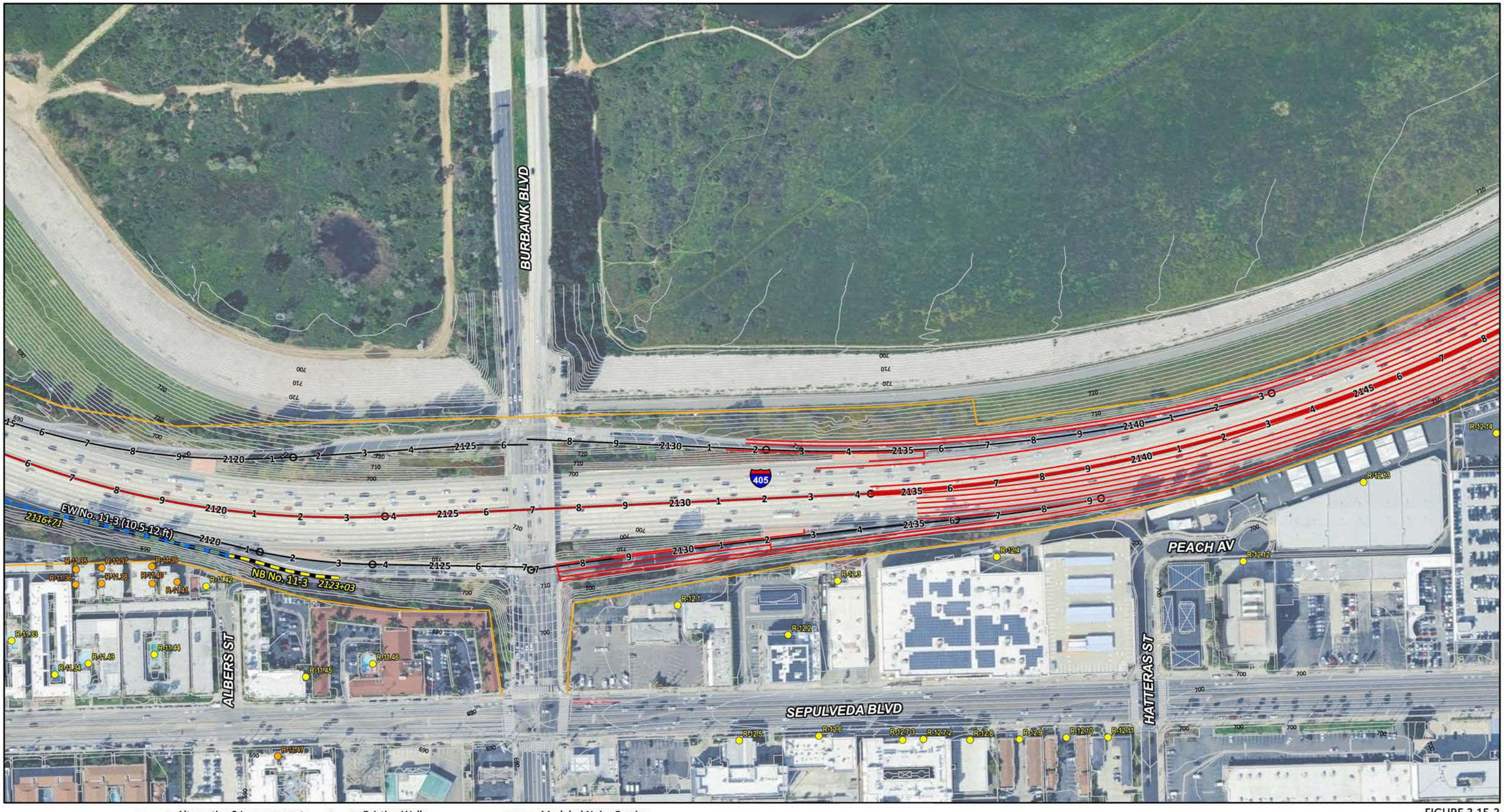
I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

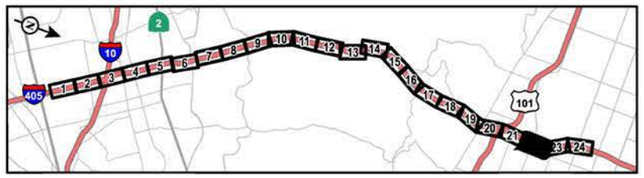
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolished)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-3
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I-405 Sepulveda Pass ExpressLanes Project

Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

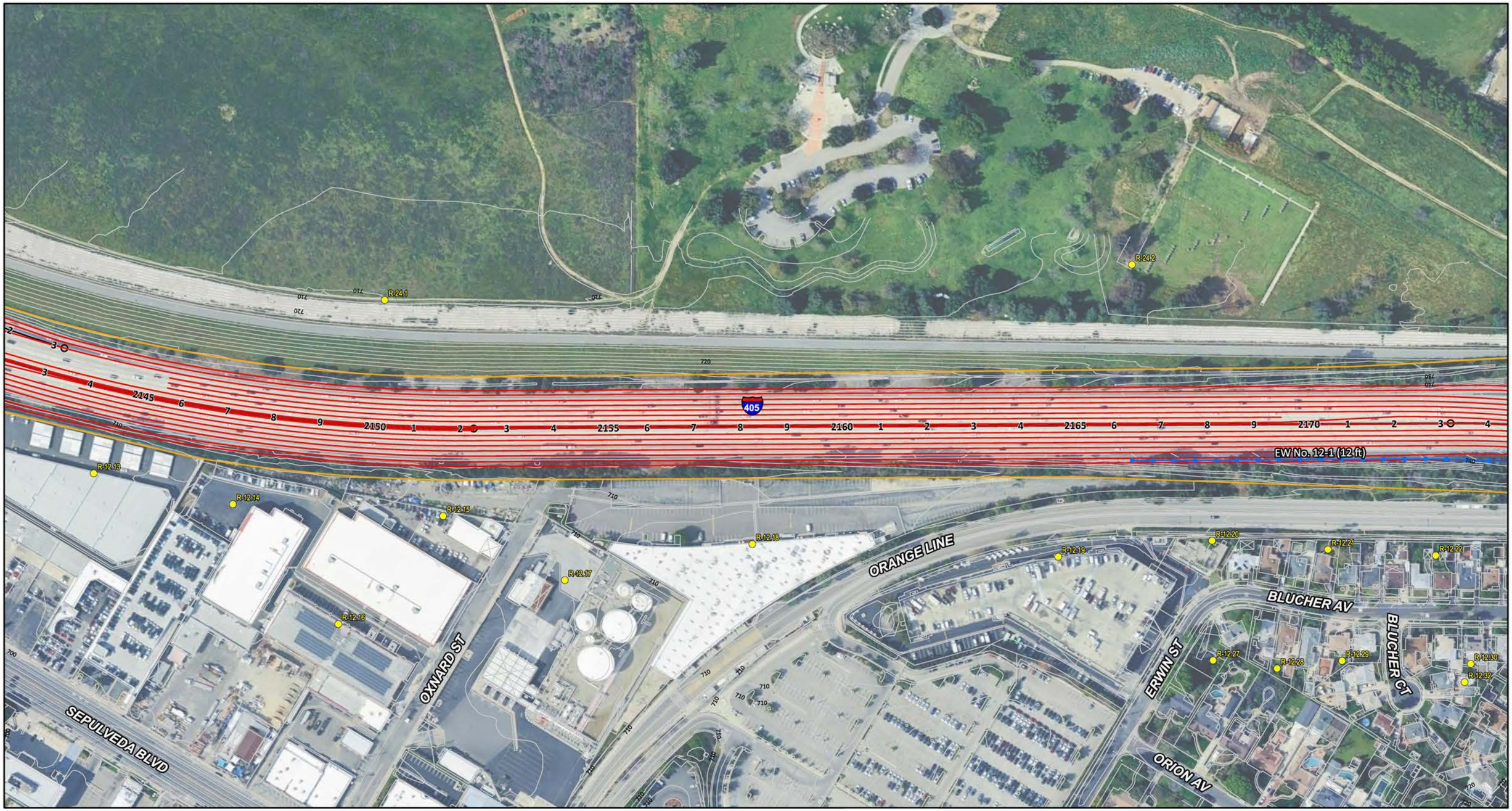


FIGURE 3.15-3

Sheet 23 of 24

I-405 Sepulveda Pass ExpressLanes Project

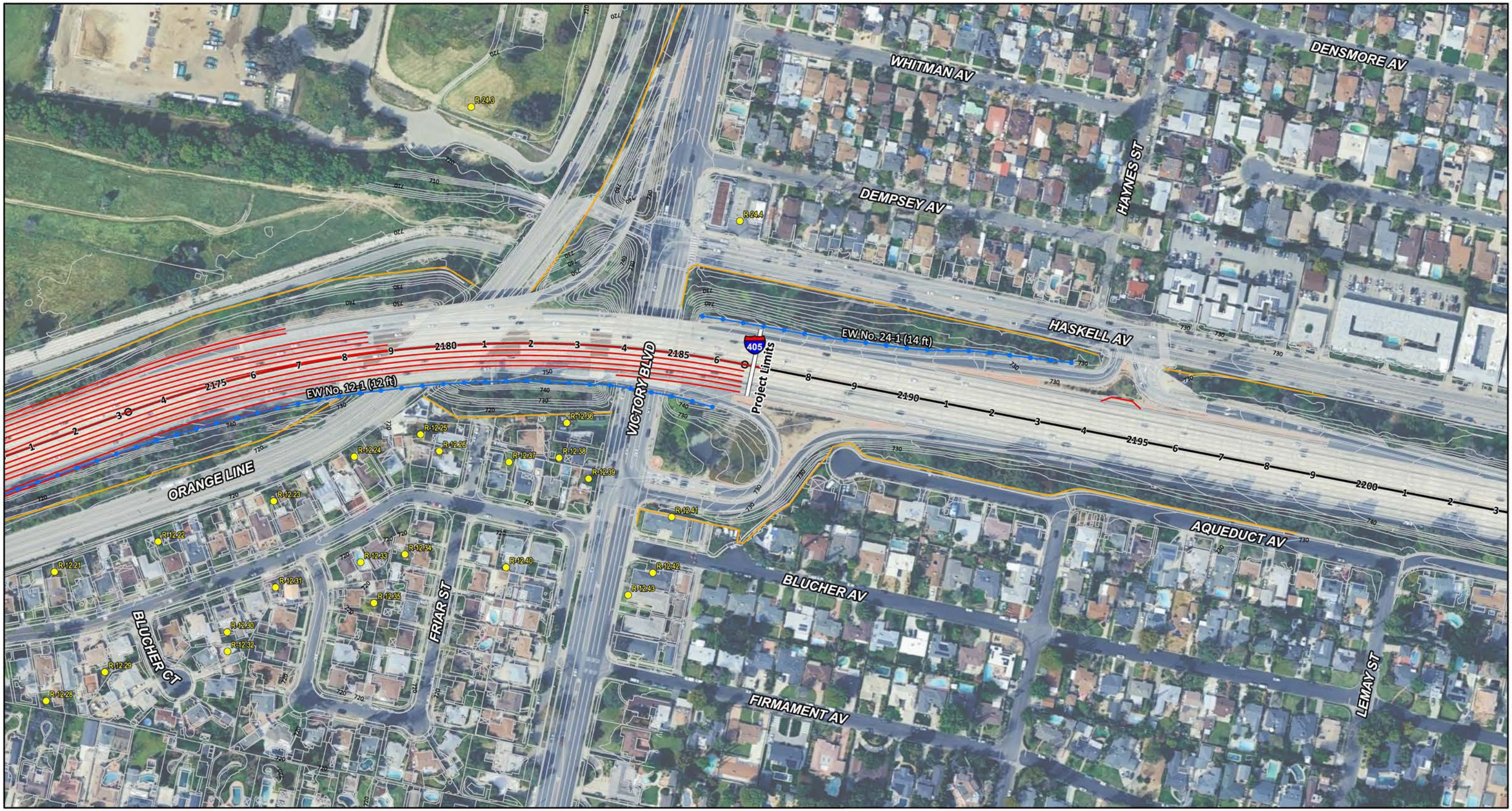
Alternative 2

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433

07-LA-405 PM 28.4/41.4

EFIS 0720000070



Alternative 2 Improvements
Existing Right-of-Way
Existing Walls
Existing Walls (Demolished)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (9/2022)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

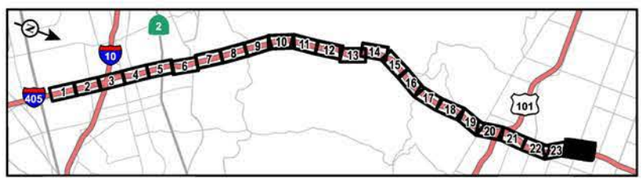


FIGURE 3.15-3
Sheet 24 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 2
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

CORINTH AV
CHARNOCK RD
WESTMINSTER AV
SAWTELLE BLVD
ROSE AV
KINGSLAND ST
TABOR ST
TULLER AV
PALMS BLVD
SEPULVEDA BLVD
FIREBRAND PL

No. 13-2 (12.5-17 ft)
EW No. 13-3 (16 ft)
NB No. 13-1
EW No. 13-4 (13-15 ft)
NB No. 13-2
EW No. 13-5 (10 ft)
EW No. 1-2 (5.3-19 ft)
NB No. 1-1
EW No. 1-3 (10 ft)
NB No. 1-2
Project Limits

1494+00
1499+08
1504+58
1505+20
1506+19
1513+70
1519+95

405
10
101

Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquisition
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

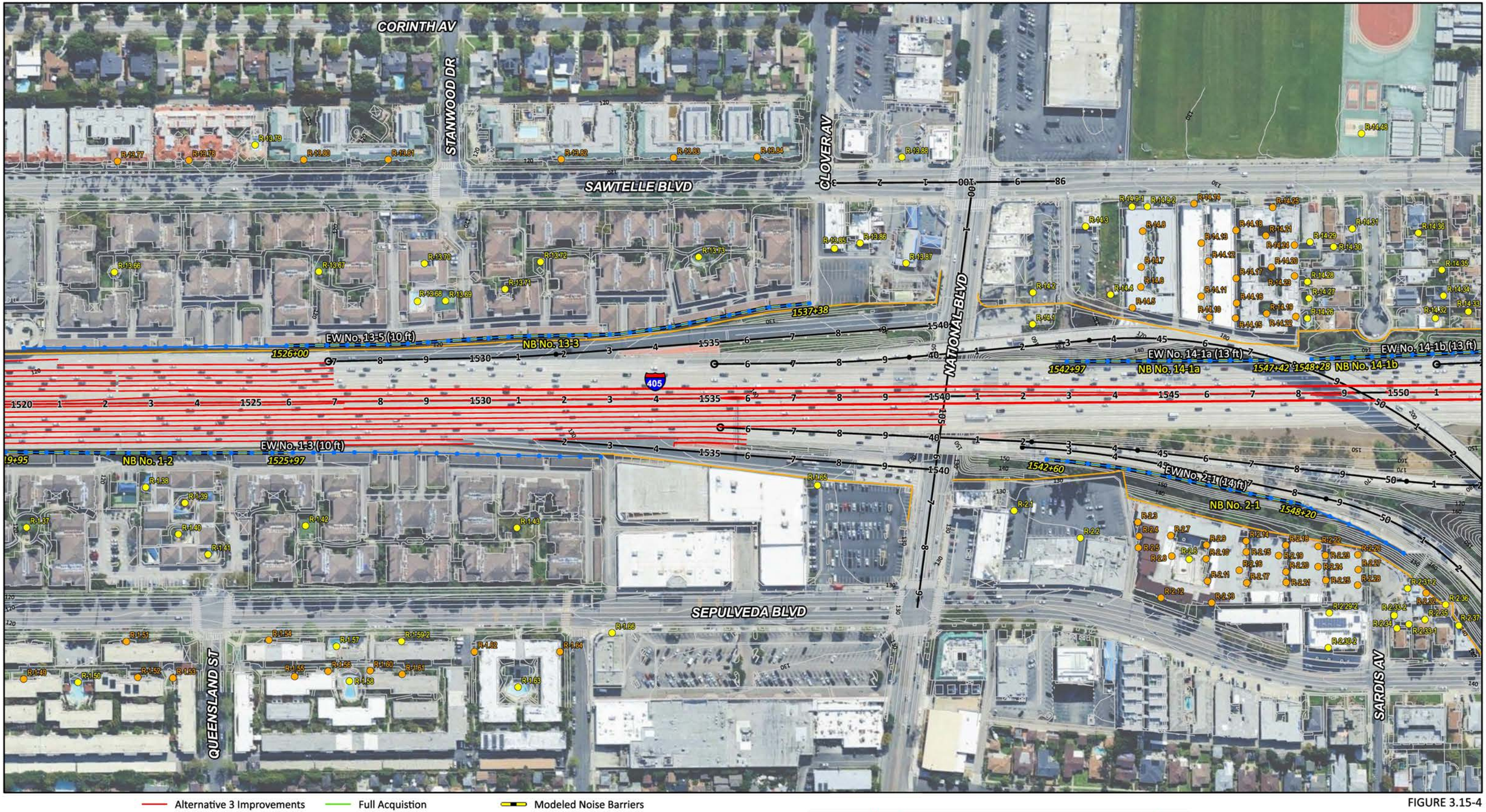
I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
Sheet 1 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 3
Modeled Noise Barriers and Receptor Locations

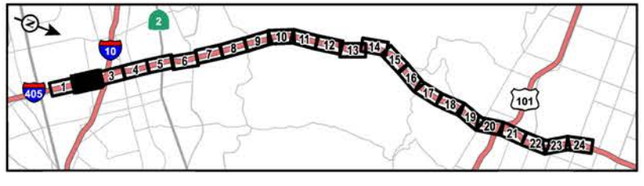
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



- Alternative 3 Improvements
- Existing Right-of-Way
- Proposed Right-of-Way
- Right-of-Way Acquisition
- Full Acquisition
- Partial Acquisition
- Existing Walls
- Existing Walls (Demolish)*
- Modeled Noise Barriers
- Modeled Receptor
- Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4

Sheet 2 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 3

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433

07-LA-405 PM 28.4/41.4

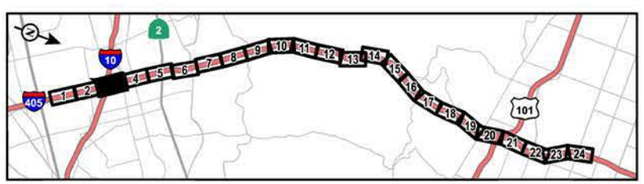
EFIS 0720000070



Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
Sheet 3 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

CORINTH AV
OLYMPIC BLVD
SAWTELLE BLVD
MISSISSIPPI AV
LA GRANGE AV
BELOIT AV
COTNER AV
PONTIUS AV
TENNESSEE AV
UP RR
NB No. 15-1
EW No. 16-1 (14 ft)
NB No. 16-1
405
101
1582+00
1595+70

Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

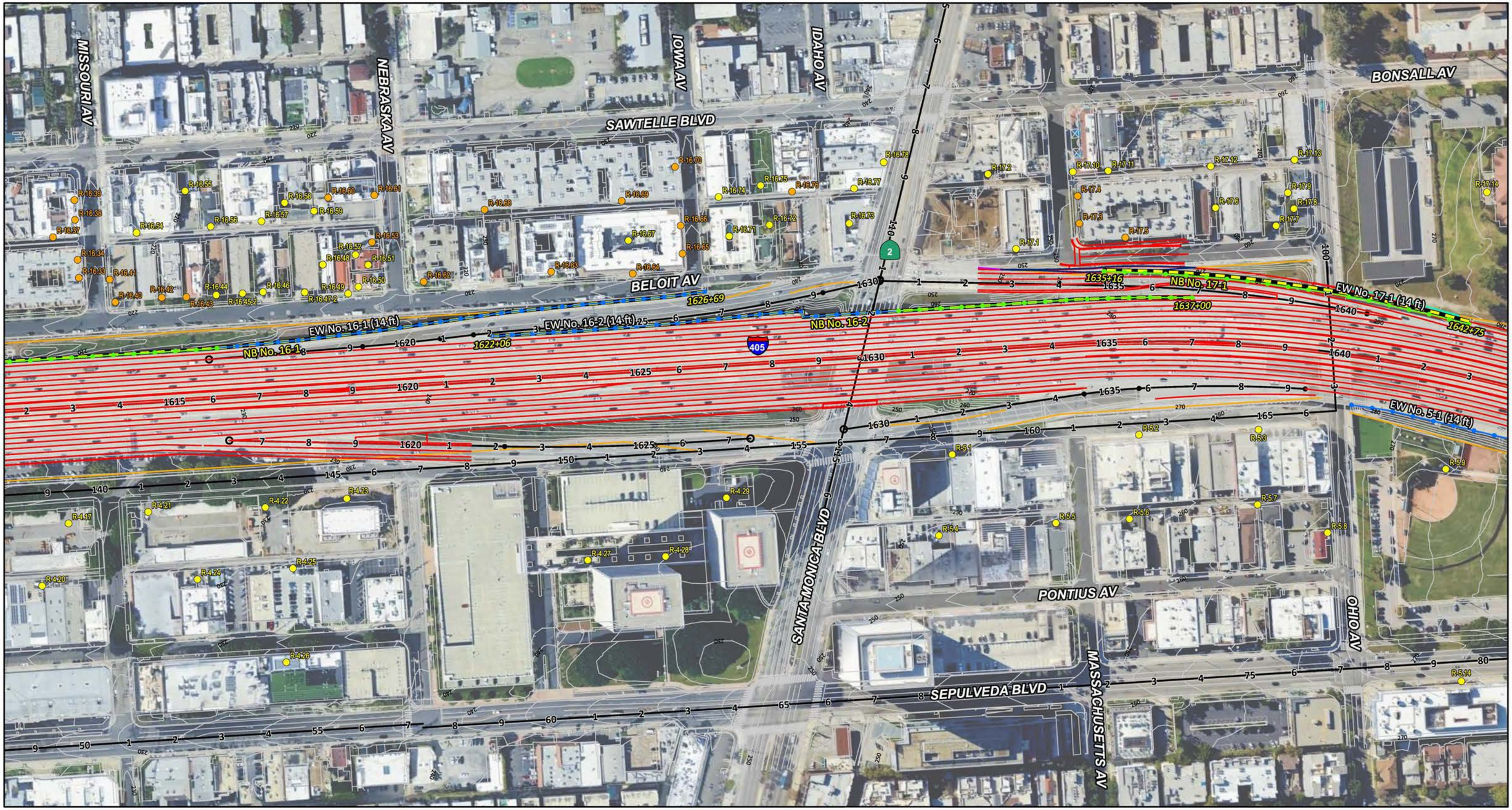
I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
Sheet 4 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



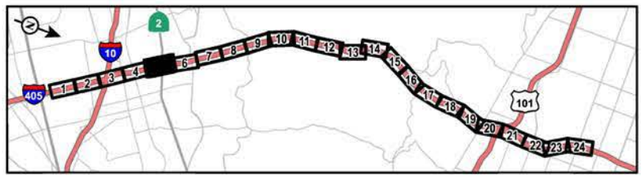
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4

Sheet 5 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 3

Modeled Noise Barriers and Receptor Locations

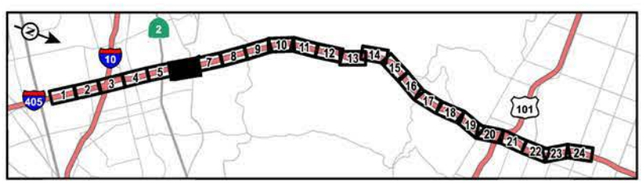
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

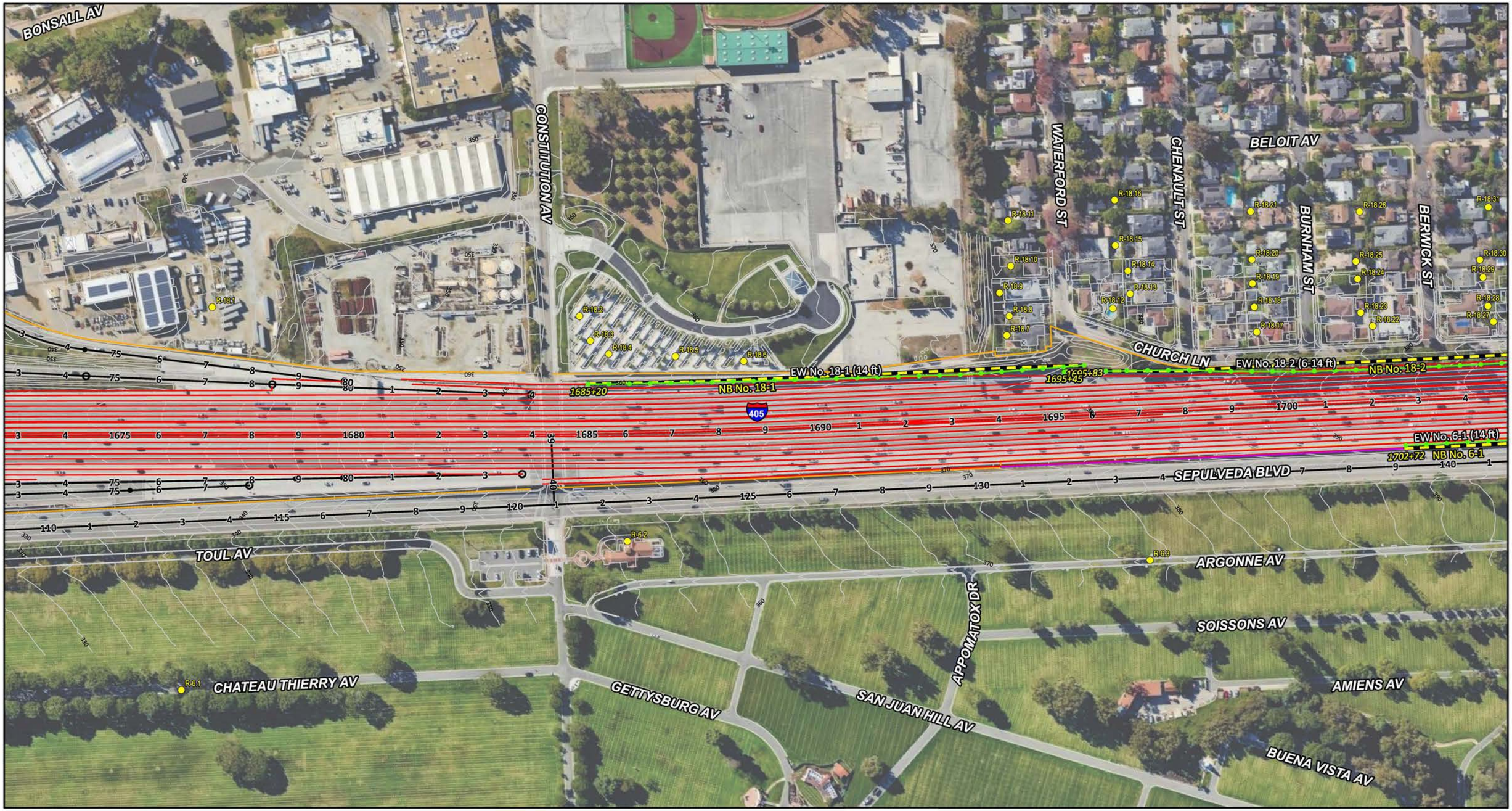
I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
Sheet 6 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



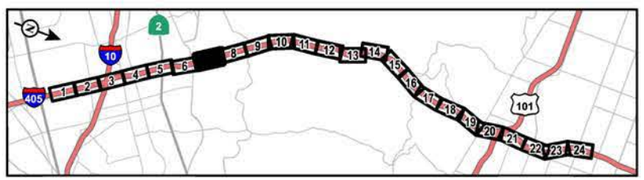
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
Sheet 7 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



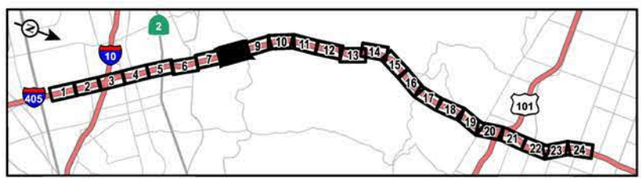
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



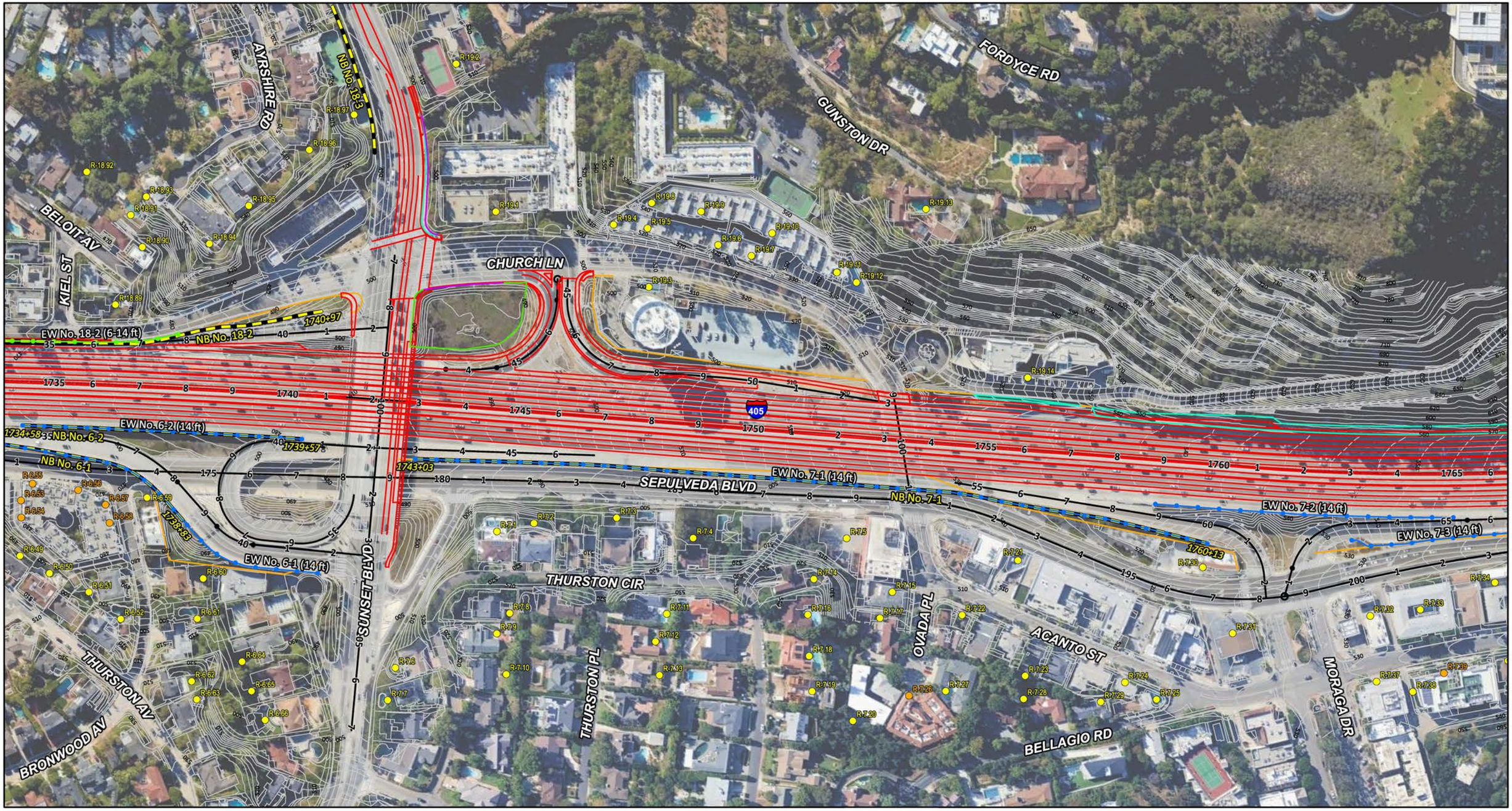
SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
Sheet 8 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

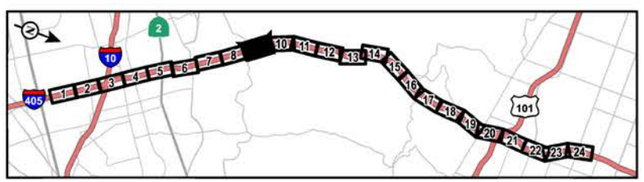
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
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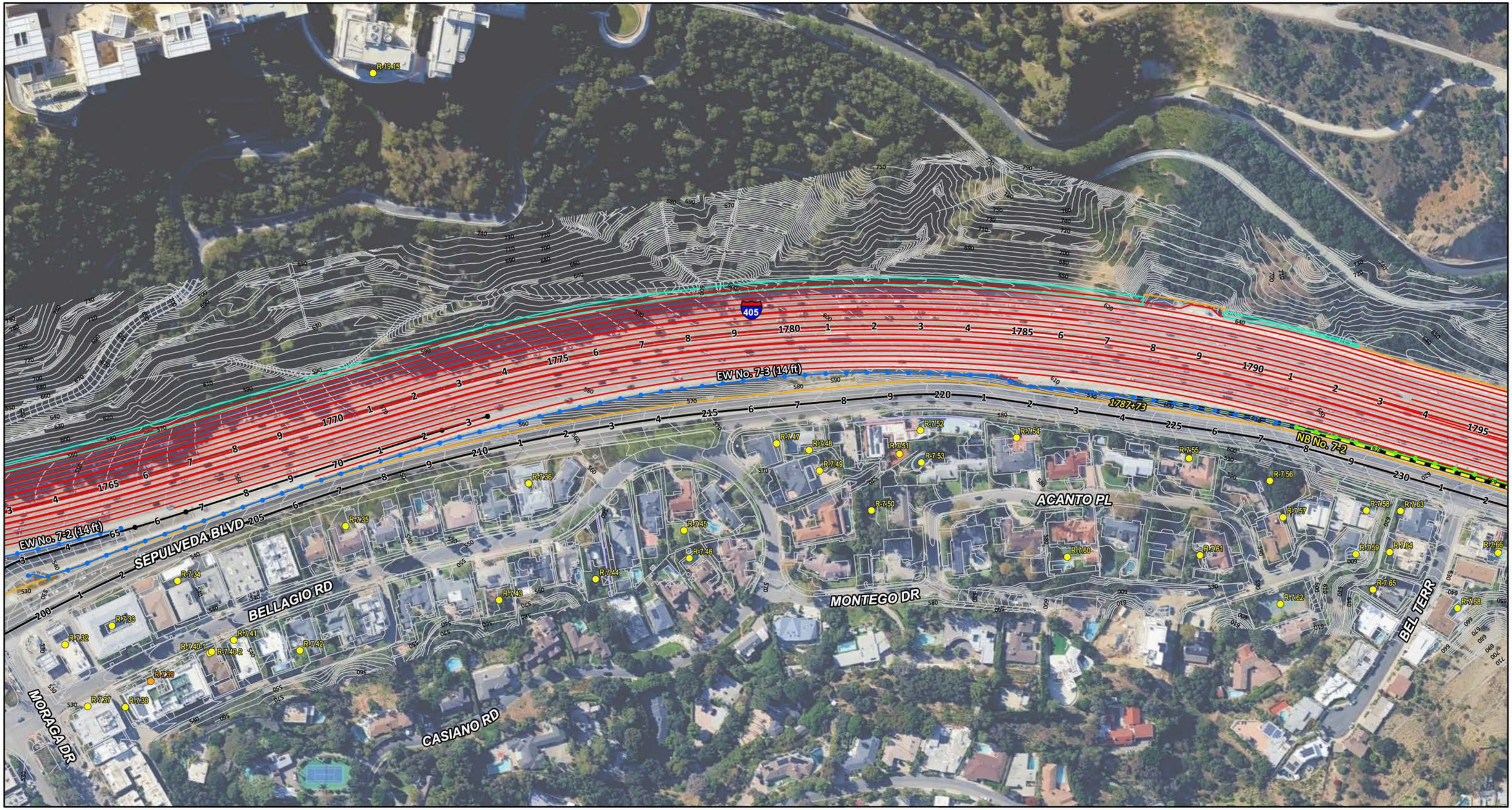
I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



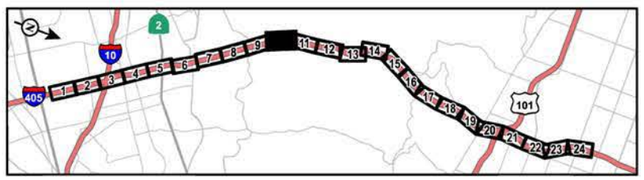
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4

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I-405 Sepulveda Pass ExpressLanes Project

Alternative 3

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

EW No. 19-1 (4 ft)
EW No. 19-2a (14 ft)
EW No. 19-2b (8 ft)
EW No. 7-3 (14 ft)
NB No. 7-2
1805+96
SEPULVEDA BLVD
BEL TERR
405
R-19.16
R-19.17
R-7.58
R-7.59
R-7.62
R-7.63
R-7.64
R-7.65
R-7.66
R-7.67
R-7.68
R-7.69
R-7.70
R-7.71
R-7.72
R-7.73
R-7.74
R-7.75

Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
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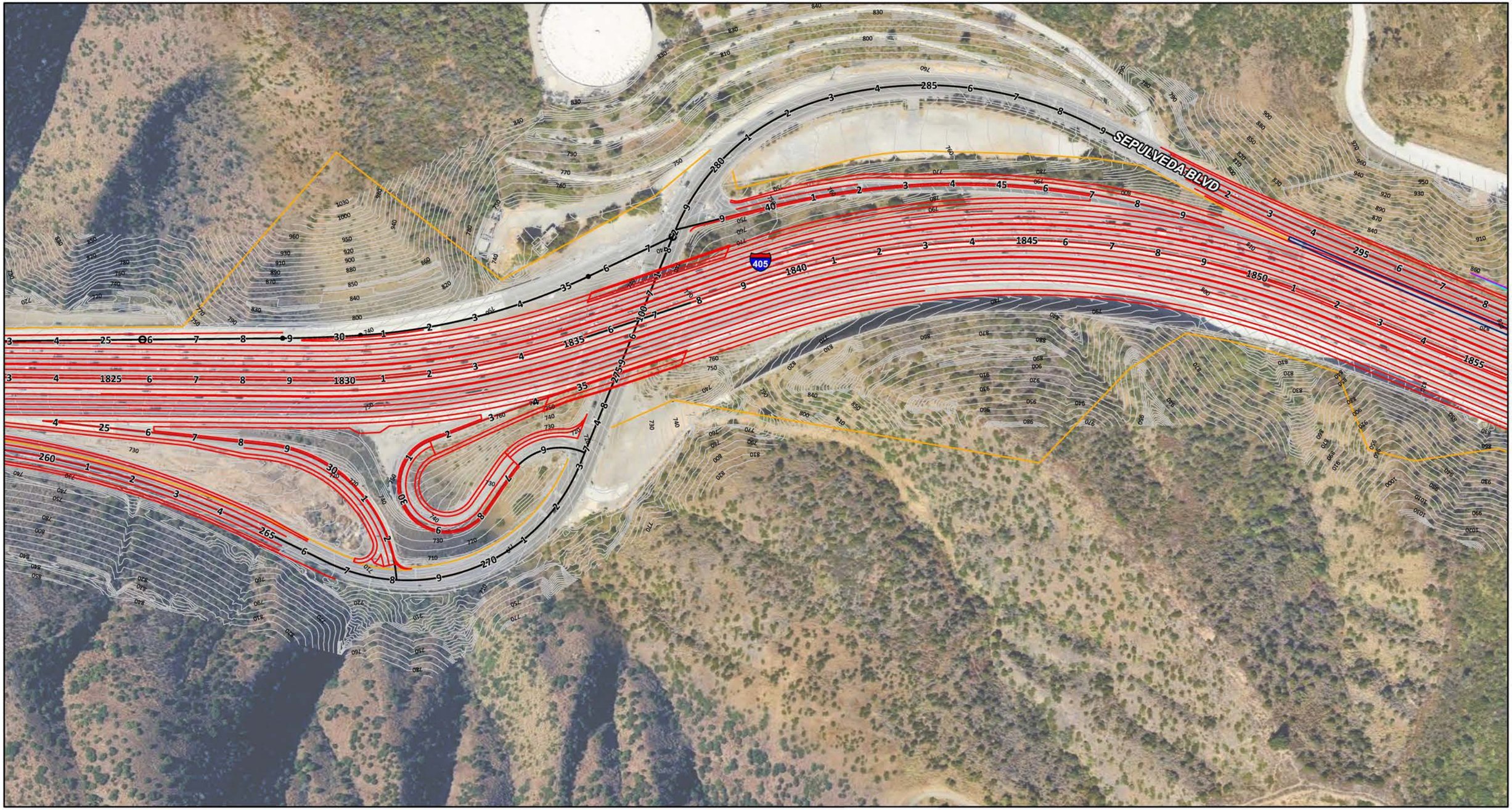
I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



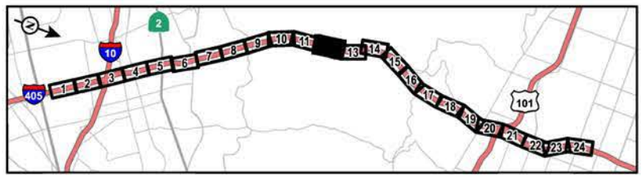
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
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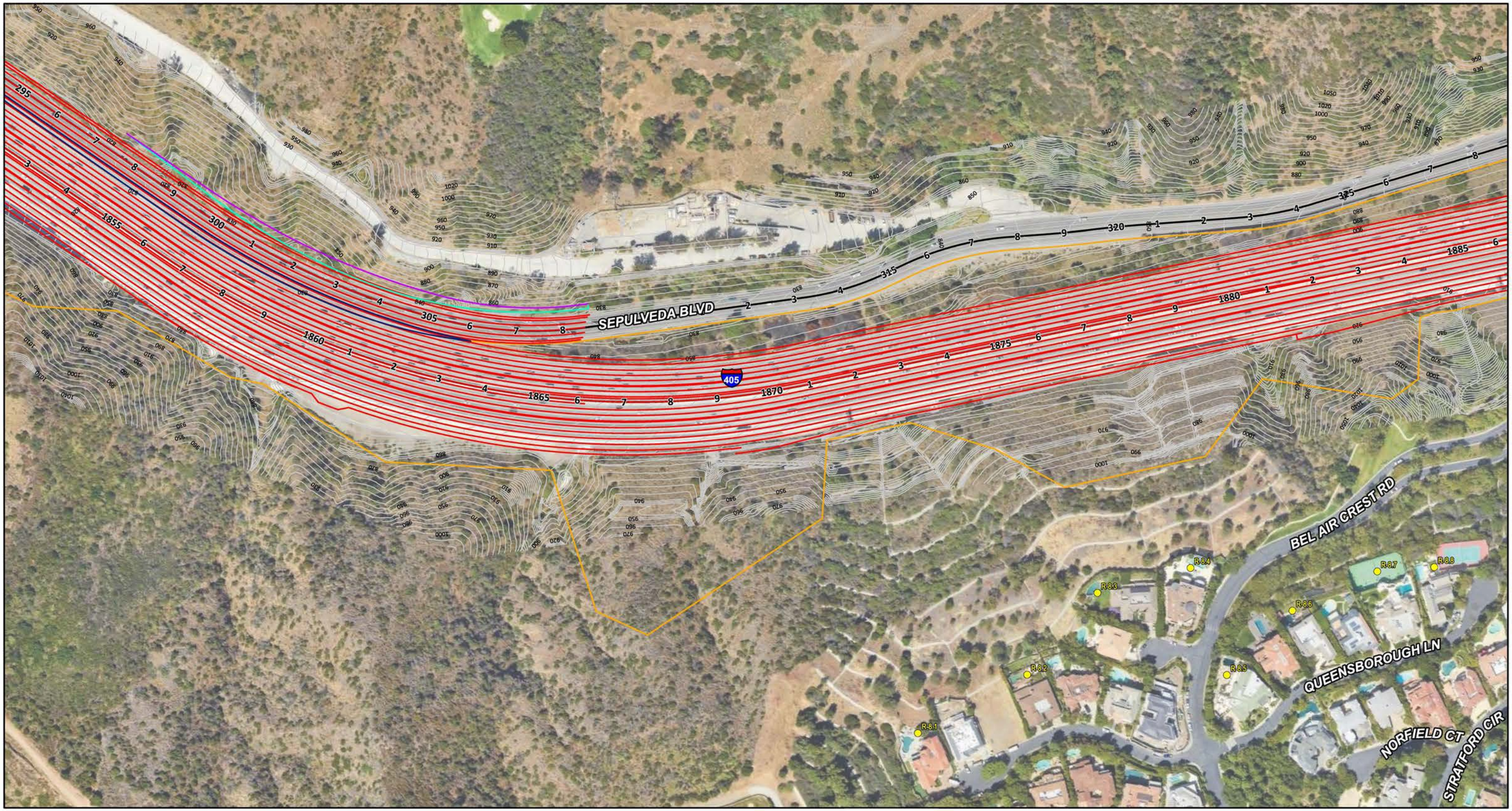
I-405 Sepulveda Pass ExpressLanes Project

Alternative 3
Modeled Noise Barriers and Receptor Locations

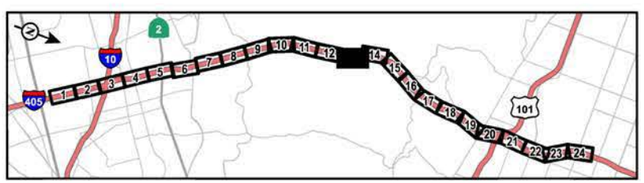
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



- Alternative 3 Improvements
- Existing Right-of-Way
- Proposed Right-of-Way
- Right-of-Way Acquisition
- Full Acquistion
- Partial Acquisition
- Existing Walls
- Existing Walls (Demolish)*
- Modeled Noise Barriers
- Modeled Receptor
- Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4

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I-405 Sepulveda Pass ExpressLanes Project

Alternative 3

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433

07-LA-405 PM 28.4/41.4

EFIS 0720000070



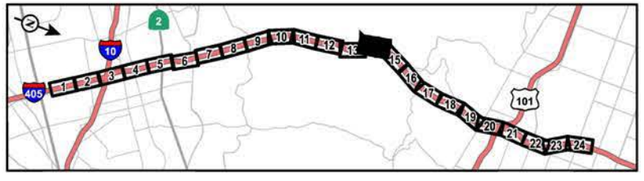
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
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I-405 Sepulveda Pass ExpressLanes Project

Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



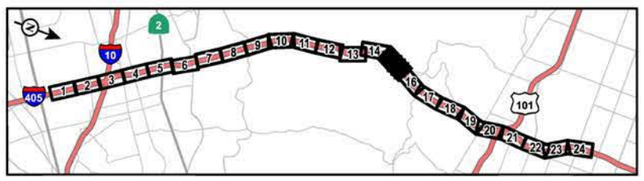
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
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I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



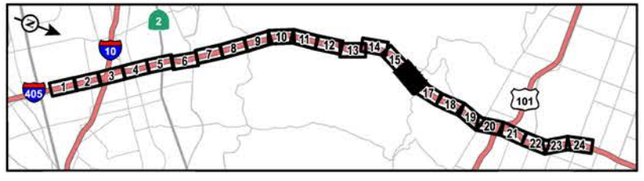
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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FIGURE 3.15-4
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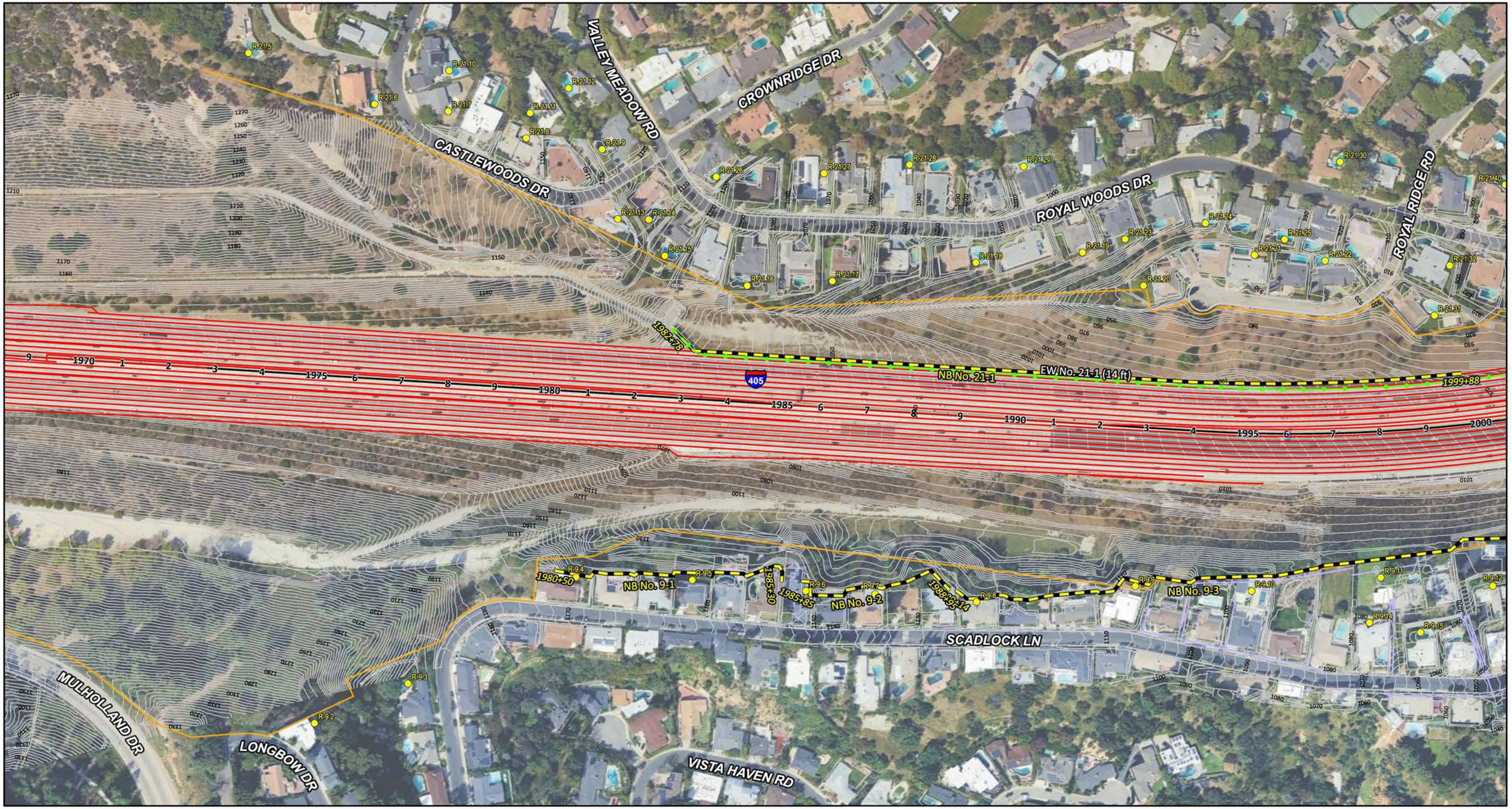
I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



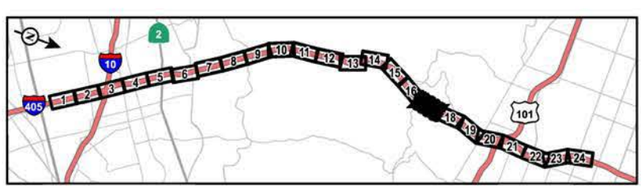
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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FIGURE 3.15-4
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I-405 Sepulveda Pass ExpressLanes Project

Alternative 3
Modeled Noise Barriers and Receptor Locations

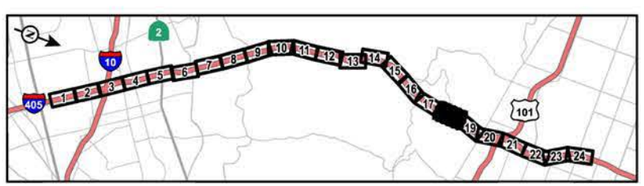
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



- Alternative 3 Improvements
- Existing Right-of-Way
- Proposed Right-of-Way
- Right-of-Way Acquisition
- Full Acquistion
- Partial Acquisition
- Existing Walls
- Existing Walls (Demolish)*
- Modeled Noise Barriers
- Modeled Receptor
- Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4

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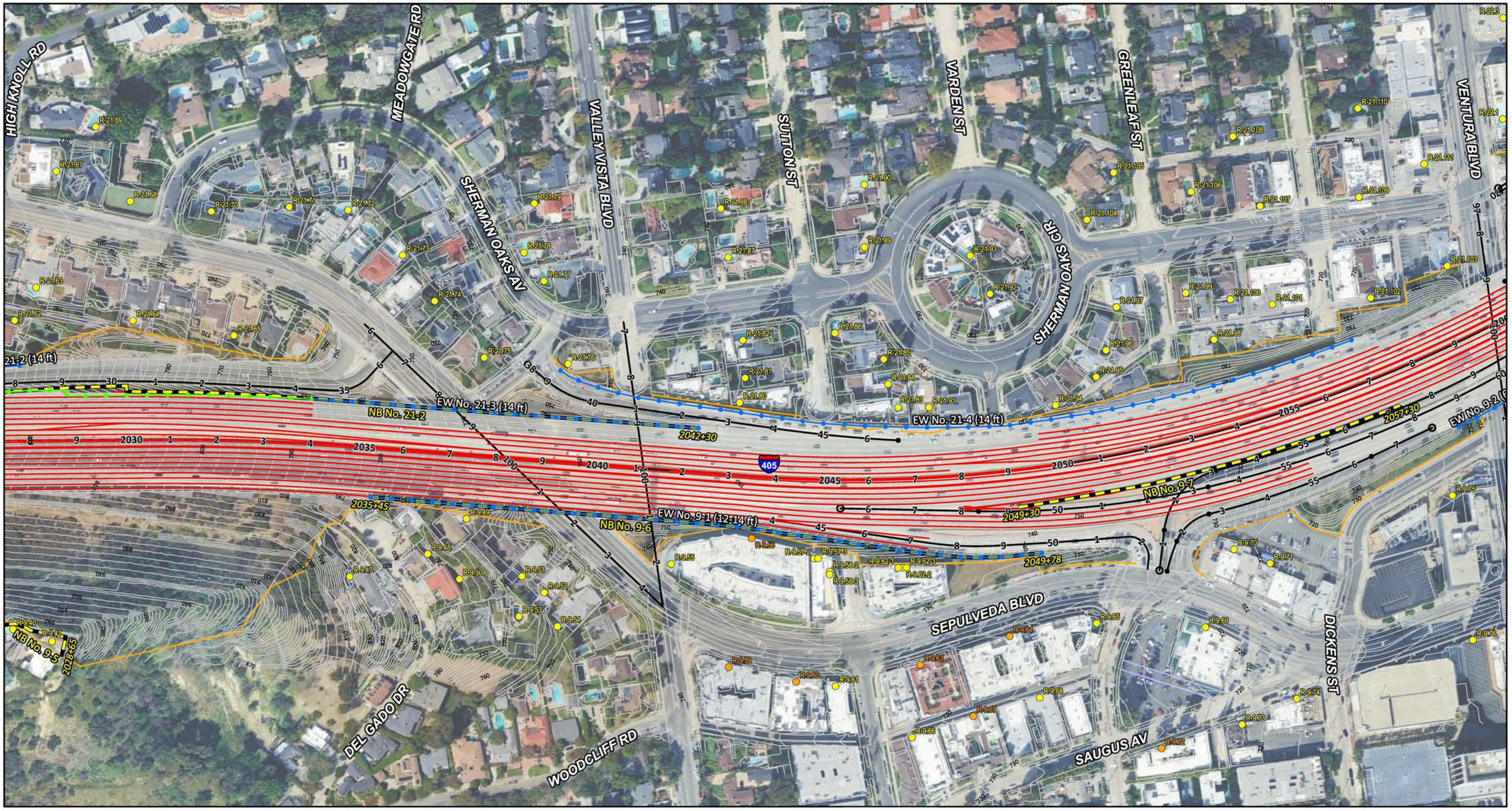
I-405 Sepulveda Pass ExpressLanes Project

Alternative 3

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



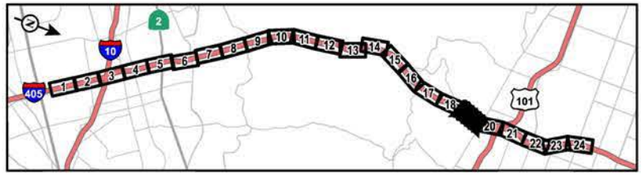
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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FIGURE 3.15-4
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I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

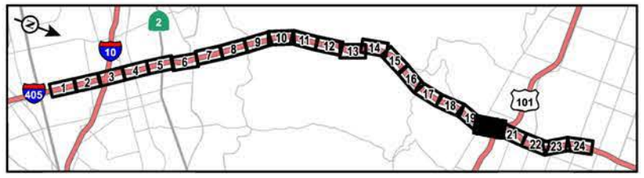
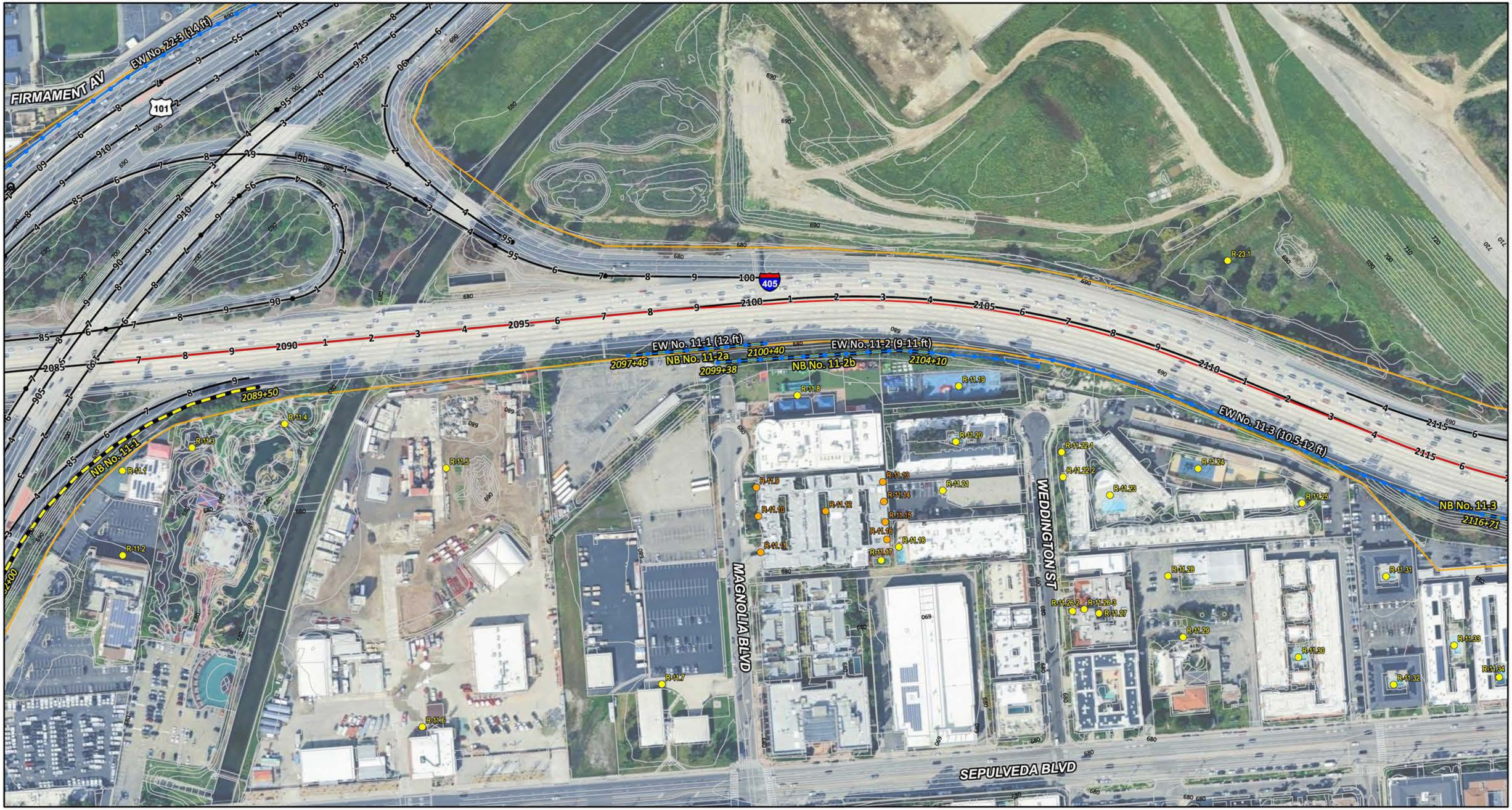


FIGURE 3.15-4
Sheet 20 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



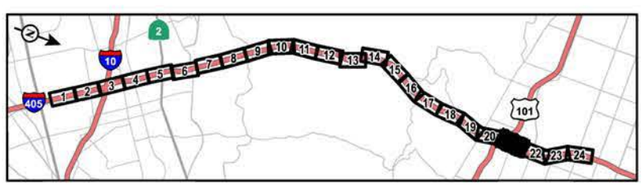
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



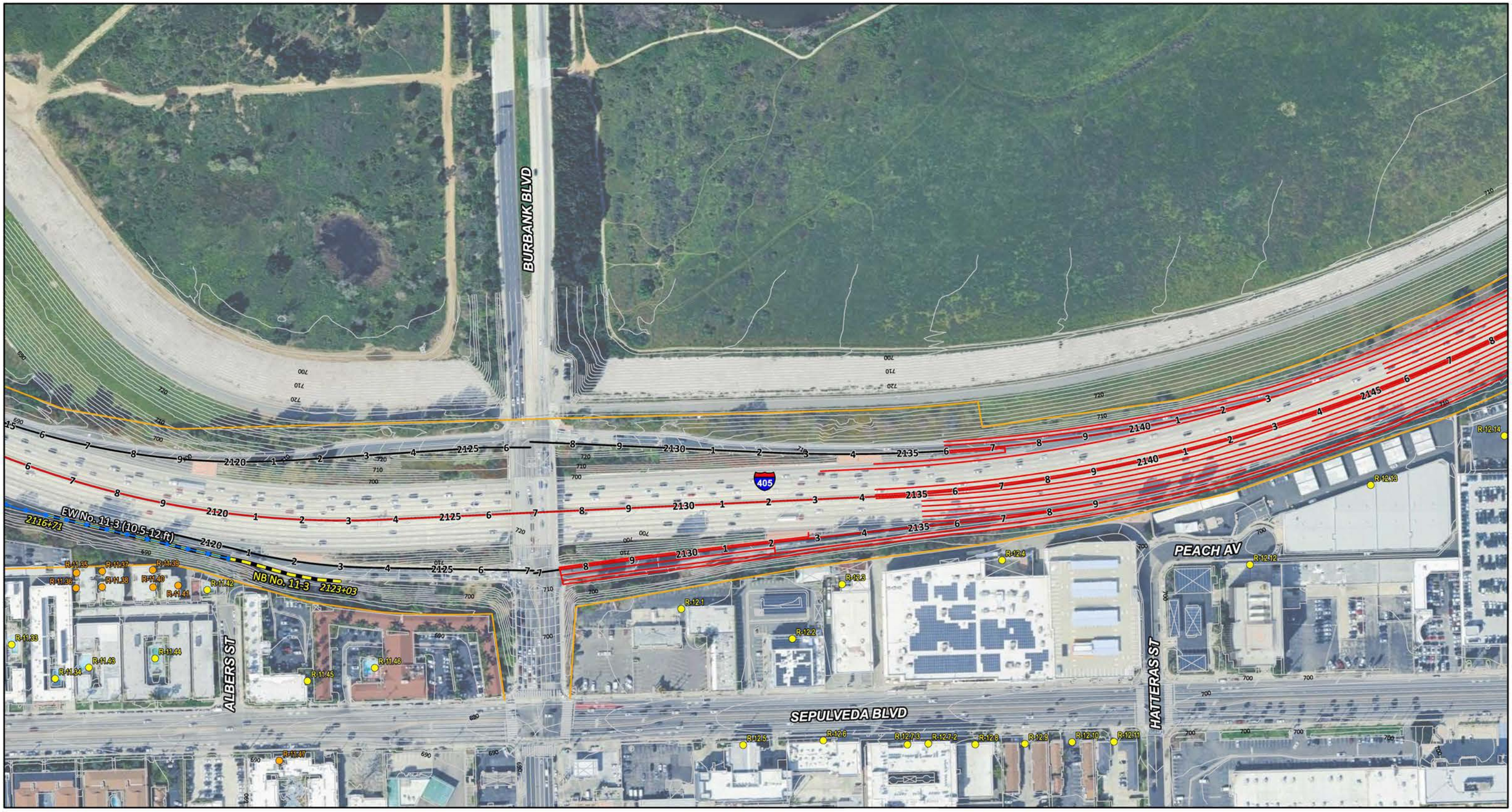
SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
Sheet 21 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

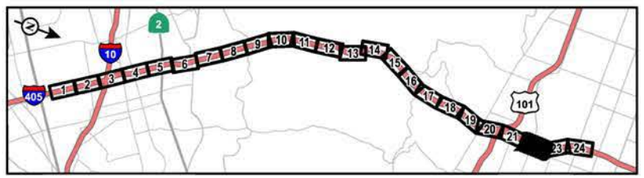
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



- Alternative 3 Improvements
- Existing Right-of-Way
- Proposed Right-of-Way
- Right-of-Way Acquisition
- Full Acquistion
- Partial Acquisition
- Existing Walls
- Existing Walls (Demolish)*
- Modeled Noise Barriers
- Modeled Receptor
- Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4

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I-405 Sepulveda Pass ExpressLanes Project

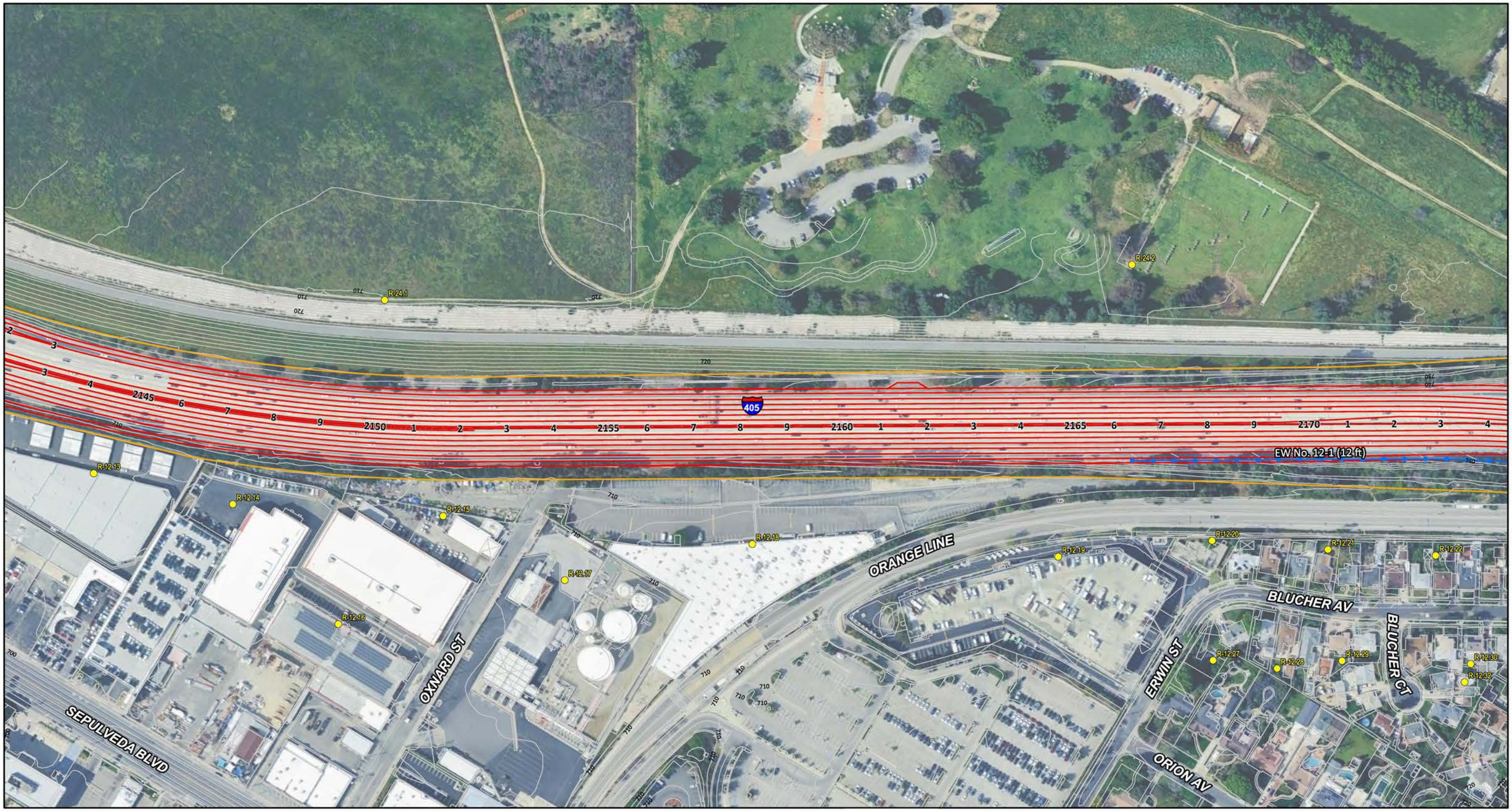
Alternative 3

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433

07-LA-405 PM 28.4/41.4

EFIS 0720000070



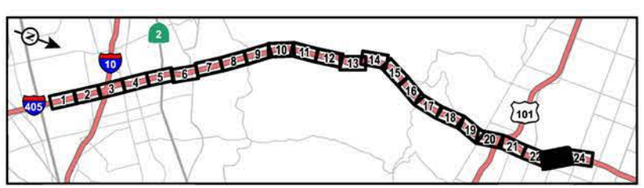
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4

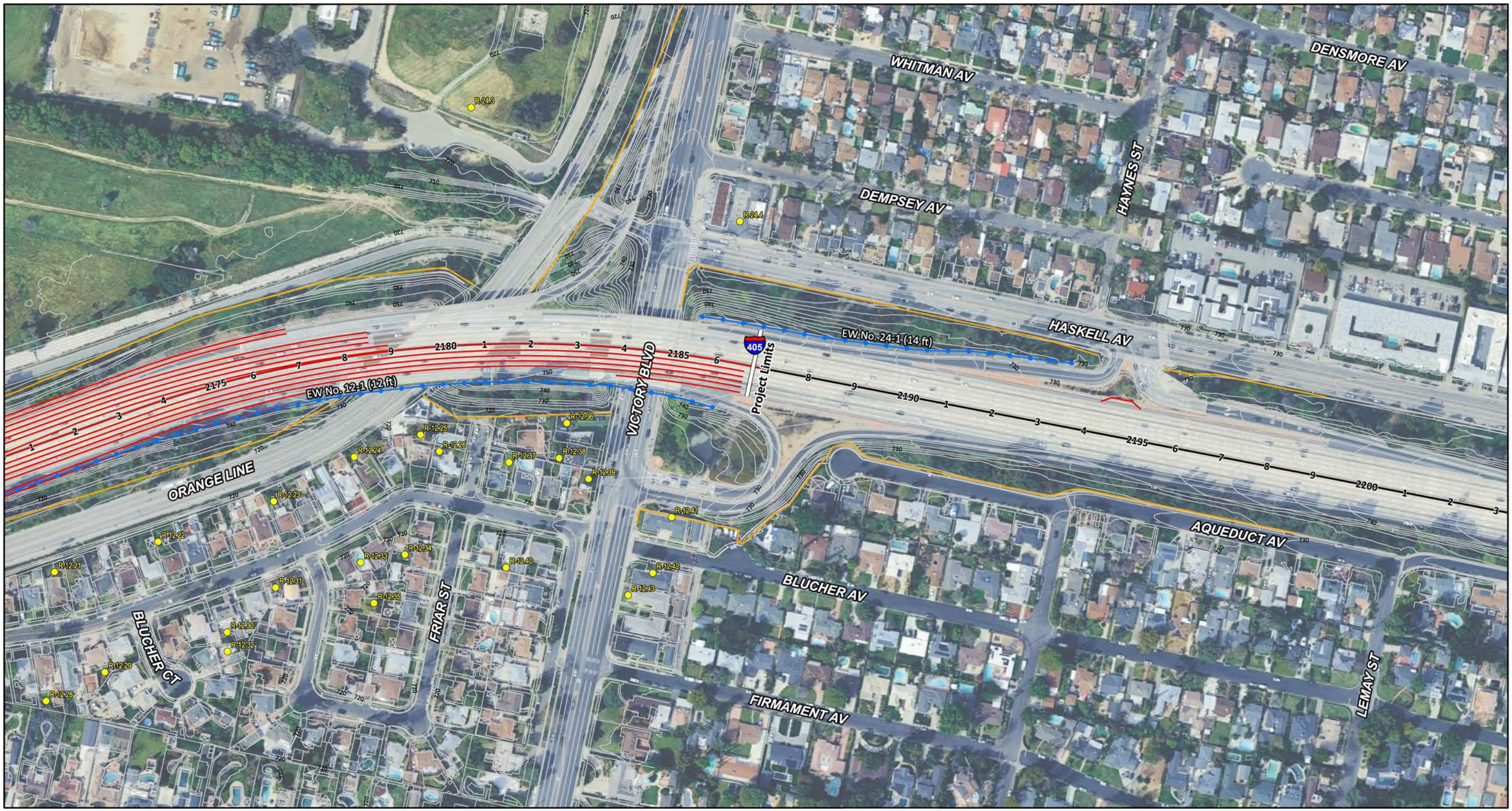
Sheet 23 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 3

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



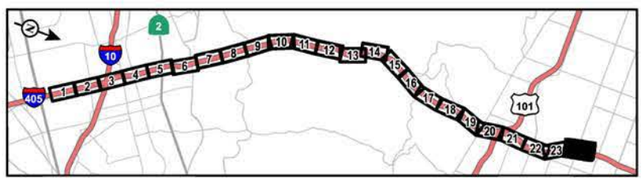
Alternative 3 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-4
Sheet 24 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 3
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

CORINTH AV
CHARNOCK RD
WESTMINSTER AV
SAWTELLE BLVD
ROSE AV
KINGSLAND ST
TABOR ST
TULLER AV
PALMS BLVD
SEPULVEDA BLVD
FIREBRAND PL
Project Limits
No. 13-2 (12.5-17 ft)
EW No. 13-3 (16 ft)
1499+08
NB No. 13-1
1505+20
1506+19
NB No. 13-2
EW No. 13-4 (13-15 ft)
1513+70
EW No. 13-5 (10 ft)
EW No. 1-2 (5.3-19 ft)
1494+00
NB No. 1-1
1504+58
EW No. 1-3 (10 ft)
1519+95
NB No. 1-2
405
10
101

Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

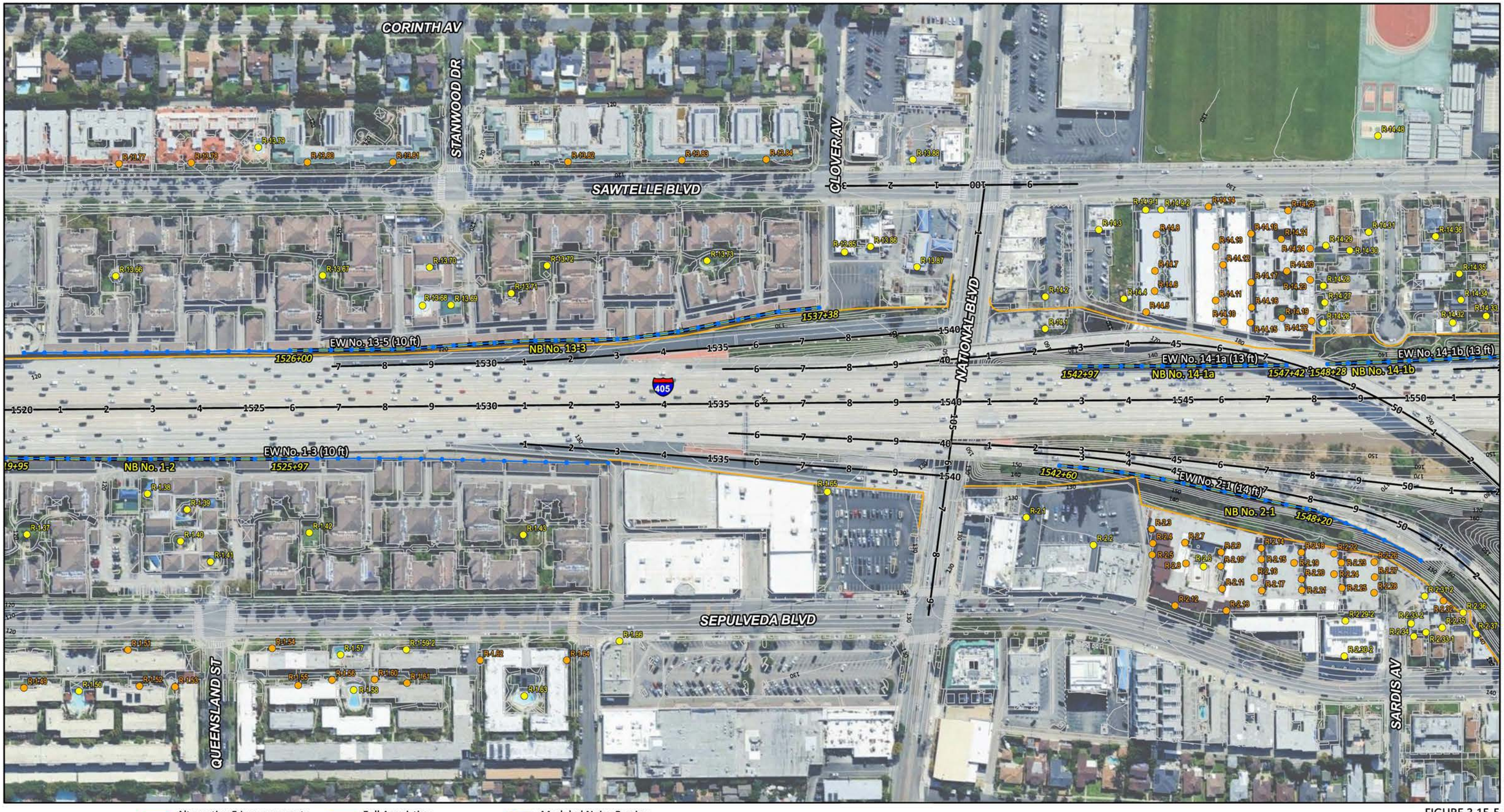
I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5
Sheet 1 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquisition
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5
Sheet 2 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5
Modeled Noise Barriers and Receptor Locations

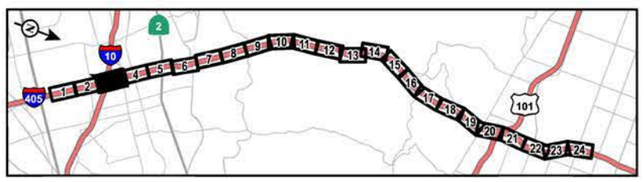
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5
Sheet 3 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

CORINTH AV
OLYMPIC BLVD
SAWTELLE BLVD
MISSISSIPPI AV
LA GRANGE AV
BELOIT AV
COTNER AV
TENNESSEE AV
PONTIUS AV
UP RR
NB No. 15-1
NB No. 16-1
EW No. 16-1 (14 ft)
405
101

Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

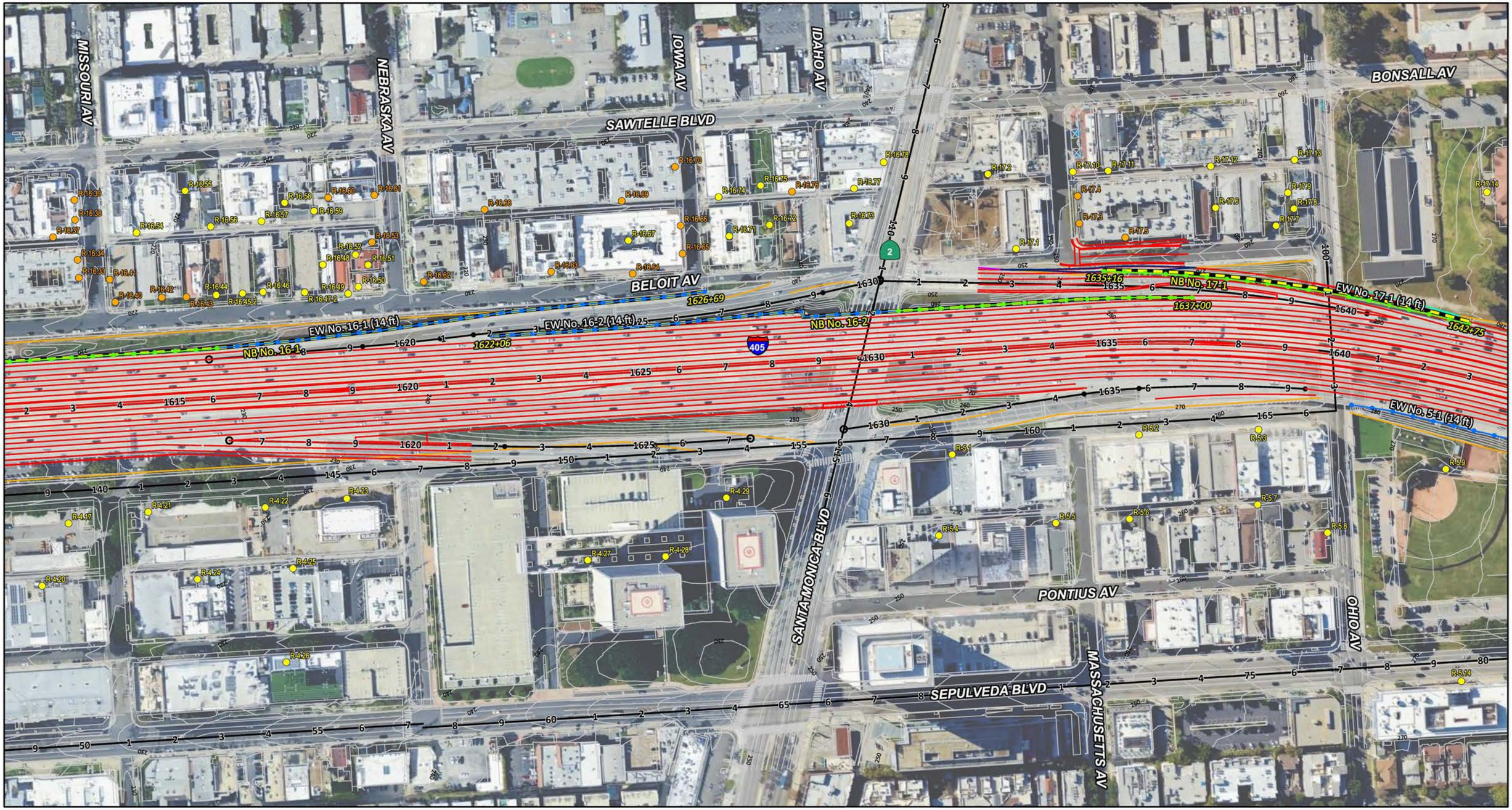
I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5
Sheet 4 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolished)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

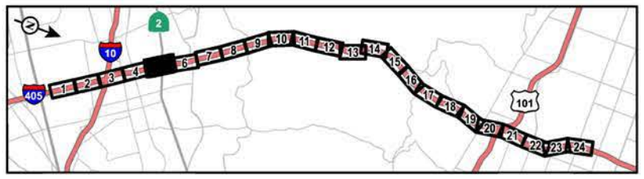


FIGURE 3.15-5
Sheet 5 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

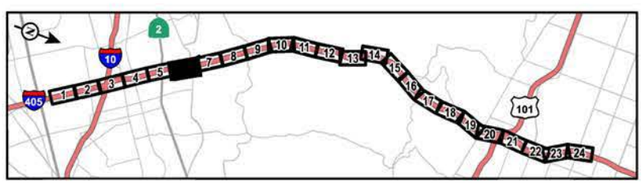
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



- Alternative 5 Improvements
- Existing Right-of-Way
- Proposed Right-of-Way
- Right-of-Way Acquisition
- Full Acquistion
- Partial Acquisition
- Existing Walls
- Existing Walls (Demolish)*
- Modeled Noise Barriers
- Modeled Receptor
- Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

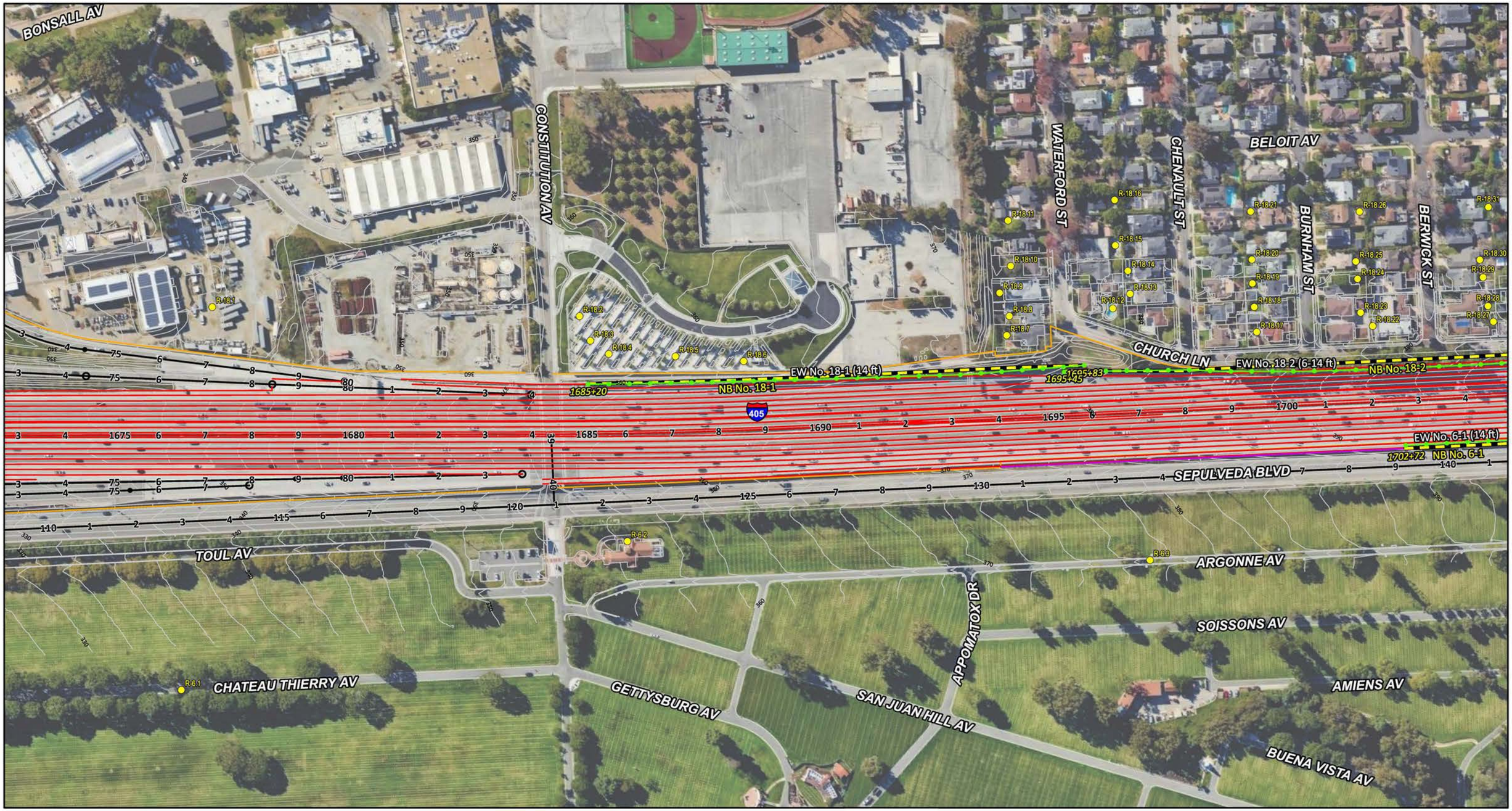
I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5
Sheet 6 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5
Modeled Noise Barriers and Receptor Locations

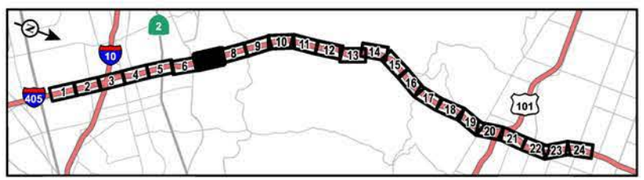
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



- Alternative 5 Improvements
- Existing Right-of-Way
- Proposed Right-of-Way
- Right-of-Way Acquisition
- Full Acquistion
- Partial Acquisition
- Existing Walls
- Existing Walls (Demolish)*
- Modeled Noise Barriers
- Modeled Receptor
- Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5
Sheet 7 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



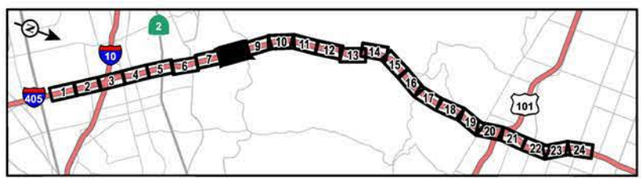
Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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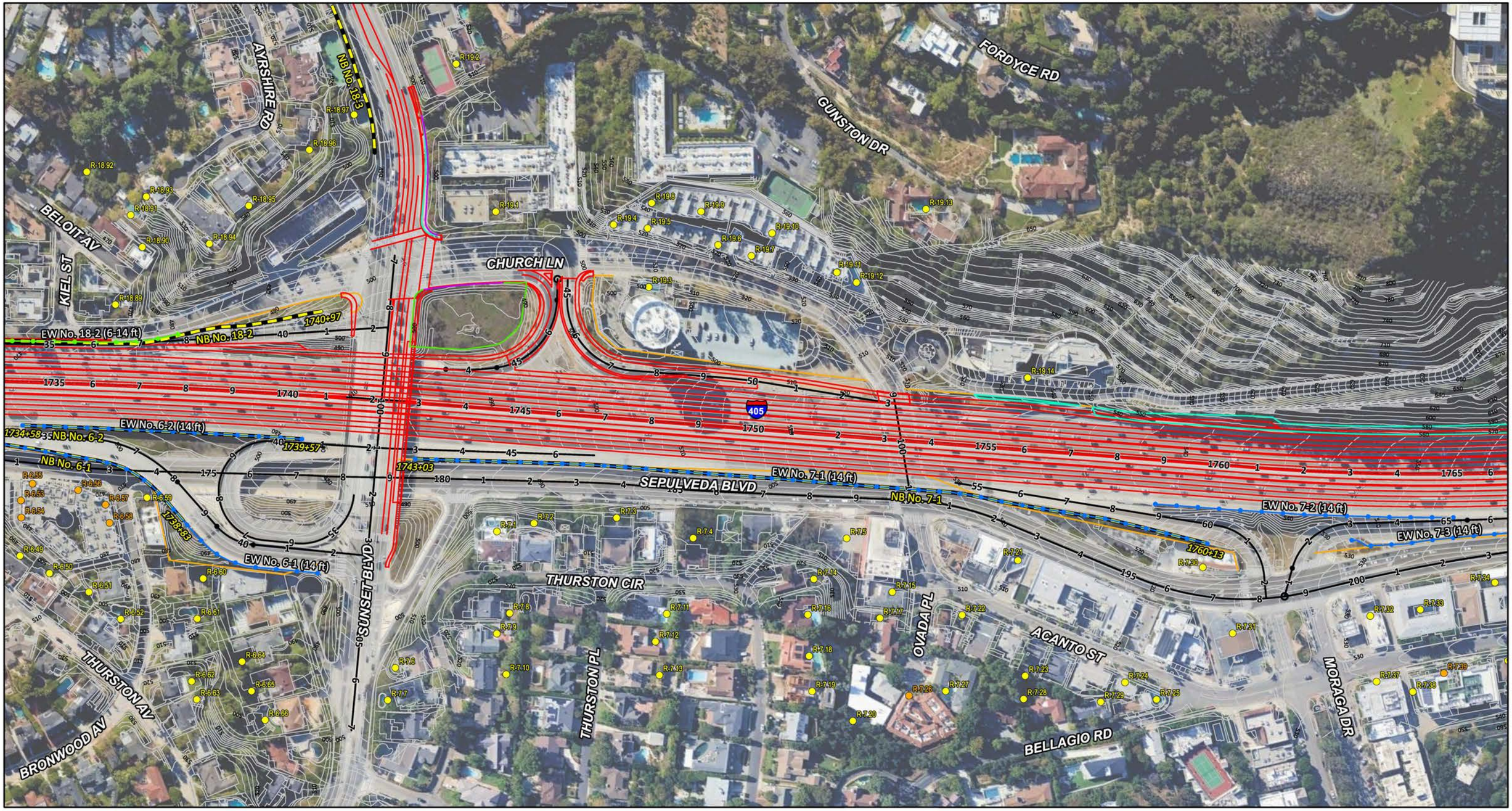
FIGURE 3.15-5
Sheet 8 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

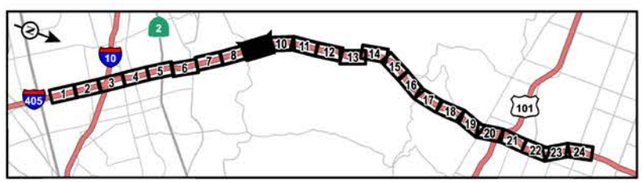
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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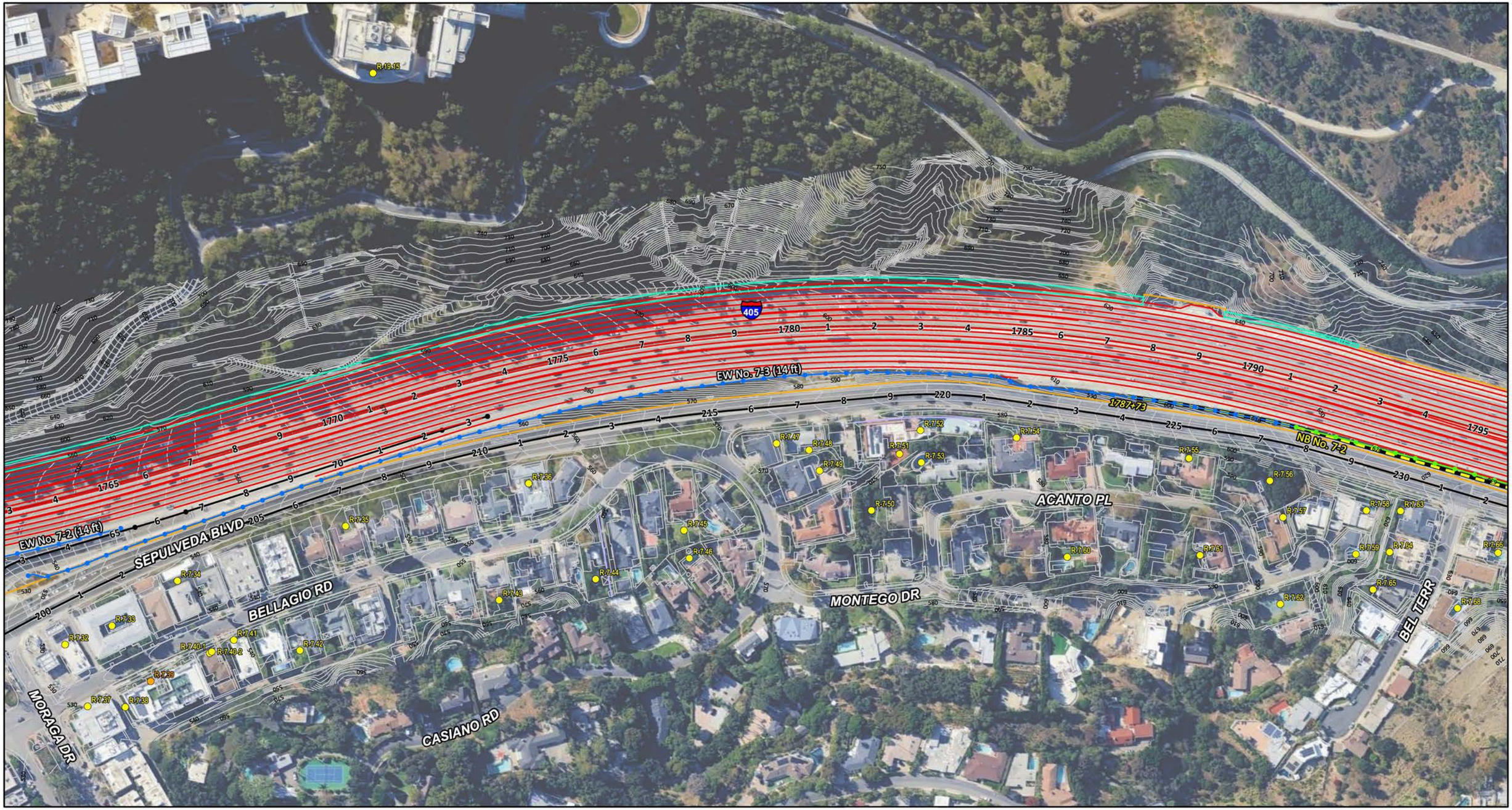
FIGURE 3.15-5
Sheet 9 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

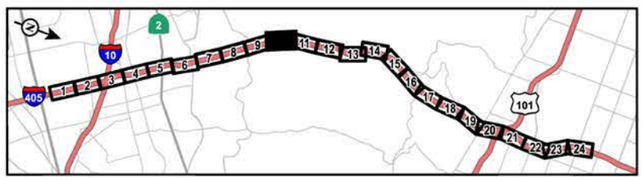
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



- Alternative 5 Improvements
- Existing Right-of-Way
- Proposed Right-of-Way
- Right-of-Way Acquisition
- Full Acquistion
- Partial Acquisition
- Existing Walls
- Existing Walls (Demolish)*
- Modeled Noise Barriers
- Modeled Receptor
- Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5

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I-405 Sepulveda Pass ExpressLanes Project

Alternative 5

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

EW No. 19-1 (4 ft)
EW No. 19-2a (14 ft)
EW No. 19-2b (8 ft)
EW No. 7-3 (14 ft)
NB No. 7-2
1805+96
SEPULVEDA BLVD
BEL TERR
405
R-19.16
R-19.17
R-7.58
R-7.59
R-7.62
R-7.63
R-7.64
R-7.65
R-7.66
R-7.67
R-7.68
R-7.69
R-7.70
R-7.71
R-7.72
R-7.73
R-7.74
R-7.75

Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

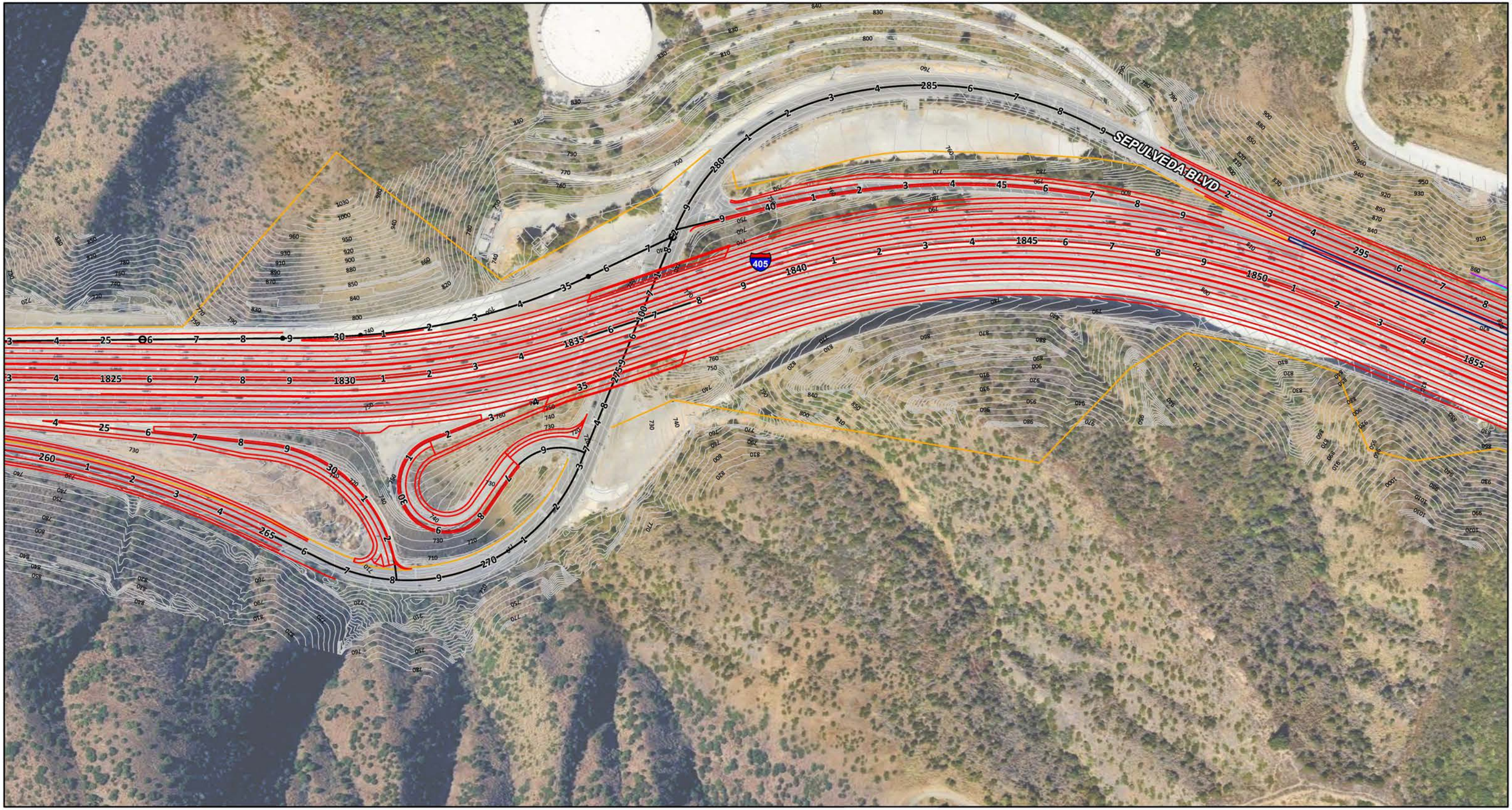
SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5
Sheet 11 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5

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I-405 Sepulveda Pass ExpressLanes Project

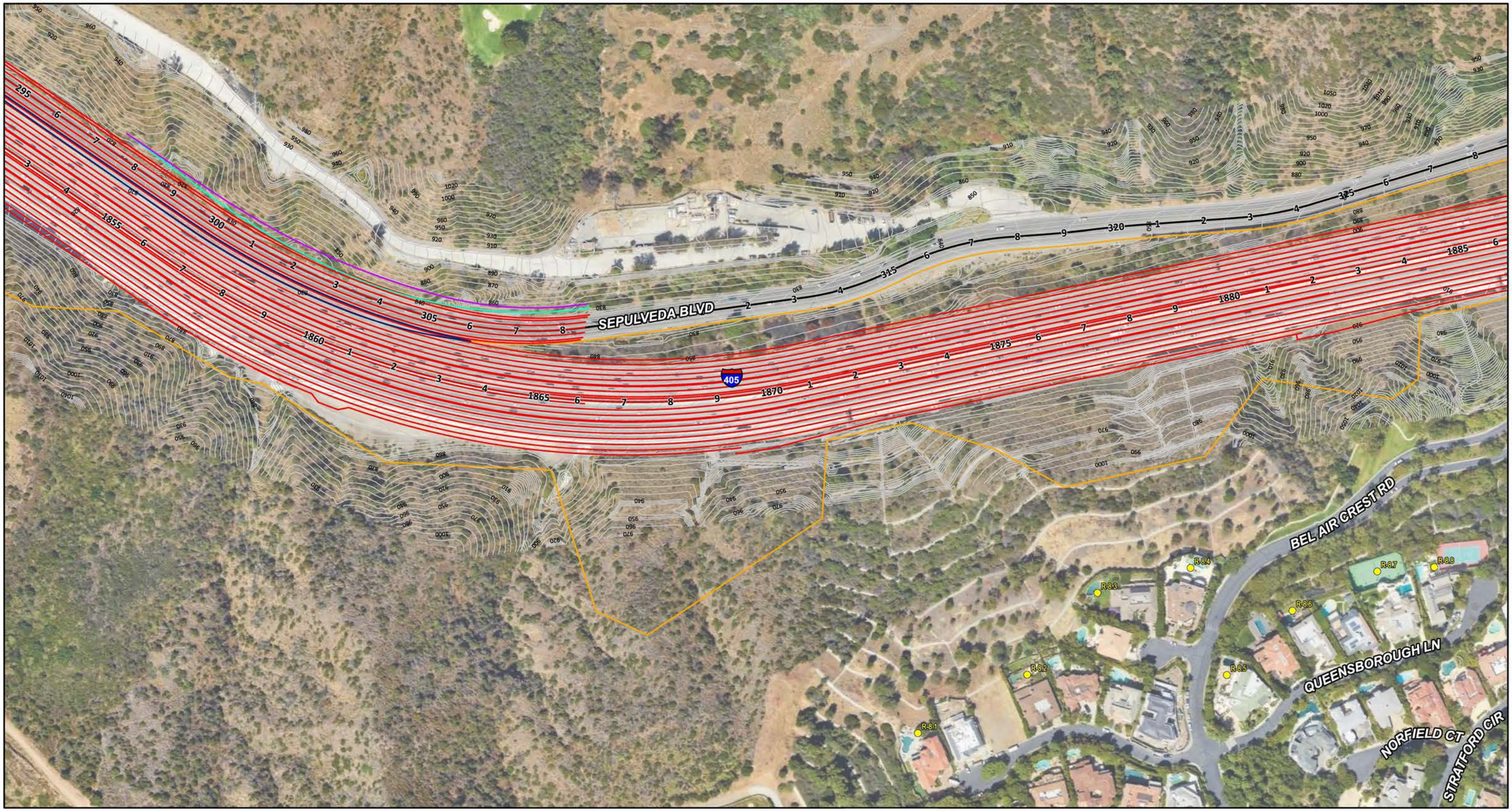
Alternative 5

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433

07-LA-405 PM 28.4/41.4

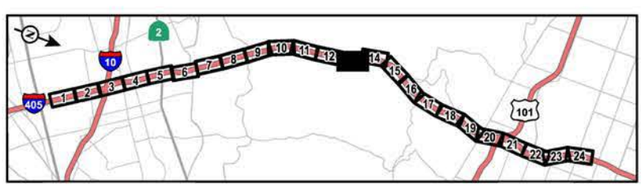
EFIS 0720000070



- Alternative 5 Improvements
- Existing Right-of-Way
- Proposed Right-of-Way
- Right-of-Way Acquisition
- Full Acquistion
- Partial Acquisition
- Existing Walls
- Existing Walls (Demolish)*
- Modeled Noise Barriers
- Modeled Receptor
- Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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FIGURE 3.15-5

Sheet 13 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433

07-LA-405 PM 28.4/41.4

EFIS 0720000070



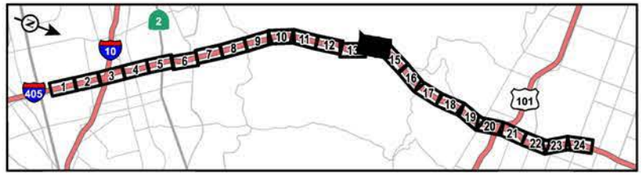
Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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FIGURE 3.15-5
Sheet 14 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



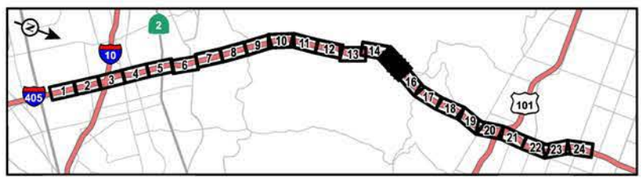
Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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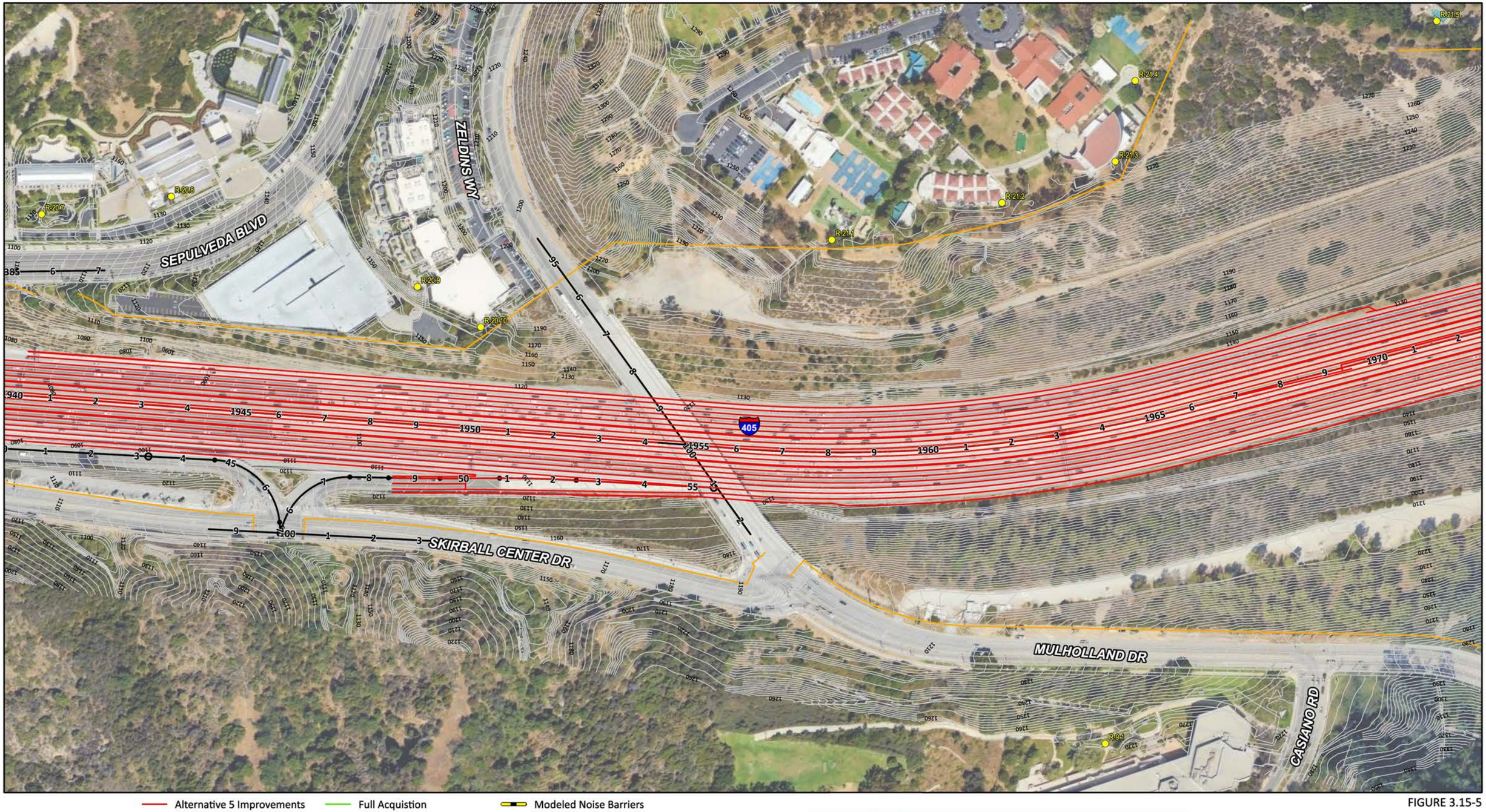
FIGURE 3.15-5
Sheet 15 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

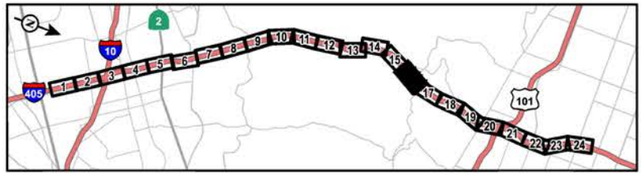
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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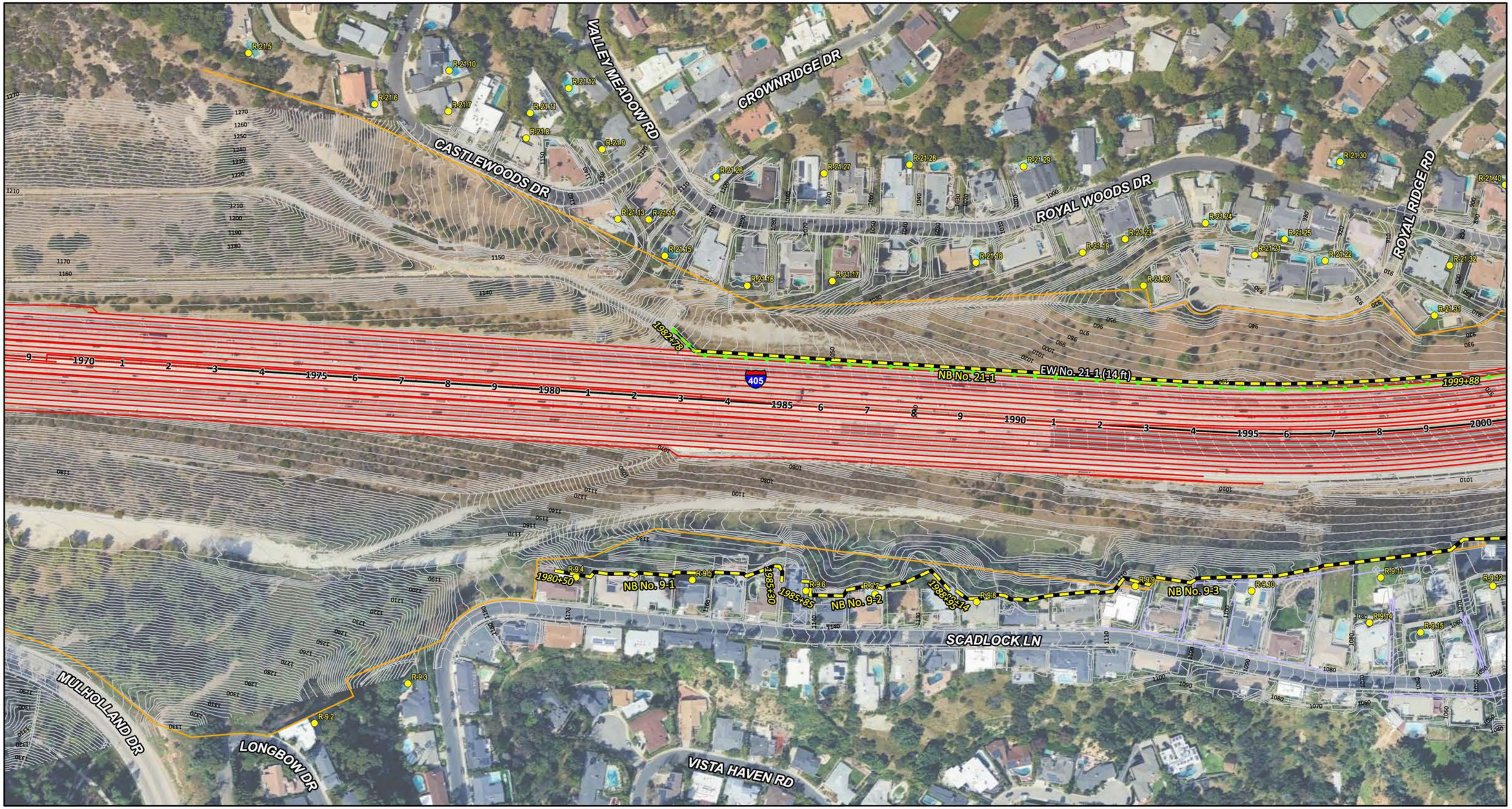
FIGURE 3.15-5
Sheet 16 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



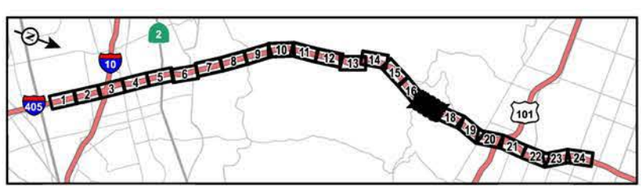
Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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FIGURE 3.15-5
Sheet 17 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5
Modeled Noise Barriers and Receptor Locations

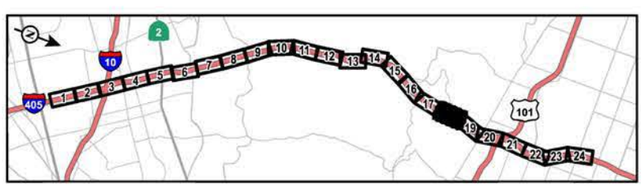
EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



- Alternative 5 Improvements
- Existing Right-of-Way
- Proposed Right-of-Way
- Right-of-Way Acquisition
- Full Acquistion
- Partial Acquisition
- Existing Walls
- Existing Walls (Demolish)*
- Modeled Noise Barriers
- Modeled Receptor
- Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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FIGURE 3.15-5

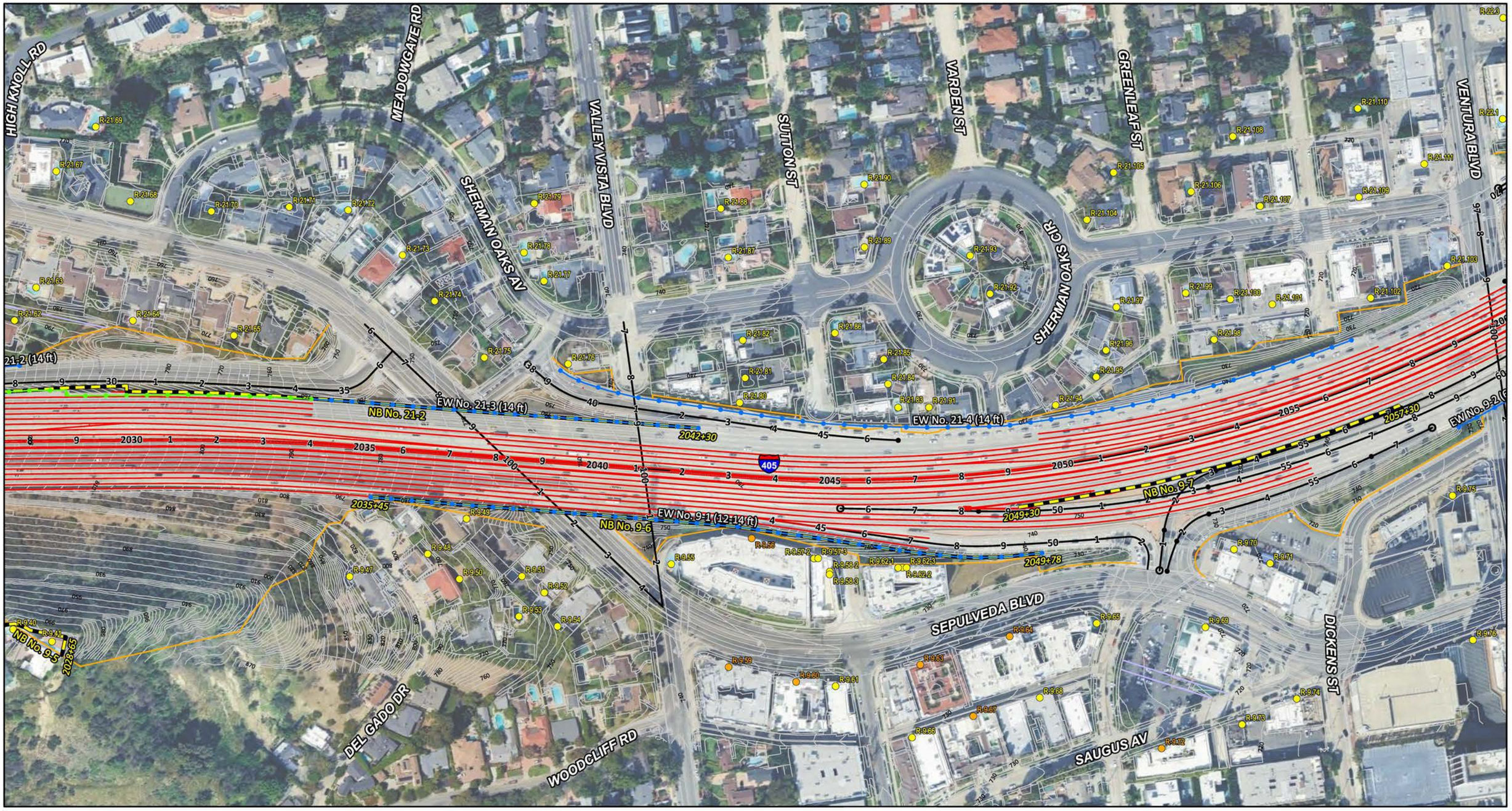
Sheet 18 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5

Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



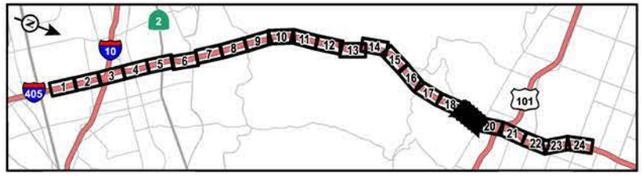
Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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FIGURE 3.15-5
Sheet 19 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

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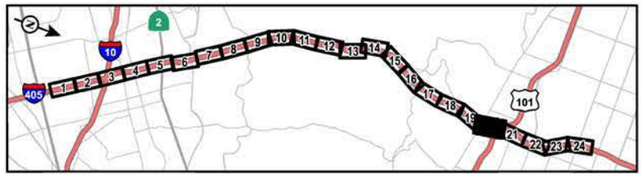
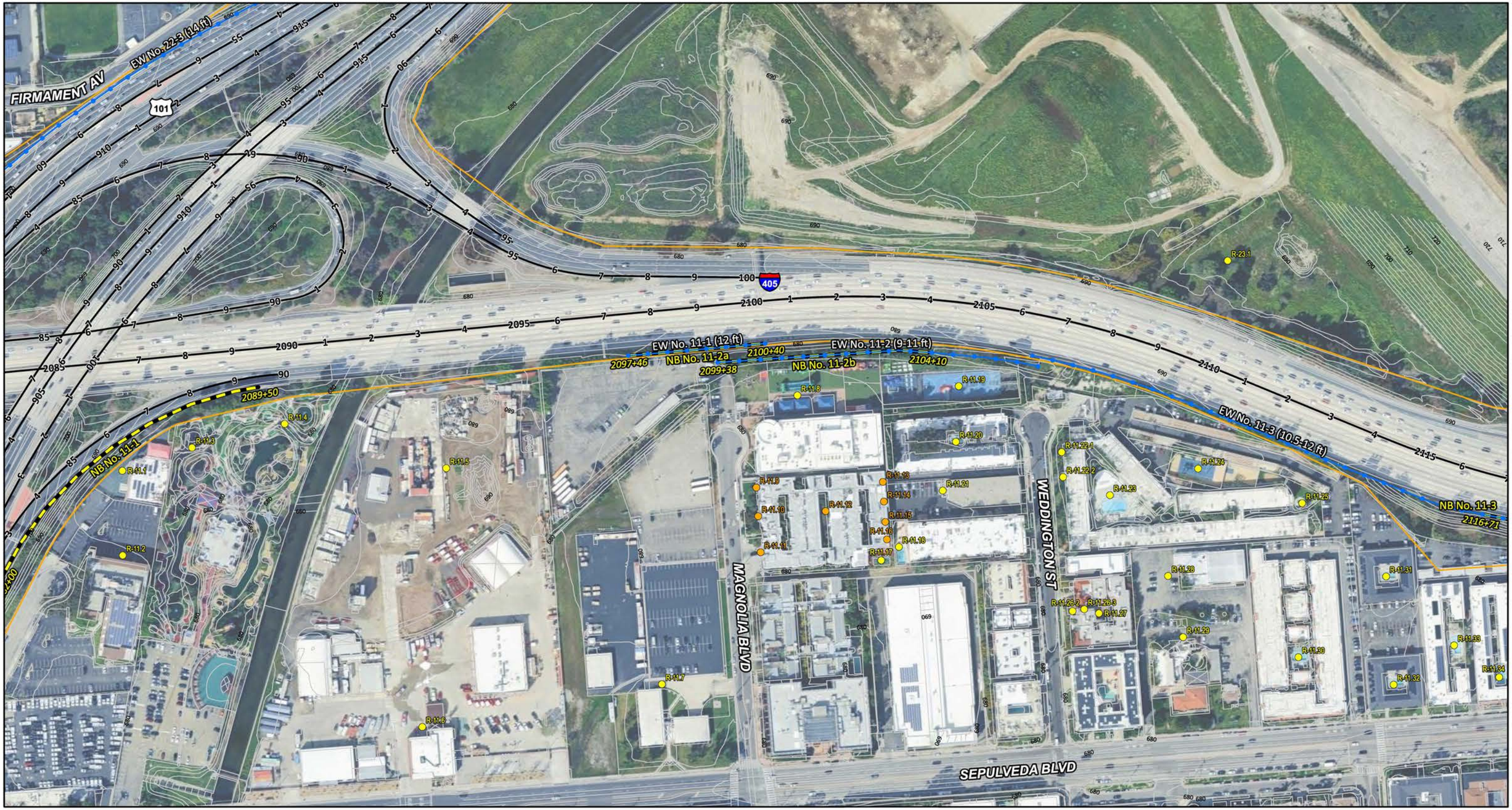


FIGURE 3.15-5
Sheet 20 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



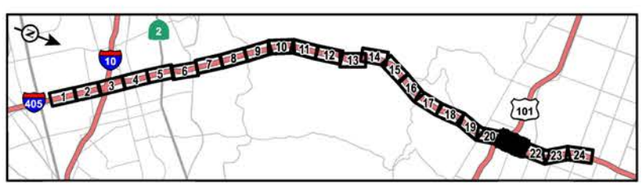
Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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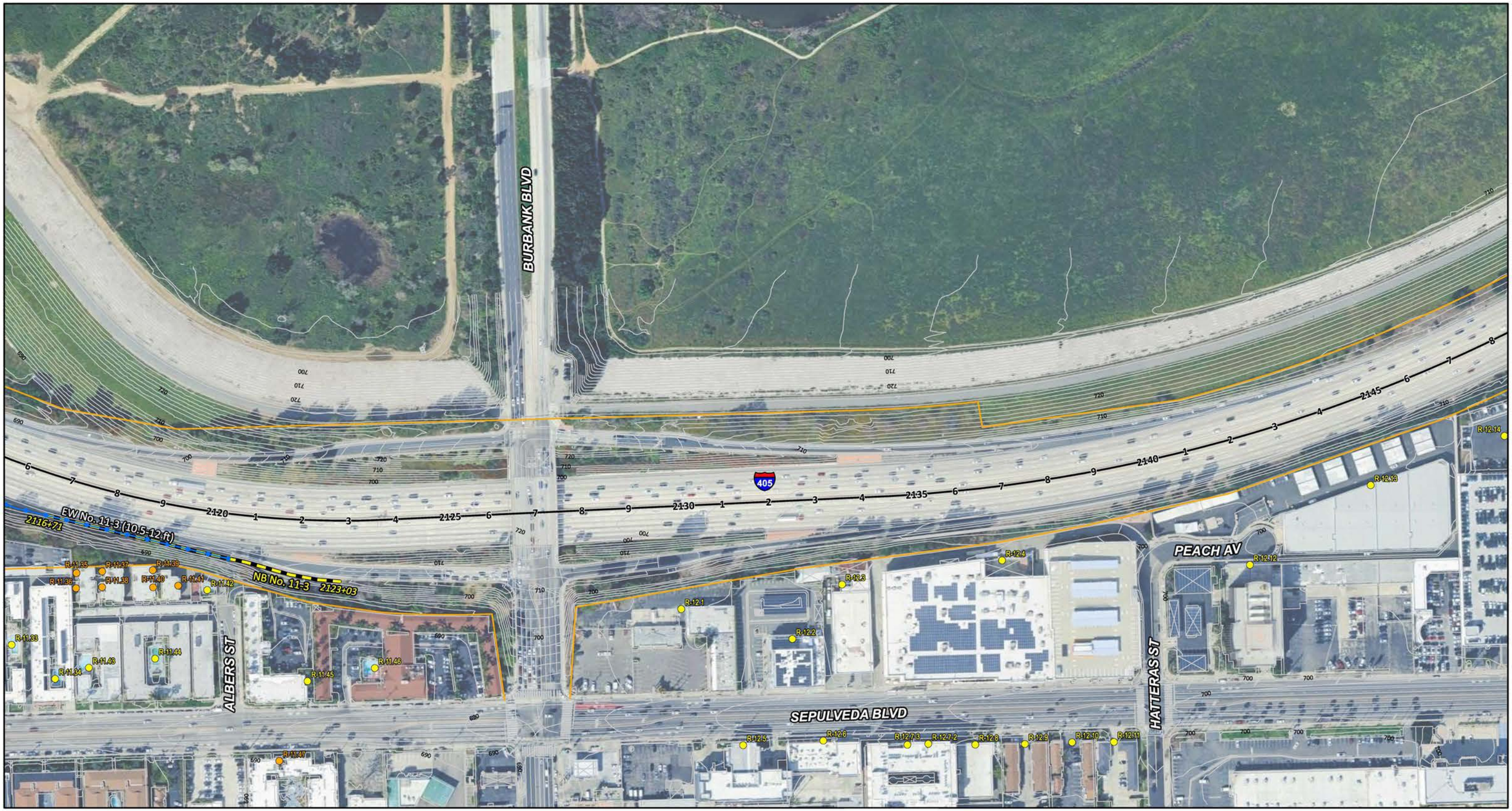
FIGURE 3.15-5
Sheet 21 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



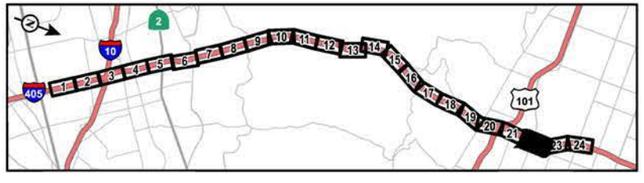
Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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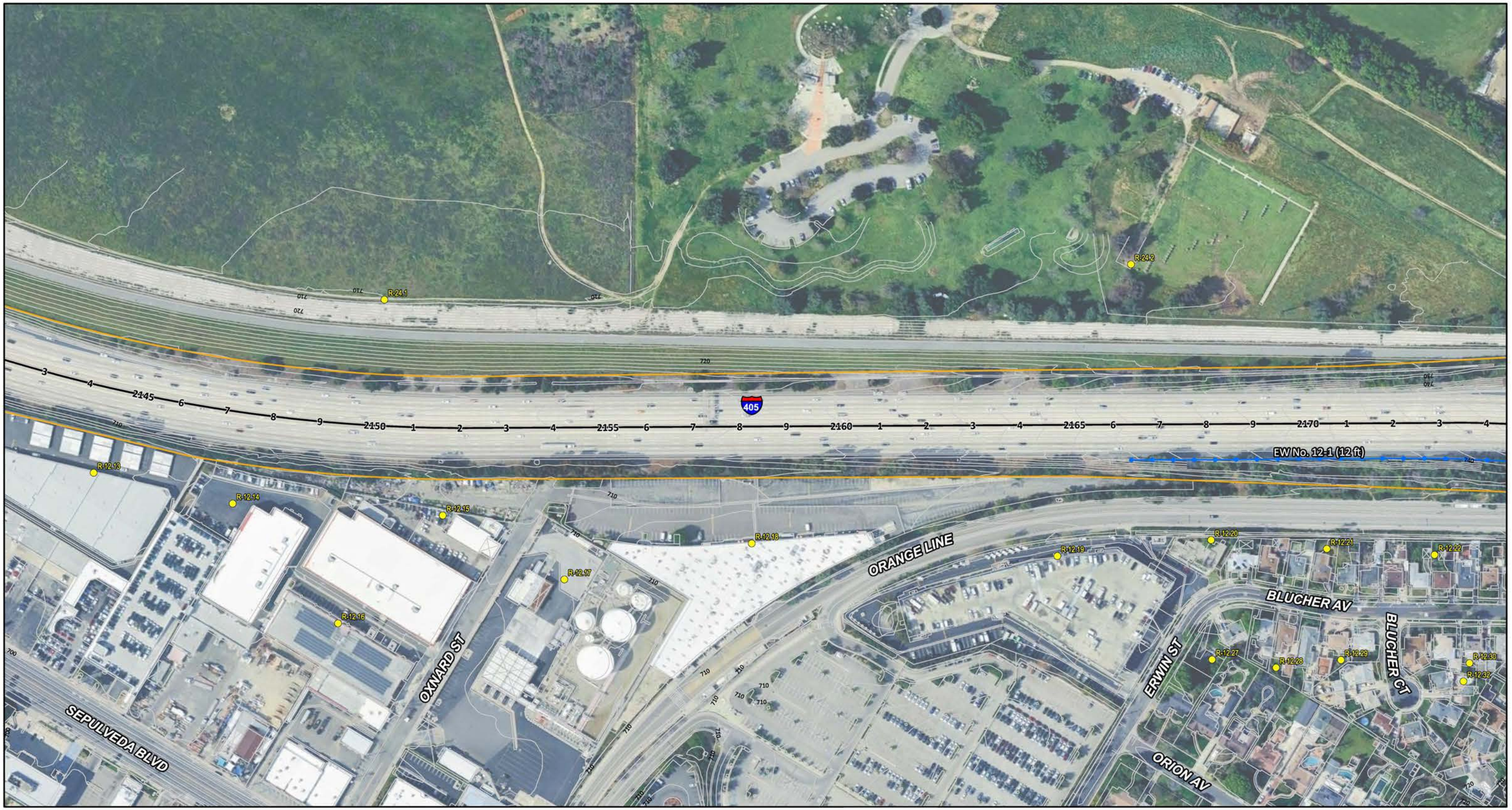
FIGURE 3.15-5
Sheet 22 of 24

I-405 Sepulveda Pass ExpressLanes Project

Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070



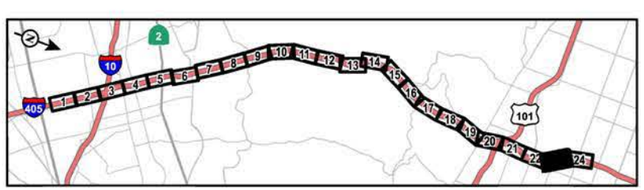
Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition

Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*

Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum



SOURCE: Google Imagery (2022); WSP (2023)

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FIGURE 3.15-5
Sheet 23 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

WHITMAN AV
DENSMORE AV
DEMPSEY AV
HAYNES ST
HASKELL AV
EW No. 24-1 (14 ft)
EW No. 12-1 (12 ft)
VICTORY BLVD
405
Project Limits
ORANGE LINE
AQUEDUCT AV
BLUCHER AV
FRIAR ST
BLUCHER CT
FIRMAMENT AV
LEMAY ST
R-24.3
R-24.4
R-12.21
R-12.22
R-12.23
R-12.24
R-12.25
R-12.26
R-12.28
R-12.29
R-12.30
R-12.31
R-12.32
R-12.33
R-12.34
R-12.35
R-12.36
R-12.37
R-12.38
R-12.39
R-12.40
R-12.41
R-12.42
R-12.43

Alternative 5 Improvements
Existing Right-of-Way
Proposed Right-of-Way
Right-of-Way Acquisition
Full Acquistion
Partial Acquisition
Existing Walls
Existing Walls (Demolish)*
Modeled Noise Barriers
Modeled Receptor
Modeled Receptor (Multiple Floors)

0 100 200
FEET

*Existing walls that would be demolished as part of the project would be reconstructed at the new location and at the existing height at a minimum

SOURCE: Google Imagery (2022); WSP (2023)

I:\W\WSP2003\GIS\Pro\WSP2003\WSP2003.aprx (3/26/2025)

FIGURE 3.15-5
Sheet 24 of 24

I-405 Sepulveda Pass ExpressLanes Project
Alternative 5
Modeled Noise Barriers and Receptor Locations

EA No. 07-35433
07-LA-405 PM 28.4/41.4
EFIS 0720000070

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Appendix I – Figures of the Build Alternatives

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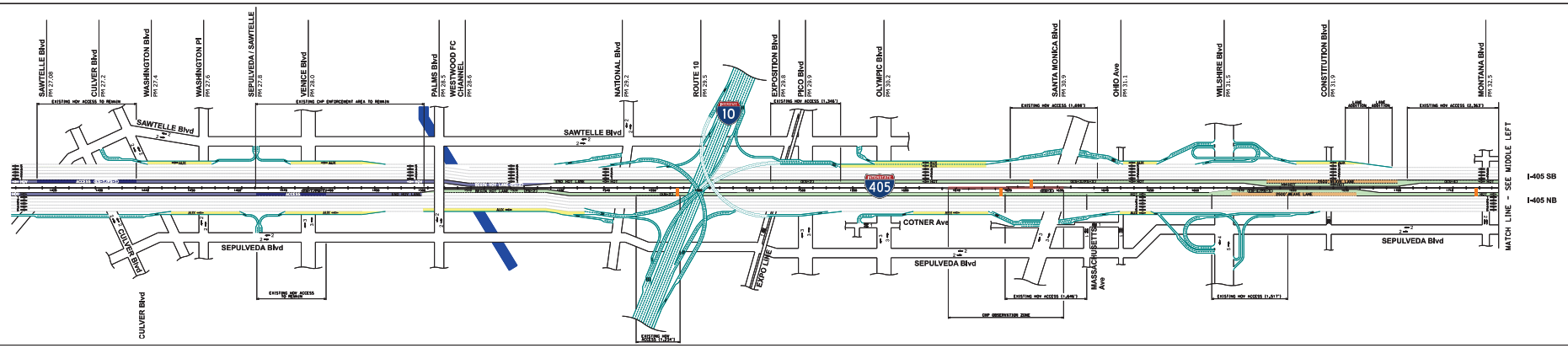
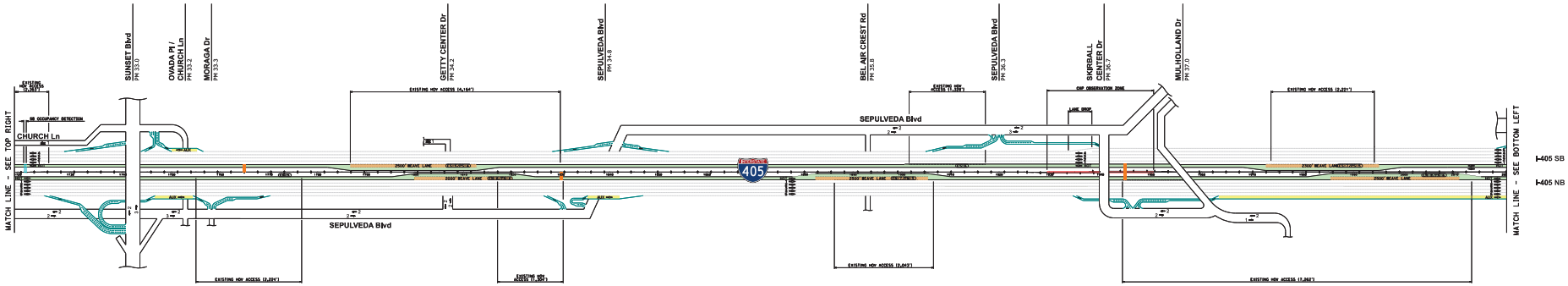
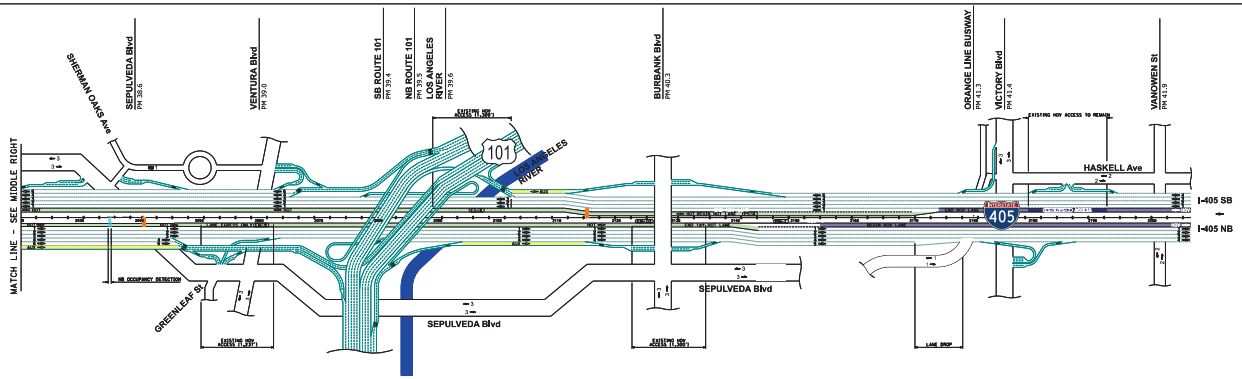
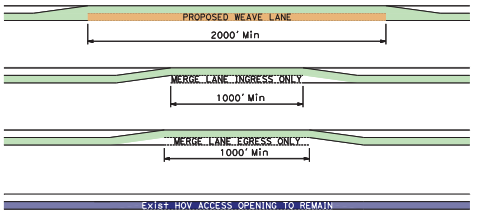




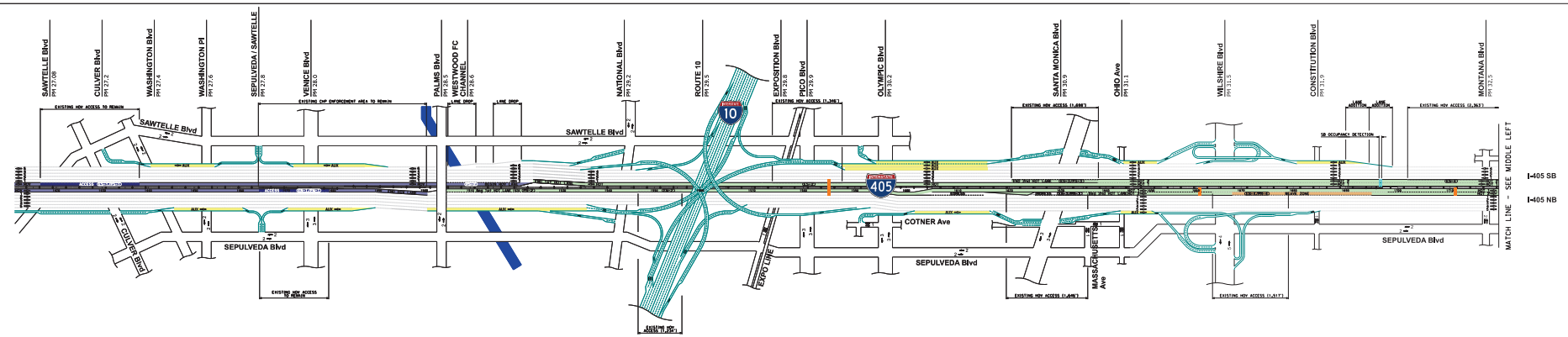


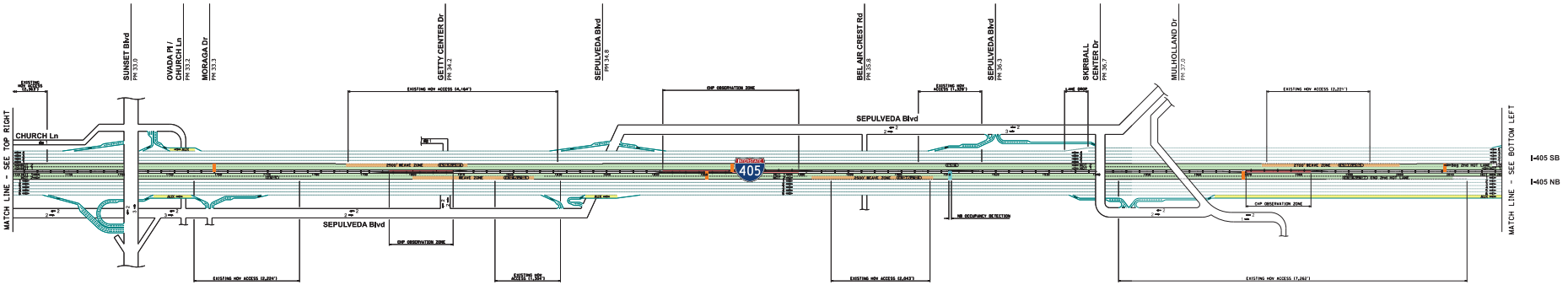


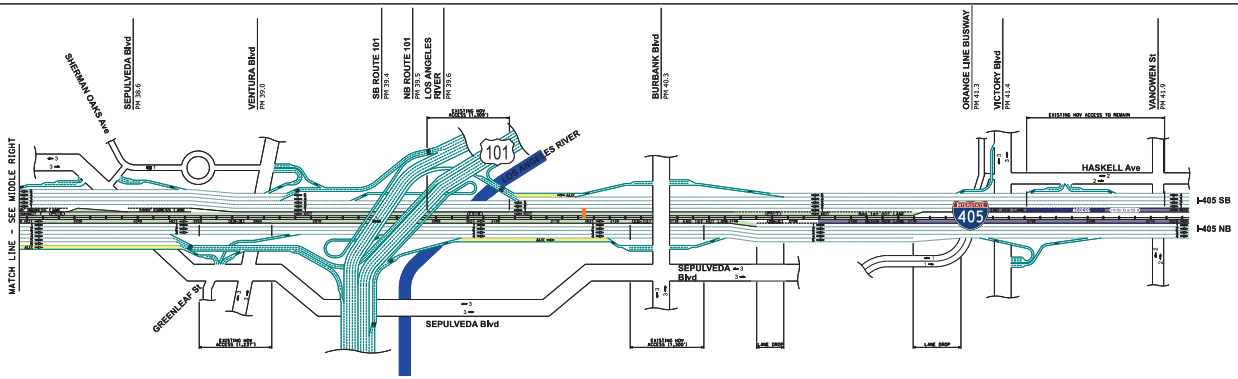
LEGEND:

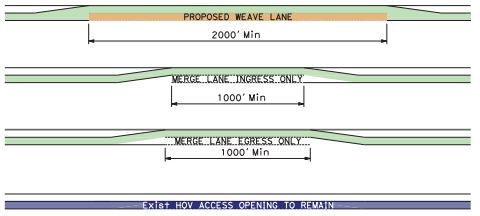
- AUXILIARY LANE
- RIVER CROSSING
- HOT LANE
- HOV LANE
- WEAVE LANE
- CHP OBSERVATION ZONE
- OCCUPANCY DETECTION
- TOLL POINT
- (PS-1) PROPOSED SOUTHBOUND ACCESS
- (ES-1) EXISTING SOUTHBOUND ACCESS
- (PN-1) PROPOSED NORTHBOUND ACCESS
- (EN-1) EXISTING NORTHBOUND ACCESS

I-405 SEPULVEDA PASS EXPRESSLANES PROJECT (ALT 2) ACCESS





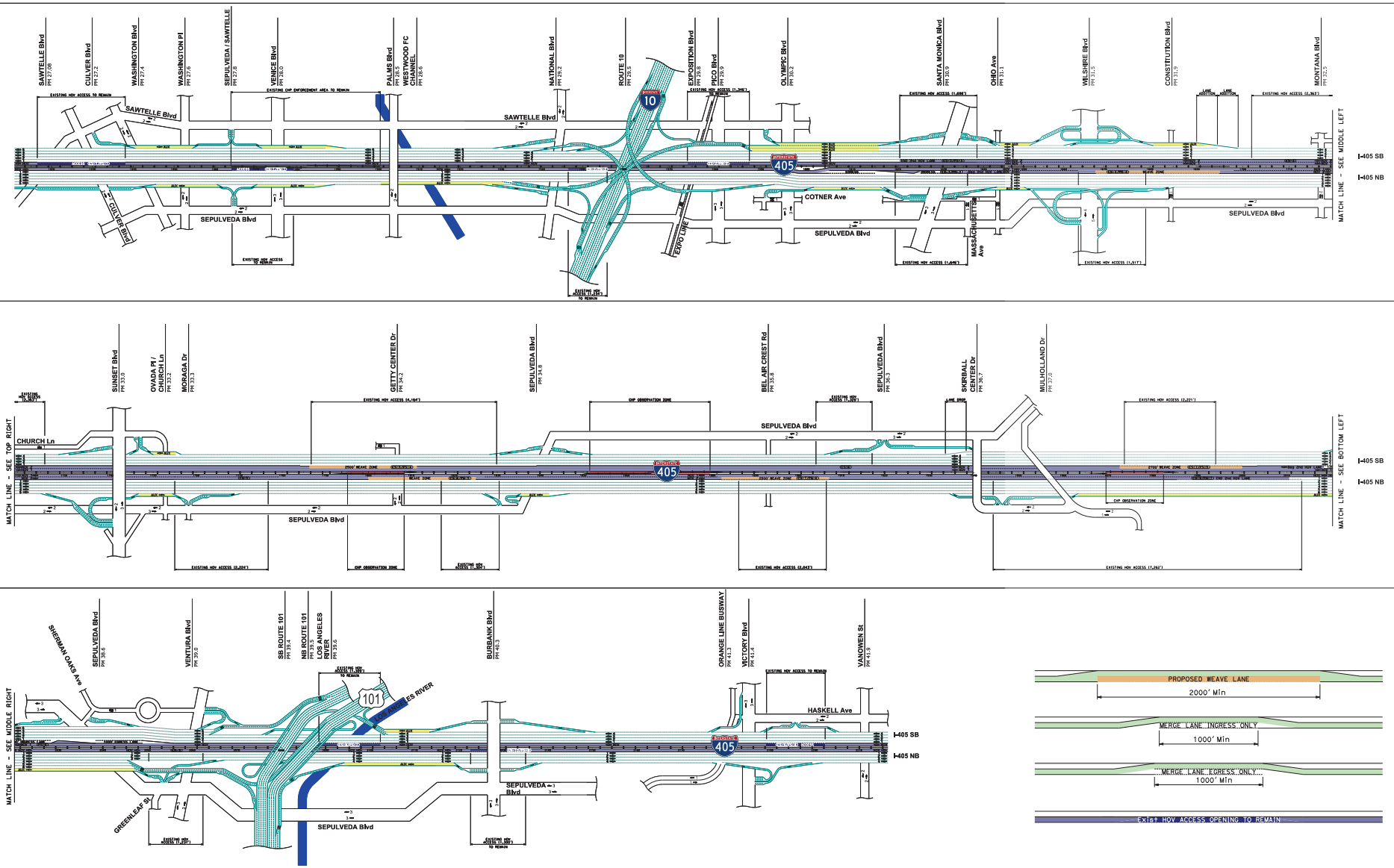




LEGEND:

- AUXILIARY LANE
- RIVER CROSSING
- HOT LANE
- HOV LANE
- WEAVE ZONE
- CHP OBSERVATION ZONE
- OCCUPANCY DETECTION
- TOLL POINT
- PSSD PROPOSED SOUTHBOUND ACCESS
- ENBD EXISTING NORTHBOUND ACCESS
- PNBD PROPOSED NORTHBOUND ACCESS
- ESSD EXISTING SOUTHBOUND ACCESS

I-405 SEPULVEDA PASS EXPRESSLANES PROJECT (ALT 3) ACCESS



LEGEND:

- AUXILIARY LANE
- RIVER CROSSING
- HOV LANE
- WEAVE ZONE
- CHP OBSERVATION ZONE

- PSA1 PROPOSED SOUTHBOUND ACCESS
- ENA1 EXISTING NORTHBOUND ACCESS
- PNA1 PROPOSED NORTHBOUND ACCESS
- ESA1 EXISTING SOUTHBOUND ACCESS

I-405 SEPULVEDA PASS EXPRESSLANES PROJECT (ALT 5) ACCESS

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Appendix J. References

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Appendix K – RTP/FTIP Listings

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Project List

TECHNICAL REPORT

ADOPTED APRIL 4, 2024

SCAG™

INNOVATING FOR A BETTER TOMORROW

Table 1. FTIP Projects

COUNTY	SYSTEM	FTIP ID	ROUTE	LEAD AGENCY	PROJECT DESCRIPTION	PROJECT COST ($1,000 s)
LOS ANGELES	STATE	LA0G1115	605	LOS ANGELES COUNTY MTA	I-605 BRADWELL OH TO 0.5 MILE NORTH OF I-10: ADD GP, HOT, OR HOV LANE &/OR CONVERT HOV TO HOT LANE. SR-60 SANTA ANITA AVE OC TO 0.5 MILE EAST OF TURNBULL CYN RD UC: ADD GP LANE BOTH DIRECTIONS THROUGH I-605/SR-60 INTERCHANGE, AUX LANES FROM I-605/SR-60 INTERCHANGE TO 7TH AVE IN EB & HACIENDA BLVD IN WB. I-10 0.5 MILE WEST OF PECK RD UC TO AMAR RD OC: ADD HOT/HOV DIRECT CONNECTOR AT I-605/I-10 INTERCHANGE (NB TO WB/WB TO NB). IMPROVE I-605 & SR-60 MAINLINE, RAMPS, INTERCHANGES, & AUX LANES.	$38,559
LOS ANGELES	STATE	LA0G1563	91	LOS ANGELES COUNTY MTA	IMPROVE THE WEAVING CONFLICT ON SR-91 BETWEEN CENTRAL AVENUE TO ACACIA COURT BY ADDING A TWO LANE C-D ROAD IN EACH DIRECTION. PROJECT INCLUDES PROPOSED IMPROVEMENTS TO THE TRUCK TURNING RADII AT SR-91 WILMINGTON AVENUE AND CENTRAL AVENUE INTERCHANGES.	$22,007
LOS ANGELES	STATE	LA0G1562	405	LOS ANGELES COUNTY MTA	ADD AUXILIARY LANES ALONG I-405 NORTHBOUND AND SOUTHBOUND BETWEEN ARTESIA BLVD AND EL SEGUNDO TO ALLEVIATE CONGESTION AND IMPROVE OPERATIONS.	$18,534
LOS ANGELES	STATE	LA0G1099		LOS ANGELES COUNTY MTA	HIGH DESERT CORRIDOR, AN APPROXIMATELY 63-MILE EAST-WEST MULTI-PURPOSE CORRIDOR FROM AVENUE P-8/SR-14 IN LA COUNTY TO BEAR VALLEY ROAD/SR-18 IN SAN BERNARDINO COUNTY. THIS MULTI-PURPOSE CORRIDOR INCLUDES TSM/TDM, FREEWAY, EXPRESSWAY, TOLLWAY, HIGH-SPEED RAIL, GREEN ENERGY TRANSMISSION/PRODUCTION,AND BIKEWAY ELEMENTS.	$6,450
LOS ANGELES	STATE	LA9919118	10	LOS ANGELES COUNTY MTA	EXTENSION OF EXPRESSLANES ON I-10 FROM I-605 TO THE LA/SB COUNTY LINE.	$10,591
LOS ANGELES	STATE	LA9919013	710	LOS ANGELES COUNTY MTA	I-710 SOUNDWALL PACKAGE 2 INCLUDES 2,713 LINEAR FEET OF NEW SOUNDWALLS AND 19,367 LINEAR FEET OF AESTHETIC TREATMENT OF EXISTING SOUNDWALLS ON I-710 FROM NORTH OF SR-91 TO THE SR-60, IN CALTRANS RIGHT OF WAY, IN THE CITIES OF BELL GARDENS, COMMERCE, COMPTON, EAST LOS ANGELES, AND LONG BEACH.	$11,460
LOS ANGELES	STATE	LA9918955	405	LOS ANGELES COUNTY MTA	ADD AUXILIARY LANES BETWEEN INTERCHANGE ON- AND OFF-RAMPS AT FIVE LOCATIONS ALONG NORTHBOUND AND SOUTHBOUND I-405 BETWEEN WILMINGTON AVENUE (PM 9.6) AND MAIN STREET (PM 12.6).	$17,400
LOS ANGELES	STATE	LA0G1456	60	LOS ANGELES COUNTY MTA	IMPROVE 7TH AVENUE OFF RAMP AT WB SR-60. RECONFIGURE ON AND OFF RAMPS TO IMPROVE MOBILITY AND FREEWAY/ARTERIAL OPERATIONS.	$23,075
LOS ANGELES	STATE	1162S012	405	LOS ANGELES COUNTY MTA	I-405 SEPULVEDA PASS (PHASE 1) EXPRESSLANES BETWEEN U.S. 101 AND I-10.	$2,500
LOS ANGELES	STATE	LA9919014	210	LOS ANGELES COUNTY MTA	PROJECT INCLUDES APPROXIMATELY ONE MILE OF NEW SOUNDWALLS ALONG I-210 FREEWAY FROM 0.2 MILES WEST OF MARENGO AVE TO WILSON AVE IN THE CITY OF PASADENA AND APPROXIMATELY 1.5 MILES OF SOUNDWALLS FROM BALDWIN AVE TO SANTA ANITA AVE IN THE CITY OF ARCADIA. ALSO INCLUDES 600-FOOT SECTIONS OF SOUNDWALLS ON THE SR-134 EAST OF CAHUENGA BLVD NEAR ARCOLA ST AND AT SANTA ANITA OFF-RAMP. I-210 PM: 25.3/26.6 & 30.8/32.2. SR-134 PM: R1.2/R1.4. USE TC $6.303M IN FY22/23 IN CON TO MATCH HIP. TOLL CREDITS USED.	$72,545
LOS ANGELES	STATE	LA9918941	710	LOS ANGELES COUNTY MTA	THE PROJECT IS LOCATED PARALLEL TO 12 MILES OF THE I-710 BETWEEN SR-91 (ARTESIA BLVD) TO SR-60 (CESAR CHAVEZ AVE). THE PROJECT CONSISTS OF IMPLEMENTING INTELLIGENT TRANSPORTATION SYSTEM (ITS) IMPROVEMENTS SUCH AS COMMUNICATION UPGRADES, SIGNAL UPGRADES, SIGNS, RAMP METERING, DETECTION, CAMERAS AND SYSTEMS THROUGHOUT THE CORRIDOR TO MORE EFFECTIVELY MANAGE CONGESTION. NO NEW RIGHT-OF-WAY (ROW) ACQUISITION IS EXPECTED. ALL IMPROVEMENTS ARE WITHIN THE HIGHWAY EXISTING FOOTPRINT.	$5,000

Table 2. Financially Constrained Projects

COUNTY	SYSTEM	LEAD AGENCY	RTP ID	ROUTE #	ROUTE NAME	FROM	TO	DESCRIPTION	COMPLETION YEAR	PROJECT COST ($1,000 S)
LOS ANGELES	STATE HIGHWAY	LOS ANGELES COUNTY MTA (METRO)	18790	710				ROUTE 710: STUDY TO PERFORM ALTERNATIVE ANALYSIS, ENGINEERING AND ENVIRONMENTAL STUDIES TO CLOSE 710 FREEWAY GAP. (EA # 187901, PPN0# 2215)	2025	$70,454
LOS ANGELES	STATE HIGHWAY	LOS ANGELES COUNTY MTA (METRO)	1200S003	405	I-405	I-105	I-110	I-405 EXPRESSLANES FROM I-105 TO I-110.	2031	$71,560
LOS ANGELES	STATE HIGHWAY	LOS ANGELES COUNTY MTA (METRO)	1200S004	405	I-405	I-110	LA/ORANGE COUNTY LINE	I-405 EXPRESSLANES FROM I-110 TO LA/ORANGE COUNTRY LINE.	2031	$110,390
LOS ANGELES	STATE HIGHWAY	LOS ANGELES COUNTY MTA (METRO)	1162S011	105	I-105	I-405	STUDEBAKER RD.	I-105 EXPRESS LANES FROM I-405 TO STUDEBAKER RD.	2028	$779,000
LOS ANGELES	STATE HIGHWAY	LOS ANGELES COUNTY MTA (METRO)	1162S012	405	I-405	I-10	US-101	I-405 SEPULVEDA PASS (PHASE 1) EXPRESSLANES	2030	$260,000
LOS ANGELES	STATE HIGHWAY	LOS ANGELES COUNTY MTA (METRO)	1163S003	605	INTERSTATE 605	SB I-605 RAMPS	BEVERLY BLVD POSTMILE RANGE IS R14.1 TO R14.6	SB I-605 LOOP ON AND OFF RAMP REMOVAL AND RECONFIGURATION OF THE EXISTING INTERCHANGE AT BEVERLY BLVD. THE SOUTHBOUND I-605 COLLECTOR-DISTRIBUTOR ROAD WILL BE REMOVED FROM THE MAINLINE AND THE NEW RAMPS WILL MERGE/DIVERGE DIRECTLY FROM THE MAINLINE	2028	$26,792
LOS ANGELES	STATE HIGHWAY	LOS ANGELES COUNTY MTA (METRO)	1163S004	605	INTERSTATE 605	605 PM R3.7	605 PM R4.5	PROPOSED IMPROVEMENTS ON THE I-605 CONNECTOR SOUTH ST. OFF RAMP BY ADDING STORAGE CAPACITY AND IMPROVING OPERATIONS.	2028	$22,261
LOS ANGELES	STATE HIGHWAY	LOS ANGELES COUNTY MTA (METRO)	1163S005	91	SR-91	ATLANTIC AVE	CHERRY AVE	ADD ONE EASTBOUND AUXILIARY LANE FROM I-710 RAMPS AT ATLANTIC AVENUE TO PAST CHERRY AVENUE UNDERCROSSING.	2029	$94,750
LOS ANGELES	STATE HIGHWAY	LOS ANGELES COUNTY MTA (METRO)	1163S008	60	SR-60	SR-60/7TH AVENUE INTERCHANGE PM R14.3	SR-60/7TH AVENUE INTERCHANGE PM R14.3	IMPROVE 7TH AVENUE OFF RAMP AT WB SR-60. RECONFIGURE ON AND OFF RAMPS TO IMPROVE MOBILITY AND FREEWAY/ARTERIAL OPERATIONS.	2024	$23,075

FINAL 2025

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

TECHNICAL APPENDIX

VOLUME III OF III PART A

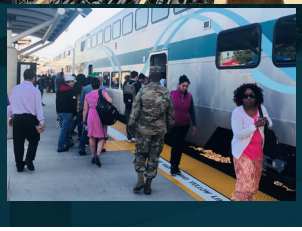
SEPTEMBER 2024











SCAG™

INNOVATING FOR A BETTER TOMORROW

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LA9919085	Los Angeles County	Los Angeles	EXEMPT - 93.126	SCAB	$3,044	1AL04	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR42 - SOUND WALLS	From Pennsylvania Avenue to Waltonia Drive Post Miles: Begin 18.55 End 16.80		25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

DESCRIPTION

Install Soundwalls along Interstate 210 freeway in the unincroporated area of La Crescenta. Soundwalls are proposed on both the eastbound and westbound directions of the freeway.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	MR20H - Measure R 20% Highway	$0	$1,540	$0	$0	$0	$0	$0	$0	$1,540
ROW	MR20H - Measure R 20% Highway	$0	$1,504	$0	$0	$0	$0	$0	$0	$1,504
TOTAL	TOTAL	$0	$3,044	$0	$0	$0	$0	$0	$0	$3,044

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
1162S012	Los Angeles County MTA	Los Angeles	EXEMPT/ MODELED	SCAB	$2,500	1162S012	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CANT9 - NEW HOT LANE(S) REGIONALLY SIGNIFICANT	From U.S. 101 to I-10 Post Miles: Begin 27.50 End 41.60	YES	25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

DESCRIPTION

I-405 Sepulveda Pass (Phase 1) ExpressLanes between U.S. 101 and I-10.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	Measure M	$0	$2,500	$0	$0	$0	$0	$0	$0	$2,500
TOTAL	TOTAL	$0	$2,500	$0	$0	$0	$0	$0	$0	$2,500

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LA0B952	Los Angeles County MTA	Los Angeles	NON-EXEMPT	SCAB	$147,011	LA0B952	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): RS	From Pico/Anaheim to SR-60 Post Miles: Begin 5.00 End 25.00	YES	25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

DESCRIPTION

Add 1 mixed flow lane in each direction between Shoreline Dr and SR-91 and between I-105 and SR-60; add 2 truck lanes in each direction between Willow St and Del Amo Blvd; and improve interchanges between Ocean Blvd in Long Beach and SR-60 in East Los Angeles.

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	DEMISTE - Demonstration - ISTEA	$570	$0	$0	$0	$0	$0	$0	$0	$570
PE	DEMOSTL - Demonstration -	$5,500	$0	$0	$0	$0	$0	$0	$0	$5,500
PE	GEN - General Funds - Locally Generated	$2,000	$0	$0	$0	$0	$0	$0	$0	$2,000
PE	LTF - Local Transportation	$1,000	$0	$0	$0	$0	$0	$0	$0	$1,000
PE	MR20H - Measure R 20% Highway	$98,673	$7,838	$0	$0	$0	$0	$0	$0	$106,511
PE	PC25 - Los Angeles County Proposition	$4,430	$0	$0	$0	$0	$0	$0	$0	$4,430
PE	PORT - Port Funds	$10,000	$0	$0	$0	$0	$0	$0	$0	$10,000
PE	PVT - Private	$2,000	$0	$0	$0	$0	$0	$0	$0	$2,000
PE	STCASHI - State - IIP	$10,000	$0	$0	$0	$0	$0	$0	$0	$10,000
PE	STCASHR - State - RIP	$5,000	$0	$0	$0	$0	$0	$0	$0	$5,000
TOTAL	TOTAL	$139,173	$7,838	$0	$0	$0	$0	$0	$0	$147,011

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
LA0G1099	Los Angeles County MTA	Los Angeles	TCM	SCAB	$5,000,000	LA0G1099	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CAX63 - HIGHWAY/ROAD IMP - LANE ADD'S (NO HOV LANES): RS	From P8/SR-14 to Dale Evans Parkway	YES	25-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
08/07/2024	08/07/2024	08/07/2024

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