

**CITY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
CALIFORNIA ENVIRONMENTAL QUALITY ACT
NOTICE OF EXEMPTION**

Filing this form is optional. Pursuant to Public Resources Code Section 21152(b), it shall be filed with the County Clerk at 12400 E. Imperial Highway, Norwalk, California, 90650 and the State Clearinghouse within the Governor's Office of Land Use and Climate Innovation if filed with the County Clerk. Pursuant to Public Resources Code Section 21167(d), the filing of this notice initiates a 35-day statute of limitations for court challenges to the project approval. Distribution: (1) County Clerk, (2) State Clearinghouse, (3) Agency Record.

CEQA NO.:

REFERENCE NO.:

LEAD CITY AGENCY AND ADDRESS:

City of Los Angeles c/o Bureau of Street Services
1149 S. Broadway, 4th Floor, MS 550
Los Angeles, CA 90015

PROJECT TITLE: Mission Mile Sepulveda Project

PROJECT LOCATION: Sepulveda Boulevard between Rayen Street and Rinaldi Street, and along Brand Boulevard between Sepulveda Boulevard and Memory Park Avenue, in the Mission Hills - Panorama City - North Hills Community Plan Area of the City of Los Angeles. See *Figure 1: Project Location*. Council District: 7.

DESCRIPTION OF THE NATURE AND PURPOSE OF PROJECT: The Mission Mile Sepulveda project (Project) consists of safety improvements and connections for pedestrians and bicyclists to neighborhood parks, cultural sites, and two major Los Angeles County Metropolitan Transportation Authority planned transit projects. Project beneficiaries include all corridor users, enhancing safety, increasing use of active modes of transportation, enhancing community spaces, and increasing connectivity. Please see the Project description continuation in the narrative for more details.

On June 5, 2026, 95% Project design plans were issued for City review and 100% design plans are anticipated in October 2026. The City's request for funding approval from the California Transportation Commission is anticipated in December 2026.

EXEMPT STATUS:

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301 / Class 1)
CEQA Guideline Section(s) 15301

JUSTIFICATION FOR PROJECT EXEMPTION: The Project is exempt because it involves the Class 1, Category Existing Facilities (3): the operation, maintenance, or minor alteration of existing public or private structures, facilities or topographical features, involving negligible or no expansion of use beyond current levels; replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced; construction and location of limited numbers of new, small facilities or structures; and minor public or private alterations in the condition of land and/or vegetation which do not involve removal of healthy, mature, scenic trees. None of the limitations set forth in State CEQA Guidelines 15300.2 to the categorical exemption(s) apply to the Project and there is no unusual circumstance (see attached narrative).

CONTACT: Prashant Konareddy, (213) 887-1097, prashant.konareddy@lacity.org

SIGNATURE:



09/21/2026

Maria Martin
Environmental Affairs Officer
Environmental Management Division

Date



Memorandum

Date: September 16, 2026

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

From: Marya Samuelson, Senior Environmental Planner

Subject: Mission Mile Sepulveda Project
Categorical Exemption under the California Environmental Quality Act (Revised)

Introduction and History

The Mission Mile Sepulveda Visioning for a Safe and Active Community Project (project) in the City of Los Angeles (City/Los Angeles), County of Los Angeles qualified for a Categorical Exemption (CE) under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Categorical Exemptions, Section 15301, Existing Facilities (Class 1) on May 30, 2024. Refinements to the project's improvements since the issuance of the CE required a change to the project limits. The project limits are still completely within the public right of way (ROW). During the Project Approval and Environmental Document (PAED) Phase, the limits were along Brand Boulevard between Sepulveda Boulevard and its terminus point 500 feet east of Stranwood Avenue. The design has been refined to include an additional area and improvements for the Project Specifications and Estimates phase that extends along Brand Boulevard between Sepulveda Boulevard and Memory Park Avenue (see **Attachment A, Regional Location** and **Attachment B, Project Location**).

This memorandum is provided as confirmation that the project is still exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines, Article 19, Categorical Exemptions, Section 15301, Existing Facilities (Class 1).

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

- a) **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment, be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b) **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time, is significant.

- c) **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d) **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- e) **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f) **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Background

Project Background

The City, in cooperation with the California Department of Transportation (Caltrans), proposes to provide safety improvements and connections for pedestrians and bicyclists to neighborhood parks, cultural sites, and two major Los Angeles County Metropolitan Transportation Authority (LA Metro) planned transit projects along a 3.25-mile corridor of Sepulveda Boulevard and 0.5-mile corridor of Brand Boulevard. Since the PAED phase in 2024, the project limits have been expanded. The project area is in the San Fernando Valley neighborhoods of North Hills East and Mission Hills in Los Angeles, Los Angeles County (see **Attachment A, Regional Location** and **Attachment B, Project Location**). The project area is completely within the public ROW along Sepulveda Boulevard between Rayen Street and Rinaldi Street, and along Brand Boulevard between Sepulveda Boulevard and Memory Park Avenue. The project is broken into five segments, delineated based on variations in the existing conditions in each area and Active Transportation Program improvements: 1) Sepulveda Boulevard South Segment, from Rayen Street to Devonshire Street; 2) Sepulveda Boulevard Central Segment, from Devonshire Street to Brand Boulevard; 3) Sepulveda Boulevard North Segment, from Brand Boulevard to Rinaldi Street; 4) Brand Boulevard Slip Lane Closure, Brand Boulevard at Sepulveda Boulevard; and 5) Brand Boulevard, from Sepulveda Boulevard to Memory Park Avenue, including a signalized crosswalk on San Fernando Mission Boulevard.

Existing Setting

The purpose of the project is to enhance safety for all corridor users, increase use of active modes of transportation, enhance community spaces, and increase connectivity.

Sepulveda Boulevard between Rayen Street and Rinaldi Street experiences reduced operations, and the existing deficiencies have resulted in a high number of pedestrian and bicycle related collisions. Sepulveda Boulevard serves as a bypass route and access point for Interstate 405 (I-405) and State Route 118 (SR-118), which brings high-speed freeway traffic to the local community thus increasing cut-through congestion and driver behaviors that reduce safety for non-motorized users. The existing

conditions of Sepulveda Boulevard prioritize vehicles. Sepulveda Boulevard's wide ROW, uncontrolled median openings, limited crossing points, missing bicycle facilities, and aged pedestrian infrastructure create barriers which make it difficult for non-motorized users to choose safe travel options. The lack of landscaping and community park space along the corridor also reduces appeal and creates heat islands due to the lack of shade.

There are 28 schools and 16 disadvantaged communities that are located either completely or partially within a 1-mile radius of the corridor, which rely on non-motorized options to access school, shopping, places of employment, and transit for commuting. The improvements are needed to transform the way the community experiences the Sepulveda Boulevard and Brand Boulevard corridors, and to enhance safety in both corridors for children, seniors, and persons with disabilities that are most affected by these conditions.

Existing Roadways

Sepulveda Boulevard parallels I-405 to the east, with interchange access provided via Nordhoff Street, Devonshire Street, San Fernando Mission Boulevard, and Rinaldi Street. The I-405/Rinaldi Street Interchange northbound off-ramp terminates at Sepulveda Boulevard with a signalized intersection, just south of the Sepulveda Boulevard and Rinaldi Street intersection. Sepulveda Boulevard also intersects SR-118 at the Sepulveda Boulevard Undercrossing, just north of Chatsworth Street. The SR-118/Sepulveda Boulevard Interchange's westbound and eastbound ramps terminate at Sepulveda Boulevard with two signalized intersections. There are multiple bus stops that serve the community along Sepulveda Boulevard that are serviced by the Los Angeles Department of Transportation Lines 419, 573, and 574 and LA Metro NextGen Lines 234 and 236.

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

Sepulveda Boulevard between Rayen Street and Rinaldi Street runs in the north-south direction and is best described in three segments due to slight variations in the existing conditions. All three segments consist of three continuous travel lanes north and south, with the number three outside lane being a combined general purpose and parking lane.

Sepulveda Boulevard South Segment (from Rayen Street to Devonshire Street). The South Segment includes approximately 1.75 miles of Sepulveda Boulevard. Within this segment, there are a total of six

lanes; the roadway width ranges from approximately 126 to 129 feet curb to curb and includes a 28- to 44-foot median. The South Segment has a raised vegetated median. The median provides openings between intersections that permit left turns and U-turns.

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

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

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

Brand Boulevard (inclusive of a segment of San Fernando Mission Boulevard). The Brand Boulevard segment includes approximately 0.5 mile of Brand Boulevard from the Brand Boulevard/Sepulveda Boulevard intersection, east to Memory Park Avenue. Brand Boulevard between Sepulveda Boulevard and Memory Park Avenue runs east and west and has two general purpose lanes in each direction. The roadway width on Brand Boulevard ranges from 96 to 100 feet curb to curb and includes a 24-foot-wide raised vegetated median. There is a striped Class II bicycle lane and an on-street parking lane from the Sepulveda Boulevard intersection and continues east beyond the limits of the project. Existing pedestrian facilities consist of concrete sidewalks on both sides of the street, except for the south side of Brand Boulevard between Columbus Street and Memory Park Avenue which has no existing sidewalk. ADA curb access ramps are provided at the two stop-controlled intersections of Columbus Avenue and Memory Park Avenue that facilitate crossings in the east-west direction. Crossing in the north-south direction, transverse to Brand Boulevard, is provided at the signalized intersection of Sepulveda Boulevard. The next crossing is at Arleta Avenue, which is about 0.7 mile east of the Sepulveda Boulevard intersection and is outside the limits of the project. The sidewalks also contain parkways with plantings.

Part of the project includes an approximate 520-foot segment of San Fernando Mission Boulevard located between Columbus Avenue and Noble Avenue. San Fernando Mission Boulevard between Columbus Avenue and Noble Avenue runs east and west and has one general purpose lane in each direction. The roadway width is approximately 40 feet curb to curb. This area contains a mid-block signalized pedestrian crosswalk between Brand Park and the Mission San Fernando Rey de España. There is no parking on either side of the street, but there are pedestrian sidewalks on each side.

Surrounding Land Use

Land use within and surrounding the project area consists of commercial, residential, industrial, public facilities, and open space (Los Angeles Department of City Planning, 2019). Sepulveda Boulevard

provides critical connections to important community assets such as the Sepulveda Middle School, North Hills Community Park, Pico Adobe Park, Brand Park, San Fernando Mission and cemetery, Eden Memorial Park, Mission Police Station, United States (U.S.) Postal Service, and various retail stores such as Target, Vons, and Starbucks. Additionally, it would support connections to two major LA Metro planned transit projects: North San Fernando Valley Bus Rapid Transit and East San Fernando Valley Light Rail.

Proposed Project

The project would result in the transformation of Sepulveda Boulevard to enhance safety, provide a greener environment, and provide a more active community for all ages by incorporating innovative active transportation treatments along the corridor (specific improvements to each segment are described in further detail below). These treatments include reducing Sepulveda Boulevard to a 4-lane roadway from Rayen Street to Devonshire Street and from Devonshire Street to Chatsworth Street by widening the existing median and constructing a new 2-way Class IV bikeway and meandering pedestrian pathway within the median. The project also includes reducing Sepulveda Boulevard to a 4-lane roadway through the Sepulveda Boulevard Undercrossing from Chatsworth Street to the SR-118 westbound ramp intersection and constructing new Class II buffered bicycle lanes. From the SR-118 westbound ramp intersection to Rinaldi Street the project would include the reduction of Sepulveda Boulevard to a 4-lane roadway and construction of new Class IV protected bicycle lanes.

The project would include removing the existing right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard and repurposing the area to create a new Brand Plaza community space. Improving sidewalks, driveways, handicap curb access ramps, and providing curb extensions, bus bulb outs and islands, median refuge, and high visibility crosswalks to meet current ADA standards throughout the Sepulveda Boulevard corridor. On the south side of Brand Boulevard between Columbus Avenue and Memory Park Avenue a new sidewalk would be provided.

The project also includes modification of 13 existing signalized intersections and the installation of new signals at the intersection of Sepulveda Boulevard and Bermuda Street. Five intersections, Sepulveda Boulevard and Superior Street, Sepulveda Boulevard and Mayall Street, Sepulveda Boulevard and Lemarsh Street, Sepulveda Boulevard and San Jose Street, and Brand Boulevard and Memorial Park Avenue, would be modified with new High-Intensity Activated Crosswalk (HAWK) pedestrian signals. A mid-block location along Sepulveda Boulevard between Nordhoff Street and Tupper Street would also be modified with a new HAWK pedestrian signal. Finally, the existing mid-block pedestrian signal and crossing on San Fernando Mission Boulevard at the San Fernando Mission entrance would be modified to enhance safety and use for ADA compliance.

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

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

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

Sepulveda Boulevard Central Segment (from Devonshire Street to Brand Boulevard). The project would integrate a new pedestrian path and dedicated bike facility along the expanded median. Sepulveda Boulevard would be reduced to a 4-lane roadway from Devonshire Street to Chatsworth Street and a raised median would be constructed to include a new two-way Class IV bikeway and meandering pedestrian pathway. Sepulveda Boulevard, through the Undercrossing from Chatworth Street to SR-118 westbound ramp intersection, would be reduced to a 4-lane roadway and new Class II buffered bicycle lanes would be added. One new HAWK pedestrian signal would be installed at the intersection of Sepulveda Boulevard and San Jose Street. Finally, new signals would be installed at Sepulveda Boulevard and Bermuda Street.

Sepulveda Boulevard North Segment (from Brand Boulevard to Rinaldi Street). The project would incorporate a dedicated bike facility on each side of the corridor. Sepulveda Boulevard would be reduced to a 4-lane roadway from SR-118 westbound ramp intersection to Rinaldi Street and new Class IV protected bicycle lanes would be added.

Brand Boulevard Slip Lane Closure (Brand Boulevard at Sepulveda Boulevard). The project would close the existing right turn slip lane from northbound Sepulveda Boulevard to eastbound Brand Boulevard and repurpose the area to create a new Brand Plaza community space.

Brand Boulevard (inclusive of a segment of San Fernando Mission Boulevard). The project would construct new sidewalks on the south side of Brand Boulevard between Columbus Avenue and Memory Park Avenue. At the intersection of Brand Boulevard and Memory Park Avenue the project includes a new HAWK pedestrian signal, crossing construction of handicap curb access ramps, and modifications to the existing pedestrian signals. On San Fernando Mission Boulevard, the project would improve the existing mid-block signalized pedestrian crossing between Brand Park and the Mission San Fernando Rey de España by relocating the crosswalk.

Right of Way and Staging Areas

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

Anticipated Construction Schedule and Phasing

Construction of the project is anticipated to start in Fall 2027 and be completed in Fall 2029, for an anticipated construction duration of 36 months. There would be temporary lane closures during working

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

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

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

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

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

All work is anticipated to take place during normal daytime working hours, which is expected to be from 8:00 am to 5:00 pm. Some nightwork, weekend, or holiday work may be allowed to expediate certain phases of work and would be on a case-by-case basis per the City's approval.

Excavation

Excavation would occur for concrete flatwork, pavement reconstruction, traffic signals, streetlights, pedestrian lighting, and utilities. Maximum depth of excavation would be up to three feet for concrete flatwork (e.g., curb, gutter, sidewalk, driveways), pavement reconstruction, and other work items. The maximum depth of excavation for traffic signals would be up to 20 feet for new or relocated traffic signal pole foundations. It is proposed to modify signal poles at 13 existing signalized intersections and install one new signalized intersection. This 20-foot excavation would be limited to discrete localized areas at the intersection returns. The maximum depth of excavation for streetlights would be up to eight feet for the pole foundation. The project includes the replacement of existing streetlights within the sidewalk at certain locations along the entire corridor. The maximum depth of excavation for pedestrian lighting would be up to three feet for the pole foundation. The project would include the installation of new pedestrian lighting within the activated median and at the new Brand Plaza. The maximum depth of excavation for utilities would be up to five feet for the modifications or relocation of existing utilities. The new curb extensions may require the relocation or modification of existing utility systems (e.g., fire hydrant and storm drain catch basins and their appurtenant laterals).

Stormwater

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

Utilities

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

- AT&T
- City of LA Bureau of Street Lighting
- Crown Castle
- LA County Public Works, Sanitation District, and Waterworks
- City of LA Department of Water and Power
- Verizon
- LA Metro
- Metropolitan Water District
- Southern California Gas Company
- Charter Spectrum
- Frontier
- Southern California Edison

The utility information and maps would be used to identify utility impacts and resolve potential conflicts. It is anticipated that existing above ground and underground utilities may require relocation and/or modification due to the realignment of the curbs for the curb extensions, bus bulb outs, and enlarged

median. It is also anticipated that adjustment to existing manholes, valves, and appurtenances may be required to accommodate new street grades. Overhead lines are not anticipated to be relocated though there may be a few poles that are required to be relocated due to the improvements. The following utilities may require relocation and/or modification:

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

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

Landscaping

Trees are not anticipated to be removed as part of the project unless directed by the City for removal due to health reasons, or if they cannot be avoided. The existing landscaping (e.g., plantings, shrubs, grass, groundcover, etc.) would not be altered unless in conflict with the improvements. It is anticipated that existing ornamental landscaping within the existing raised median and at certain parkway locations would be removed to construct the improvements. At these locations, new landscaping would be installed based on the final configuration of the improvements. New trees may also be planted within the existing sidewalk and parkway areas to supplement the existing landscaping along the corridor.

Best Management Practices

To facilitate compliance with the Migratory Bird Treaty Act, California Fish and Game Code, and applicable cultural resource protection laws Best Management Practices and Public Works Standard Specifications from the most recent Public Works Standards Inc., “Greenbook,” that would be applicable to the project (Public Works Standards, 2024) would be included in the project construction specifications for cultural and biological resources. The following project-specific BMPs have been added to the project:

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

- BMP-CUL-1** In the event that unanticipated cultural artifacts were encountered, Public Works Standard Specifications, Section 6-6.2, (Public Works Standards, 2024) states: “If discovery is made of items of archaeological or paleontological interest, the contractor shall immediately cease excavation in the area of discovery and shall not continue until ordered by the Engineer.” Therefore, during activities in which there will be ground disturbances (i.e., digging, drilling, etc.) if any evidence of archaeological, cultural, or paleontological resources are found, all work within the vicinity of the find shall stop until a qualified archaeologist can assess the finds and make recommendations. No excavation of any finds should be attempted by project personnel unless directed by a qualified archaeologist. Construction activities may continue in other areas. If the discovery proves significant under CEQA (Section 15064.5f; Public Resources Code or PRC 21082), additional work such as monitoring, testing, or data recovery may be warranted.
- BMP-CUL-2** The discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Los Angeles County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the coroner would notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendent (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. The contractor shall immediately notify the Project Engineer and the Los Angeles County Coroner’s office of all discoveries and provide the Project Engineer with daily updates.
- BMP-CUL-3** Within 60 days following the completion of any monitoring and all associated work, the Qualified Archaeologist and any other applicable Qualified Expert shall submit the appropriate report to the Project Engineer and to the South Central Coastal Information Center (SCCIC) at the California State University at Fullerton; the report(s) shall include all state and local requirements. Reports submitted to the SCCIC shall be formatted and completed in accordance with the California Historic Resources Inventory System (CHRIS) document submittal standards.

Summary of Environmental Evaluation

Environmental documentation was prepared to support the PAED CE in 2023 and 2024 including reports for air quality (PM Conformity Hot Spot Analysis, Project-Level Air Quality Conformity Analysis) (Ambient Air Quality & Noise Consulting, 2024), biological resources (Natural Environment Study [Minimal Impacts] [NESMI]) (GPA Consulting, 2024), cultural resources (Area of Potential Effects [APE] Map, Historic Property Survey Report [HPSR] [with additional Native American outreach], an Archaeological Survey Report [ASR], and Post-Review Discovery and Monitoring Plan) (Duke Cultural Resources Management, Post-Review Discovery and Monitoring Plan Mission Mile Sepulveda Project, 2024; Caltrans, 2024; Duke Cultural Resources Management, Historic Property Survey Report and

Archeological Survey Report, 2024), hazardous materials and waste (Phase I Initial Site Assessment) (Crawford & Associates, 2024), and traffic/transportation (Traffic Operations Analysis Report) (Kimley Horn, 2023).

The following additional studies and supplements to the PAED studies were completed to support the revised CEQA CE and are described below.

- Noise and Groundborne Vibration Technical Memorandum (Additional Study)
- Supplemental Natural Environment Study Memorandum (Supplement)
- Supplemental APE Map (Supplement)
- Supplemental Historic Properties Survey Report (Supplement)
- Supplemental Archeological Survey Report (Supplement)
- Extended Phase I (XPI) Survey and Monitoring Report (Additional Study)
- Phase 1 ISA Update

Noise and Groundborne Vibration Technical Memorandum

A Noise and Groundborne Vibration Technical Memorandum (Noise and Vibration Memo) was prepared in 2026 to assess anticipated short-term noise and groundborne vibration impacts resulting from the project (AMBIENT Air Quality and Noise Consulting, 2026).

Anticipated noise levels were modeled using the Federal Highway Administration's 2008 Roadway Construction Noise Model. Construction vibration was modeled using typical vibration levels for off-road construction equipment and compared with Caltrans vibration thresholds. According to the modeling, typical construction noise levels would range from 88 to 91 decibels equivalent sound level (dBA L_{eq}) at 20 feet and 84 to 95 dBA L_{eq} at the nearest sensitive receptors (residential dwellings). Peak construction noise would range from 87 to 102 dBA L_{max} at these same receptors.

Construction activities would be limited to less noise-sensitive daytime hours and prohibited on Sundays and federal holidays. If nightwork or work on Sundays or national holidays would be necessary, a City permit would be required for construction activities that occur during the nighttime hours of 9:00 p.m. to 7:00 a.m., or on Sundays or national holidays. Therefore, with compliance with noise control requirements, noise impacts associated with short-term construction activities would not be anticipated to have a significant impact.

Groundborne vibration levels associated with the project would range from approximately 0.003 to 0.210 inches per second (in/sec) peak particle velocity (ppv) at 25 feet. Predicted groundborne vibration levels would range from approximately 0.004 to 0.268 in/sec ppv 20 feet from the project area. Groundborne vibration levels at the nearest residential structures would have the potential to exceed groundborne vibration threshold for potential human annoyance (i.e., 0.2 in/sec ppv). However, predicted groundborne vibration levels at other nearby land uses, which are located approximately 30 feet or more from construction areas, would not exceed the commonly applied threshold for potential increases in human annoyance.

According to the findings of the Noise and Vibration Memo, with compliance with the City of Los Angeles' noise control requirements, noise and groundborne vibration impacts associated with short-term

construction activities would have a less than significant impact.

Supplemental Natural Environment Study (Minimal Impacts)

A Supplemental Natural Environment Study (Minimal Impacts (NESMI)) was prepared in 2025 to assess potential impacts on the natural environment (GPA Consulting, 2025). The Biological Study Area (BSA) includes the permanent footprint of the project and an approximate 50-foot buffer. Avoidance and Minimization measures

BIO-1 through **BIO-13** recommended in the 2024 NESMI are adequate to protect the biological resources evaluated in the supplemental NESMI memorandum and no new measures are proposed.

The California Natural Diversity Database (CNDDDB) Rarefind 5 species list, California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, and United States Department of Fish and Wildlife (USFWS) Information for Planning and Consultation database (IPaC), were queried in October 2023 and updated in May and June 2025. Additionally, a windshield and pedestrian survey of the BSA was conducted on October 3, 2023.

Based on the findings of the 2024 NESMI, there is no potential for jurisdictional resources, special-status plants, special-status natural communities, or federally or state endangered or threatened species, to be within the BSA.

Based on the findings of the 2024 NESMI, there is potential for four special-status wildlife species to be in the BSA including the pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), western yellow bat (*Lasiurus xanthinus*), and silver-haired bat (*Lasionycteris noctivagans*). However, with the implementation of avoidance and minimization measures **BIO-1** through **BIO-4**, impacts on special-status wildlife species would be avoided or minimized.

Based on the findings of the 2024 NESMI, there is potential for invasive plant species to be within the BSA. These species could be spread through the improper disposal of graded and excavated soils, or through landscaping with invasive plant species. However, with avoidance and minimization measures **BIO-5** and **BIO-6**, the introduction or spread of invasive species is not anticipated and the project would be in compliance with Executive Order 13112.

Based on the findings of the 2024 NESMI, there is potential for migratory birds and/or raptors to be nesting and/or foraging in the BSA during construction. However, with the implementation of the standard avoidance and minimization measures **BIO-7** through **BIO-13**, the project would remain compliant with the MBTA and California Fish and Game Code and impacts on migratory birds or raptors would not be anticipated.

Avoidance and Minimization Measures

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

BIO-2 At least 30 days prior to tree removal, all trees to be removed would be surveyed by a qualified biologist to assess the presence of bats or potential bat-roosting cavities. If bats or bat-roosting

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

- BIO-3** If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during tree removal/trimming or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval to resume work is given by a qualified biologist.
- BIO-4** In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked or operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).
- BIO-5** Vegetation removed from the project area would follow Caltrans Standard Specifications for Clearing and Grubbing and Roadside Clearing.
- BIO-6** Existing vegetation would be preserved to the extent feasible, and BMPs, such as identification of existing invasive species, avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring, would be implemented in accordance with Executive Order 13112.
- BIO-7** Construction in areas that include trees, vegetation, and structures that may provide nesting habitats for bird and raptors would be reduced to the maximum extent feasible.
- BIO-8** Construction during bird nesting season (typically February 1 September 1) would be avoided to the extent feasible.
- BIO-9** Trimming and removal of vegetation and trees would be minimized and performed outside of the nesting season (typically February 1 to September 1) to the extent feasible.
- BIO-10** In the event that trimming or removal of vegetation and trees must be conducted during the nesting season, nesting bird surveys would be completed by a qualified biologist no more than 48 hours prior to trimming or clearing activities to determine if nesting birds are within the affected vegetation. Nesting bird surveys would be repeated if trimming or removal activities are suspended for five days or more.
- BIO-11** In the event construction is scheduled during bird nesting season, nesting bird surveys would be completed no more than 48 hours prior to construction to determine if nesting birds, raptors, or active nests are in or within 500 feet of the construction area. Surveys would be repeated if

construction activities are suspended for five days or more.

BIO-12 In the event nesting birds or raptors are found within 500 feet of the construction area, appropriate buffers (typically 300 feet for songbirds and 500 feet for raptors) would be implemented to ensure that nesting birds and active nests are not harmed. Buffers would include fencing or other barriers around the nests to prevent any access to these areas and would remain in place until birds have fledged and/or the nest is no longer active, as determined by a qualified biologist.

BIO-13 In the event that any bird species is observed foraging within the construction site, it shall be allowed to move away from the site prior to initiating any construction activities that could result in direct injury or disturbance of the individual.

Supplemental Historic Property Survey Report

A Supplemental Historic Property Survey Report (Supplemental HPSR) was prepared in 2026 to assess the expanded APE for historic properties and determine if the project undertaking would have the potential to affect historic properties under Section 106 of the National Historic Preservation Act (California Department of Transportation, 2026).

According to the results of the Supplemental HPSR, there are no additional cultural resources within the expanded APE. Caltrans determined that the only properties present within the expanded APE met the criteria for Section 106 PA Appendix 4 (Properties Exempt from Evaluation). Therefore, pursuant to Section 106 PA Stipulation IX.A Caltrans determined a Finding of No Historic Properties Affected.

Supplemental Archaeological Survey Report

An Archaeological Survey Report (Supplemental ASR) was prepared in 2026 to assess the expanded APE for previously unidentified archaeological deposits along with archaeological deposits in the expanded project area (Duke CRM, 2026). In addition to the previous records search, and expanded records search was conducted to determine the sensitivity of the expanded APE. A field survey was conducted on June 16, 2026. Subsurface testing was also conducted. No previously unidentified resources were identified.

Four previously consulted Native American tribes were mailed letters regarding the changes to the undertaking on November 19, 2025. Follow-up emails were sent on December 27, 2025 and phone calls were made on January 5, 2026.

One tribe, the Gabrieleno Band of Mission Indians - Kizh Nation sent an email on December 2, 2025 for a meeting with Caltrans; however, the meeting has not happened. The remaining tribes did not find additional consultation necessary and were satisfied with the avoidance and minimization measures required by Caltrans.

According to the results of the Supplemental ASR, the expanded project area has been previously disturbed, and no new archaeological resources were identified during the survey, subsurface testing, or monitoring. Because of existing utilities, there are previously disturbed surfaces throughout the project area. Therefore, there is a low likelihood of encountering intact archaeological deposits throughout the project area, including areas of high to moderate surface sensitivity for archaeological resources. However, Caltrans is requiring archaeological and Native American monitoring during

construction to further reduce the potential for impacts. If previously unidentified cultural materials are un-earthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find.

Extended Phase I Survey and Monitoring Report

An Extended Phase I Survey and Monitoring Report (XPI Monitoring Report) was prepared in 2026 to document archaeological resources within the project APE (Duke CRM, 2026). Duke CRM conducted a cultural resources search within a 1-mile radius of the APE at the South Central Coastal Information Center (SCCIC) in 2023. 22 cultural resources were identified within a 1-mile radius of the APE. Four were multicomponent sites, five were prehistoric sites, four were historic sites, and nine were historic built environment resources.

According to the results of the XPI Monitoring Report, there were no indications of unknown archaeological deposits or cultural resources within the APE. However, due to the previously recorded presence of cultural resources within the APE, archaeological monitoring is recommended.

Phase 1 ISA Update

An Initial Site Assessment Update (Phase I ISA Update) was prepared in 2026 to document hazardous waste and contamination database searches, such as standard environmental record databases, state databases, tribal databases, and Los Angeles County databases (Crawford & Associates, Inc., 2026). Records searches in the California State Water Resources Control Board GeoTracker and California Department of Toxic Substances Control EnviroStor databases identified 13 leaking underground storage tank (LUST) sites, three reports of accidental releases of small quantities of petroleum hydrocarbons to the ground surface, and three dry cleaner sites under active investigation and/or active remediation. However, the records searches did not identify any sites that would impact the project corridor. Therefore, no additional recommendations would be required from what was recommended in the 2024 Phase I ISA.

Findings and Conclusions

a. Location.

A Class 1 exemption is defined as the operation, repair maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features involving negligible or no expansion of existing or former use. The project is a safety project that would improve locations within the project area through minor alterations to sidewalks, driveways, handicap curb access ramps, and providing curb extensions, bus bulb outs and islands, median refuge, and high visibility crosswalks to meet current ADA standards throughout the project area. The project is not Class 3, 4, 5, 6, or 11 exemption applicable; therefore, this exception would not apply.

b. Cumulative Impact.

This exception applies when, although a particular project may not have a significant impact, the cumulative impact of successive projects of the same type in the same place, over time is significant. In this case there are no past, present, or reasonably foreseeable projects planned that would result in

cumulative impacts on resources in the project area. The purpose of this project is to enhance safety, provide a greener environment, and provide a more active community for all ages by incorporating innovative active transportation treatments along the corridor, therefore, additional future improvements to enhance these goals would not be anticipated after the implementation of the project.

Noise and Groundborne Vibration Technical Memorandum

According to the Noise and Vibration Memo, compliance with City noise-control requirements would minimize temporary construction noise and vibration impacts; therefore, the project would not be anticipated to result in a cumulative noise or vibration impact.

Supplemental Natural Environment Survey – Minimal Impacts

According to the Supplemental NESMI, implementation of required avoidance and minimization measures would reduce potential impacts on biological resources; therefore, the project would not be anticipated to result in a cumulative biological resources impact.

Supplemental Historic Property Survey Report

According to the Supplemental HPSR, no historic properties requiring evaluation were identified within the revised APE, and Caltrans issued a Finding of No Historic Properties Affected; therefore, the project would not be anticipated to result in a cumulative historic properties impact.

Supplemental Archaeological Survey Report

According to the Supplemental ASR, no new archaeological resources were identified within the expanded APE and required archaeological and Native American monitoring would minimize potential impacts; therefore, the project would not be anticipated to result in a cumulative archaeological impact.

Extended Phase I Survey and Monitoring Report

According to the XPI Monitoring Report, no previously unidentified archaeological deposits or cultural resources were identified within the APE; therefore, with required archaeological monitoring, the project would not be anticipated to result in a cumulative archaeological impact.

c. Significant Effect.

This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project would have a significant effect due to unusual circumstances. The project involves no unusual circumstances. The project is consistent with other projects of the same type, size, and scope to other street improvement projects that occur throughout the City each year. Given the age of the City's infrastructure, it is not unusual for the City to conduct repair and rehabilitation of its transportation infrastructure.

Part of the project is within a liquefaction zone; however, the project would not increase risk of seismic activities and would not increase the risk of liquefaction hazards (CA Natural Resources Agency, 2025). Additionally, according to the Federal Emergency Management Agency, the project is located within unshaded Zone X, an area of minimal flood hazard (Federal Emergency Management Agency, 2024). The project would not result in changes to the floodplain and would not increase the risk of flooding in the project area.

The project would not include any permanent ROW acquisition, impact an environmentally sensitive area, require full road closures, create excessive noise, encroach on wetlands or waterways, alter the views from the adjacent roadways or the existing visual setting, or encroach on tribal land. Based on the studies completed during PAED and the supplemental and additional studies completed as part of PS&E, there is not a reasonable possibility that the activity could have a significant effect on the environment; therefore, this exception would not apply.

d. Scenic Highways.

A categorical exemption may not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. The project area is not within the state or county scenic highway system (California Department of Transportation, 2023). Therefore, this exception would not apply.

e. Hazardous Waste Sites.

This exception applies when a project is located on a site listed as a hazardous waste site under Government Code Section 65962.5. According to the State Water Resources Control Board (SWRCB) GeoTracker database and the California Department of Toxic Substance Control EnviroStor website, 13 LUST sites, three reports of accidental releases of small quantities of petroleum hydrocarbons to the ground surface, and three dry cleaner sites under active investigation and/or active remediation, were identified within 0.5 mile of the project area (Crawford & Associates, Inc., 2026). The project area was not included on a list compiled pursuant to Government Code Section 65962.5; therefore, this exception does not apply.

f. Historical Resources.

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

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Attachment A Regional Location

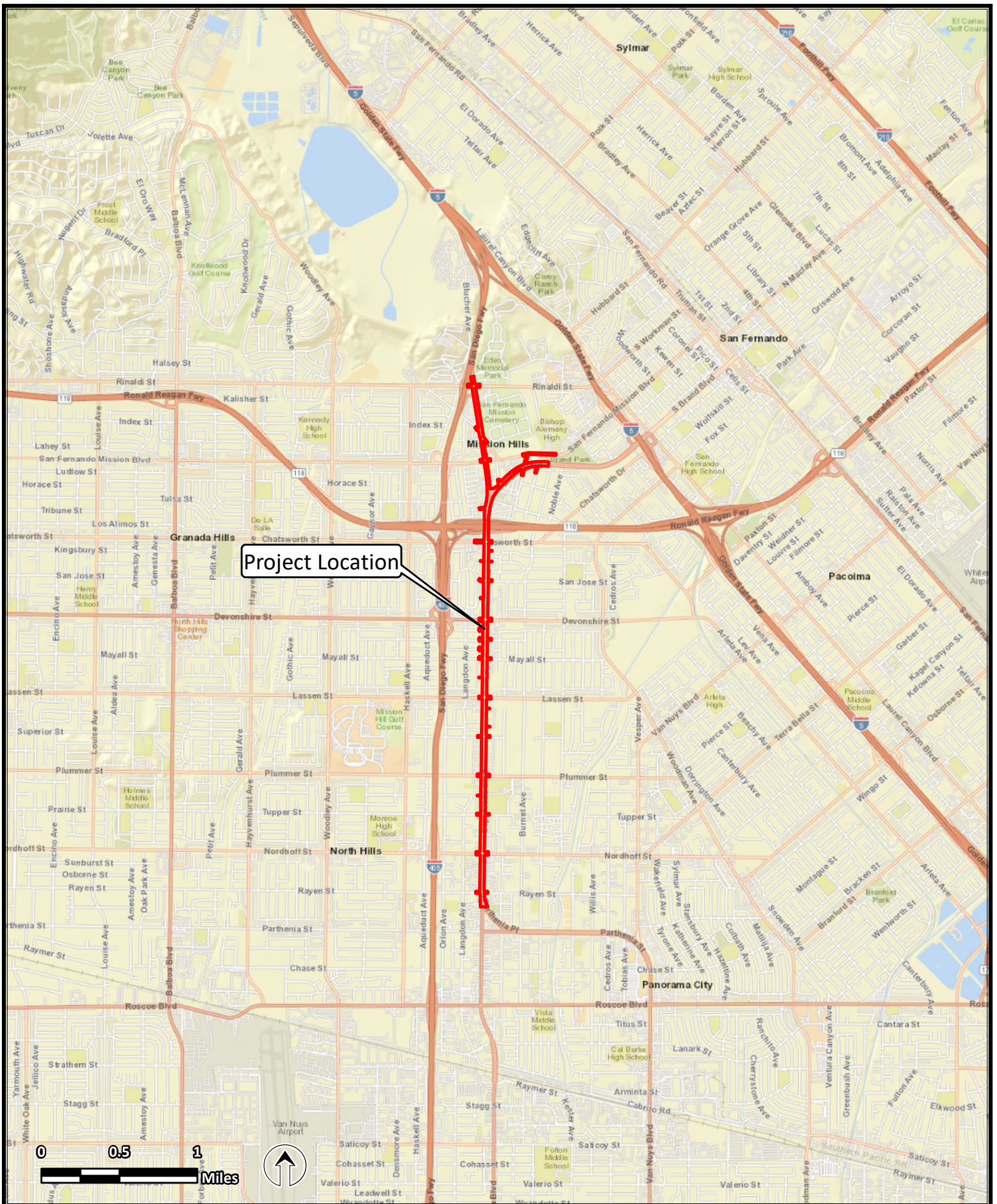


Source: ESRI 2026.



ATTACHMENT A. REGIONAL LOCATION Mission Mile Sepulveda Project

Attachment B Project Location



Source: ESRI 2026.



ATTACHMENT B. PROJECT LOCATION

Mission Mile Sepulveda Project