APPENDICES

Appendix A. Section 4(f) Evaluation

State Route 1 (SR-1/Lincoln Boulevard)
Multimodal Improvements Project

Along SR-1/Lincoln Boulevard Between Jefferson Boulevard and Fiji Way
in the City and County of Los Angeles
District 7-LA-1, (PM 30.16/30.74)
EA 07-33880
EFIS No. 0717000061
SCH No. 2018031048

APPENDIX A
SECTION 4(F) EVALUATION

Submitted pursuant to:
49 U.S. Code 303

THE STATE OF CALIFORNIA
Department of Transportation as assigned

Date of Approval

Kelly Ewing-Toledo
Deputy District Director (Acting)
California Department of Transportation
NEPA and CEQA Lead Agency

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

April 2024

Section Page

TABLES

Table **Page**

1.0 Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified into federal law in 49 United States Code (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."

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.

Responsibility for compliance with Section 4(f) has been assigned to the California Department of Transportation (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 used by a project action.

The proposed project is a transportation project that may receive federal funding and/or discretionary approvals through the U.S. Department of Transportation (USDOT; i.e., the Federal Highway Administration [FHWA]); therefore, documentation of compliance with Section 4(f) is required.

All archaeological and historical sites within the Section 106 Area of Potential Effects and all public parks, recreational facilities, and wildlife refuges within 0.5 mile of the project site have been included in this evaluation. This Section 4(f) analysis provides an overview of parks, recreational facilities, wildlife refuges, and historic properties found within 0.5 mile of the proposed Project in accordance with the requirements of Section 4(f).

To determine whether Section 4(f) applies to a federal transportation project, two prerequisites are considered: (1) the project must involve a resource that is protected

under the provisions of Section 4(f), and (2) there must be a use of that resource. Resources subject to Section 4(f) consideration include parks and recreational areas of national, State, or local significance that are both publicly owned and open to the public; publicly owned wildlife and waterfowl refuges of national, State, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge; and/or historic sites of national, State, or local significance in public or private ownership regardless of whether they are open to the public.

2.0 Regulatory Setting

2.1 Determining Applicability of Section 4(f)

There are five general steps involved in a Section 4(f) analysis, which include the following:

1. Determine if Section 4(f) applies to the project.
2. Determine if there are Section 4(f) properties within the project vicinity.
3. Determine if there is a "use" of the Section 4(f) property.
4. Determine if there is an exception to the "use" of the Section 4(f) property.
5. Determine the level of approval required for the "use."

Section 4(f) applies to projects that receive funding from or require approval by an agency of the USDOT, including Caltrans. As noted above, the proposed Project is a transportation project that may receive federal funding and/or discretionary approvals through the USDOT (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required.

2.2 Section 4(f) Properties

Resources subject to Section 4(f) consideration include:

- Existing publicly owned recreational and park resources, including local, regional, and State resources;
- Publicly-owned wildlife and water fowl refuges and conservation areas;
- Existing public bicycle, pedestrian, and equestrian trails; and
- National Register of Historic Places listed or eligible historic sites.

2.3 Use of Section 4(f) Properties

As defined in 23 Code of Federal Regulations (CFR) 774.17, a "use" of a protected resource occurs when any of the following conditions are met:

- **Direct Use:** Land is permanently incorporated into a transportation facility through partial or full acquisition;

- **Temporary Occupancy:** There is a temporary occupancy of land that is adverse in terms of the preservation purposes of Section 4(f), as determined by the criteria in 23 CFR 774.13(d); or
- **Constructive Use:** There is a constructive use of the Section 4(f) property, as determined by the criteria in 23 CFR 774.15.

2.3.1 Direct Use

A direct use of a Section 4(f) resource takes place when part or all of the property designated for protection under Section 4(f) is permanently incorporated into a transportation project (23 CFR Section 774.17). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed the regulatory limits noted below (23 CFR Section 771.135).

2.3.2 Temporary Occupancy

A temporary occupancy of a Section 4(f) property occurs when there is temporary occupancy of a protected property for construction-related activities and when that temporary occupancy is considered adverse in terms of the preservationist purposes of the Section 4(f) statute. If the following five conditions set forth in 23 CFR Section 774.13(d) can be satisfied, Section 4(f) does not apply:

1. The duration of the occupancy must be temporary (i.e., shorter than the period of construction) and not involve a change in ownership of the property.
2. The scope of the work must be minor, with only minimal changes to the protected resource.
3. There are no anticipated permanent adverse physical impacts on the protected resource and no temporary or permanent interference with the activities or purpose of the resource.
4. The land being used must be fully restored to a condition that at least equals the condition that existed prior to the proposed project.
5. There must be documented agreement by the appropriate officials having jurisdiction over the Section 4(f) resource regarding the above conditions.

Special consideration is also given to the temporary occupancy of 4(f) land. If the following five conditions set forth in 23 CFR 774.13(d) can be satisfied, Section 4(f) will not apply to the temporary occupancy: Otherwise, temporary occupancies may be considered a Section 4(f) use if the land is subject to temporary or permanent adverse

changes. Temporary occupancy is not a Section 4(f) use if all of the following conditions exist:

- The land use is of short duration (defined as less than the time needed for the construction of the project);
- There is no change in ownership of the land;
- The scope of the work must be minor;
- There are no temporary or permanent adverse changes to the activities, features, or attributes of the property;
- The land must be fully restored to a condition at least as good as prior to the project; and
- There must be documented agreement from the official(s) with jurisdiction over the property with the above conditions.

2.3.3 Constructive Use

A constructive use of a Section 4(f) property occurs when a transportation project does not permanently incorporate land from the Section 4(f) property, but the project's proximity results in the indirect use of Section 4(f) resources leading to the substantial impairment of the protected activities, features, or attributes that qualify the property for protection pursuant to 23 CFR 774.

Specifically, a constructive use occurs when:

(1) The projected noise level increases attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of the Section 4(f) property, such as:

   a. Hearing the performances at an outdoor amphitheater;
   b. Sleeping in the sleeping area of a campground;
   c. Enjoyment of a historic site where a quiet setting is a generally recognized feature or attribute of the site's significance;
   d. Enjoyment of an urban park where serenity and quiet are significant attributes; or
   e. Viewing wildlife in an area of a wildlife and waterfowl refuge intended for such viewing.

(2) The proximity of the proposed project substantially impairs aesthetic features or attributes of a property protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the property. Examples of substantial impairment to visual or aesthetic qualities would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a Section 4(f) property which derives its value in substantial part due to its setting;

(3) The project results in a restriction of access to a publicly owned park, recreation area, or a historic site;

(4) The vibration impact from construction or operation of the project substantially impairs the use of a Section 4(f) property, such as projected vibration levels that are great enough to physically damage a historic building or substantially diminish the utility of the building, unless the damage is repaired and fully restored consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (i.e., the integrity of the contributing features must be returned to a condition which is substantially similar to that which existed prior to the project); or

(5) The ecological intrusion of the project substantially diminishes the value of wildlife habitat in a wildlife and waterfowl refuge adjacent to the project, substantially interferes with the access to a wildlife and waterfowl refuge when such access is necessary for established wildlife migration or critical life cycle processes, or substantially reduces the wildlife use of a wildlife and waterfowl refuge.

2.4 All Possible Planning

All possible planning must be included in project development, and all reasonable measures to minimize harm or mitigate for adverse impacts and effects must be included in projects pursuant to 23 CFR § 774.17.

With regard to public parks, recreation areas, and wildlife and waterfowl refuges, the measures may include: design modifications or design goals; replacement of land or facilities of comparable value and function; or monetary compensation to enhance the remaining property or to mitigate the adverse impacts of the project in other ways.

With regard to historic sites, the measures normally serve to preserve the historic activities, features, or attributes of the site as agreed by Caltrans and the official(s) with

jurisdiction over the Section 4(f) resource in accordance with the consultation process under 36 CFR part 800.

In evaluating the reasonableness of measures to minimize harm under § 774.3(a)(2), Caltrans will consider the preservation purpose of the statute and the following:

- The views of the official(s) with jurisdiction over the Section 4(f) property;
- Whether the cost of the measures is a reasonable public expenditure in light of the adverse impacts of the project on the Section 4(f) property and the benefits of the measure to the property, in accordance with § 771.105(d) of this chapter; and
- Any impacts or benefits of the measures to communities or environmental resources outside of the Section 4(f) property.

The all possible planning requirement of Section 4(f) does not require an analysis of feasible and prudent avoidance alternatives, which is not necessary in the case of a *de minimis* use determination under § 774.3(b).

2.5 *De Minimis* Uses

2.5.1 Determining *De Minimis* Use of Section 4(f) Resources

This section of the document discusses de minimis impact determinations under Section 4(f). Section 6009(a) of SAFETEA-LU amended Section 4(f) legislation at 23 USC 138 and 49 USC 303 to simplify the processing and approval of projects that have only de minimis impacts on lands protected by Section 4(f). This amendment provides that once the USDOT determines 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.

Per 23 CFR 774.17, a *de minimis* use as follows:

- For historic sites, *de minimis* use means that no historic property is affected by the project or that the project will have "no adverse effect" on the historic property in question.
- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* use is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

The *de minimis* use finding is based on the level of impact, including any avoidance, minimization, and mitigation or enhancement measures that are included in the project to address the Section 4(f) use. *De minimis* use findings are expressly conditioned upon the implementation of measures that are relied on to reduce the effect to a *de minimis* level.

A *de minimis* use finding can be made for some direct uses and temporary occupancies; however, a *de minimis* use finding cannot be made for constructive uses.

Under FHWA regulations (23 CFR Section 774.13(d)), temporary occupancy, including temporary construction easements, and other temporary project activities are typically considered *de minimis* use if they do not constitute a constructive use as discussed in Section 2.2.4.

2.6 Coordination and Concurrence on *De Minimis* Findings

Prior to reaching a *de minimis* use finding for properties where a use would occur, the official(s) with jurisdiction over the Section 4(f) resource must provide written concurrence to Caltrans that the project would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f).

The term "official(s) with jurisdiction" is defined in 23 CFR § 774.17 as:

- In the case of public parks, recreation areas, and wildlife and waterfowl refuges, the official(s) with jurisdiction are the official(s) of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property.
- In the case of historic properties, the official with jurisdiction is the State Historic Preservation Officer (SHPO) for the State wherein the property is located or, if the property is located on tribal land, the Tribal Historic Preservation Officer. If the property is located on tribal land but the Indian tribe has not assumed the

> responsibilities of the SHPO as provided for in the National Historic Preservation Act, then a representative designated by such Indian tribe shall be recognized as an official with jurisdiction in addition to the SHPO. When the Advisory Council on Historic Preservation (ACHP) is involved in a consultation concerning a property under Section 106 of the NHPA, the ACHP is also an official with jurisdiction over that resource for purposes of this part. When the Section 4(f) property is a National Historic Landmark, the National Park Service is also an official with jurisdiction over that resource for purposes of this part.

For parks, recreational areas, wildlife and waterfowl refuges, and historic properties, the officials with jurisdiction over the property must be informed of the intent to make a *de minimis* use determination, after which an opportunity for public review and comment must be provided.

3.0 Project Description

3.1 Background

Caltrans, in cooperation with the City of Los Angeles, proposes to improve circulation and safety along SR-1/Lincoln Boulevard by constructing an additional southbound lane, installing sidewalks and protected bicycle lanes, and implementing complete streets and other related improvements along an approximate 0.61-mile segment of SR-1/Lincoln Boulevard between Jefferson Boulevard (PM 30.16) and just south of Fiji Way (PM 30.74). The Project primarily occurs in the City of Los Angeles; however, there are potential temporary construction easements and partial right-of-way acquisitions that are needed that are located within unincorporated Los Angeles County.

3.2 Purpose and Need

a. Purpose and Need

i. Purpose

The purpose of this Project is to create a new multi-modal corridor along SR-1/Lincoln Boulevard between Fiji Way and Jefferson Boulevard to improve traffic operations and to serve transit, bicyclists, and pedestrians while minimizing impacts to Ballona Wetlands Reserve, Ballona Creek, and other environmental resources.

ii. Need

SR-1/Lincoln Boulevard serves as a critical north-south connection on the Westside. There are few arterial connections that provide continuous access through the Westside, which results in SR-1/Lincoln Boulevard being oversaturated during peak commute periods. SR-1/Lincoln Boulevard narrows from three to two lanes in the southbound direction, approximately 1,050 feet north of the existing Lincoln Bridge over Ballona Creek, and from four to three lanes in the northbound direction, approximately 320 feet north of the intersection with Jefferson Blvd, to the intersection with Fiji Way. These lane reductions create a major bottleneck.

The average vehicle travel speeds along SR-1/Lincoln Boulevard are 15 miles per hour (mph) during peak periods when measured between Ozone Avenue in the City of Santa Monica and Sepulveda Boulevard while the design speed is 50 mph. Travel times are greatly impacted by bottlenecks resulting in slower speeds along much of the corridor.

In addition, access for pedestrians along SR-1/Lincoln Boulevard is disjointed north and south of the Ballona Creek bridge which does not have sidewalks. SR-1/Lincoln Boulevard also lacks bicycle facilities across the bridge. Pedestrian and bicycle facilities are also deficient along Culver Boulevard.

3.3 Project Alternatives

The alternatives analyzed in this Draft EIR/EA are summarized below. More information is provided in Chapter 1, Proposed Project.

Alternative 1 – No Build Alternative

Alternative 1 is the No Build Alternative. Alternative 1 would involve the continued maintenance and operation of SR-1/Lincoln Boulevard and Culver Boulevard within the project site in their existing configurations. Alternative 1 would maintain operation of the existing SR-1/Lincoln Boulevard bridge over Ballona Creek and the existing Culver Boulevard bridge over SR-1/Lincoln Boulevard.

Alternative 1 would not provide any multimodal or public access improvements to SR-1/Lincoln Boulevard or Culver Boulevard within the project site, nor would any of the water quality best management practices be implemented that are proposed for the Project. Alternative 1 would not require the replacement of the SR-1/Lincoln Boulevard Bridge over Ballona Creek; therefore, the bridge would not be reconstructed taller to accommodate anticipated sea level rise. Also, under Alternative 1, the Culver Boulevard bridge over SR-1/Lincoln Boulevard would not be replaced, nor would any temporary or permanent effects to vegetation/communities/parcels be required. Alternative 1 would not reconstruct the transportation facilities within the project site consistent with future transit improvements planned along SR-1/Lincoln Boulevard, which would leave the potential for future effects to adjacent parcels, including the Ballona Wetlands Ecological Reserve (BWER), when the future transit project is built.

Alternative 2 – Base Alternative

Alternative 2 includes the realignment of the SR-1/Lincoln Boulevard centerline approximately 50 feet to the east; the addition of one southbound lane along SR-1/Lincoln Boulevard for a length of approximately 1,800 feet; demolition, replacement, and widening of the existing SR-1/Lincoln Boulevard Bridge over Ballona Creek; demolition, replacement, and widening of the existing Culver Boulevard Bridge over SR-1/Lincoln Boulevard; demolition, replacement, and realignment of the existing connector ramps between SR-1/Lincoln Boulevard and Culver Boulevard; and construction of active transportation improvements including sidewalks and Class IV protected bicycle

lanes on both sides of SR-1/Lincoln Boulevard. Alternative 2 would also include utility relocation, landscaping, low-intensity street lighting, striping, signage, drainage, and water quality improvements. Alternative 2 would install a striped center median that would allow space (130-feet) to accommodate a future center-running transit facility within the project site, which is not included as part of Alternative 2. Construction of Alternative 2 would result in three through lanes in the northbound and southbound directions of SR-1/Lincoln Boulevard between Fiji Way and Jefferson Boulevard, with left turn lanes at the intersections of Jefferson Boulevard, Culver Loop, and Fiji Way. The design for Alternative 2 is shown in Figure 1-3.

Alternative 2A – Design Variation A – Retaining Wall Along the West Side of SR-1/Lincoln Boulevard North of the Culver Boulevard Bridge

Alternative 2A would be the same as Alternative 2 with the addition of a retaining wall along a portion of the west side of SR-1/Lincoln Boulevard north of the Culver Boulevard Bridge along the entire stretch of where temporary construction easements would be required under Alternative 2. This design variation would require a 450-foot-long retaining wall ranging from approximately four feet to eight feet in height along the west side of SR-1/Lincoln Boulevard. The retaining wall would avoid approximately 0.65 acres of temporary construction easements within the BWER on the west side of SR-1/Lincoln Boulevard from APN 4211-016-900 when compared to Alternative 2. The amount of permanent acquisitions would remain the same as Alternative 2.

Alternative 2B – Design Variation B – Cantilevered Sidewalks Over Fiji Ditch

Alternative 2B would be the same as Alternative 2 with the exception that it would incorporate cantilevered sidewalks on both sides of SR-1/Lincoln Boulevard above Fiji Ditch. In contrast, Alternative 2 would include a standard widening that would extend the existing culverts on both sides of the road to add the sidewalks, which would result in temporary and permanent effects to Fiji Ditch. On both sides of SR-1/Lincoln Boulevard at Fiji Ditch, cantilevered sidewalks would be built using structures that would protrude out horizontally from the existing roadway, supported on only one end. The cantilevered approach that would be implemented under Alternative 2B would be built from the edge of the future roadway deck and would not require footings or other temporary or permanent effects to Fiji Ditch. Alternative 2B would avoid approximately 403 square feet of temporary construction easements and approximately 107 square feet of right of way acquisition from APN 4224-009-801, which is owned by Southern California Edison and is located on the west side of SR-1/Lincoln Boulevard. This parcel contains a portion of the Fiji Ditch. Also, Alternative 2B would avoid approximately 763 square feet of temporary construction easements and approximately 191 square feet of right of way

acquisition from APN 4211-007-900, which is Los Angeles County Department of Public Works-Flood Control District (LACFCD)-owned land on the east side of SR-1/Lincoln Boulevard which contains a portion of Fiji Ditch.

Alternative 2C – Design Variation C – Wider Culver Boulevard Bridge

Alternative 2C would be the same as Alternative 2 with the exception that it would include a wider Culver Boulevard Bridge over SR-1/Lincoln Boulevard. Under Alternative 2C, the new Culver Boulevard bridge would be approximately 12-feet-wider to accommodate a two-lane bicycle/pedestrian path. As part of the Ballona Wetlands Restoration Project, the California Department of Fish and Wildlife (CDFW) plans to construct a new bridge spanning SR-1/Lincoln Boulevard north of Culver Boulevard Bridge. CDFW plans to use their new bridge initially to transport earthen fill between Area A and Area C of the BWER during restoration and, later as a permanent structure to facilitate bicycle and pedestrian mobility as part of the public access plan. Alternative 2C could represent substantial cost savings for CDFW if they chose not to build their own parallel bridge. Alternative 2C would increase temporary construction easements by approximately 240 square feet and partial right-of-way acquisition by approximately 1,260 square feet within the BWER. The wider bridge under Alternative 2C would be designed to accommodate the weight of the earth-moving equipment that CDFW anticipates needing to transfer across the bridge (e.g., belly loaders, bulldozers, backhoes, work trucks), which CDFW would need to use temporarily as part of the grading operations planned for in the Ballona Wetlands Restoration Project. Then, the City would convert this area along the bring to be a 12-foot-wide, two-lane bicycle/pedestrian path. This would be similar to what is called for in the Ballona Wetlands Restoration Project at this location. The proposed 12-foot path would be 8-feet narrower than the 20-foot-wide path that CDFW notes in their restoration plan for just north of this location, but CDFW would not have to pay for or maintain the bridge. As there would be no separate bicycle and pedestrian facilities, bicyclists and pedestrians would jointly utilize the two-lane, 12-foot path along the bridge under Alternative 2C, in contrast to the separated and buffered bicycle and pedestrian paths that are shown in CDFW's Ballona Wetlands Restoration Project public access and trails documentation. The path would be separated from traffic by a concrete barrier that would be approximately 32-inches-high and 24-inches-wide. Until CDFW builds their planned public trails on both sides of SR-1/Lincoln Boulevard north of Culver Boulevard within the BWER, this northern area of the new Culver Boulevard bridge would be fenced, closed to the public, and utilized only for Caltrans/City maintenance of the bridge facility or for other CDFW-authorized uses.

Alternative 2D – Design Variation D – Bicycle/Pedestrian Ramp From South Side of Culver Boulevard Bridge to West Side of SR-1/Lincoln Boulevard

Alternative 2D would be the same as Alternative 2 with the exception that it would provide a bicycle and pedestrian ramp to connect bicycle and pedestrian facilities that would be built along the south side of the Culver Boulevard Bridge downslope to the west side of SR-1/Lincoln Boulevard near the entrance to the Ballona Creek Bike Path. Alternative 2D would provide enhanced connectivity and could mostly be constructed within the current temporary and permanent impact footprints identified for Alternative 2. However, Alternative 2D would require additional grading and permanent improvements, such as a permanent bicycle/pedestrian ramp, low-level pedestrian lighting, cable-railing along the edges of the ramp, and landscaping within APN 4211-015-900 that would not be constructed under Alternative 2, which is a part of the BWER. If Alternative 2D were to be implemented, approximately 840 square feet of additional permanent right-of-way would be required from APN 4211-015-900. Under Alternative 2D, the City would own and manage the entire ramp. Partial acquisition areas from the BWER would be compensated for in the same manner and at the same rate as is specified for Alternative 2.

4.0 Description of Section 4(f) Properties

4.1 Identification of Section 4(f) Properties in the Study Area

There are eight properties within 0.5-mile of the project site that qualify as Section 4(f) resources, including five parks, two trails, and one wildlife refuge. Of these Section 4(f) resources, one is also identified as a Section 6(f) resource. A summary of the Section 4(f) resources is provided in Tables A-1 and A-2. A map showing the locations of all Section 4(f) resources within 0.5-mile of the project site is provided in the Draft EIR/EA as Figure 2.1.4-1.

4.2 Public Parks and Recreational Facilities

There are seven publicly-owned parks and recreational facilities, including 2 trails, that qualify as Section 4(f) resources within 0.5 mile of the project site, which are listed in Table A-1.

Table A-1
Public Parks, Recreational Facilities, and Trails

Park/Facility	Location	Facilities	Ownership	Distance from Project	Section 4(f) Property?
Yvonne B. Burke Park	4400 Admiralty Way, Marina Del Rey, California 90292	8-acre linear park that runs parallel to Admiralty Way from the Lloyd Taber-Marina del Rey County Library to Parking Lot 7. The park includes a parcourse fitness circuit, benches, drinking fountains, and pet stations. A portion of the Marvin Braude Bike Trail runs through the park.	County of Los Angeles	0.50-mile northwest of the project site	Yes

Table A-1
Public Parks, Recreational Facilities, and Trails

Park/Facility	Location	Facilities	Ownership	Distance from Project	Section 4(f) Property?
Marina del Rey Harbor	Marina del Rey, California	Small craft harbor, public boat launch ramp, boat slips, dry storage, walkways.	County of Los Angeles	0.30-mile west of the project site	Yes
Burton W. Chace Park	13650 Mindanao Way, Marina del Rey, California 90292	10-acre park with a multi-purpose room, barbecues, pergolas, picnic shelters, harbor viewing areas, boat and fishing docks.	County of Los Angeles	0.42-mile west of the project site	Yes
Fiji Gateway Park	Southwest corner of Fiji Way and SR-1/Lincoln Boulevard in unincorporated Los Angeles County	Passive pocket park, walking path, benches, and landscaping.	County of Los Angeles	Immediately west of the project site	Yes
Glen Alla Park	4601 Alla Rd., Los Angeles, California 90292	4.8-acre park with basketball courts (lighted/outdoor), a children's play area, picnic tables, and paddle tennis.	City of Los Angeles	0.33-mile north	Yes
Ballona Creek Bike Path	7-mile bike path along the north bank of Ballona Creek from Syd Kronenthal Park in east Culver City to the Marvin Braude Bike Path.	Bike path along Ballona Creek.	Los Angeles County Department of Public Works and Los Angeles Department of Transportation	This trail crosses beneath the project site at the SR-1/Lincoln Boulevard bridge.	Yes

Table A-1
Public Parks, Recreational Facilities, and Trails

Park/Facility	Location	Facilities	Ownership	Distance from Project	Section 4(f) Property?
Marvin Braude Bike Trail (formerly known as The Strand and/or the South Bay Bicycle Trail)*	Bicycle path that runs along the Los Angeles Count coastline, from the northern terminus at Will Rogers State Beach to the southern terminus at Torrance County Beach.	22-mile paved bicycle path that runs along the Los Angeles County coastline, from its northern terminus at Will Rogers State Beach to its Southern Terminus at Torrance County Beach.	County of Los Angeles	At its closest extent, this trail occurs 0.14 mile west of the project site on Admiralty Way.	Yes

*The Marvin Braude Bike Trail received $626,918 in Land and Water Conservation Fund (LWCF) grant funding to, "develop a 19-mile bike trail along the beach from Santa Monica to (the) City of Torrance." Therefore, this trail is considered a Section 4(f) and Section 6(f) resource. Additional information on Section 6(f) is provided in Section 6 of this appendix.
Sources: GreenInfo Network 2019; City of Los Angeles 2019a and 2019b; County of Los Angeles 2019a, 2019b, 2019c, 2019d, 2019e, 2019e; MRCA 2019; California Department of Parks and Recreation 2019a, 2019b, and 2019c.

Several privately-owned parks occur south of the project site in the Playa Vista and Playa del Rey developments, including Spyglass Park, Vista Park, Sunset Park, Playa Vista Sports Park, the Ballona Discovery Park, Oberrieder Dog Park, Longwood Park, Icon Park, Concert Park, Celadon Park, and Bluff Trail Park at One Westbluff. Given their private ownership, these parks and recreational facilities do not qualify as Section 4(f) resources (Digital Map Products 2019; GreenInfo Network 2019).

Playa Vista Elementary School is publicly owned, is within 0.5-mile of the project site, and contains recreational amenities including basketball courts. However, the school's recreational facilities are not open to the general public for use during the school's normal operating hours; therefore, this property does not qualify as a Section 4(f) resource (Psomas 2019).

The Culver Marina Little League Park is publicly owned, within 0.5-mile of the project site, and contains recreational amenities including baseball fields. The baseball fields are

fenced/gated from public access and are only accessible for little league events (Culver Marina Little League 2019; Psomas 2019). Therefore, the little league facilities do not qualify as Section 4(f) resource. However, the entire BWER, which contains the ballfields, is considered a Section 4(f) resource under the classification of a Wildlife and Waterfowl Refuge, as described below in Section 4.3.

4.3 Wildlife and Waterfowl Refuges

A summary of the one ecological reserve identified in the project site is provided in Table A-2, Wildlife and Waterfowl Refuges.

Review of the United States Fish and Wildlife Service's National Wildlife Refuge System shows that the project site is not located in or near a National Wildlife Refuge. The nearest National Wildlife Refuge is the Seal Beach National Wildlife Refuge, located over 25 miles southeast of the site (USFWS 2019a).

There are no wild and scenic rivers in the project site or vicinity, with the nearest wild and scenic river being Sespe Creek located in the Los Padres National Forest approximately 40 miles northwest of the project site (USFWS 2018b).

The State of California owns and CDFW manages the 577-acre BWER, which includes the channelized portion of Ballona Creek that occurs within the project site as well as lands east and west of SR-1/Lincoln Boulevard north of Ballona Creek and to the west south of Ballona Creek. More information on this property is provided below in Section 4.4. There were no other State ecological reserves or wildlife areas listed near the project site on the CDFW Public Access Lands Map (CDFW 2019a, 2019b).

Table A-2
Wildlife and Waterfowl Refuges

Park/Facility	Location	Facilities	Ownership	Distance from Project	Section 4(f) Property?
Ballona Wetlands Ecological Reserve	East and West of SR-1/Lincoln Boulevard North of Ballona Creek; Portions of Ballona Creek; and West of SR-1/Lincoln Boulevard South of Ballona Creek.	577-acre ecological reserve	State of California	Immediately adjacent to the project site.	Yes

4.4 Historic Resources and Sites

A cultural resources investigation was conducted of the project site. Identification efforts included a review of existing literature, historic maps, a records search at the SCCIC, Native American consultation and search of the NAHC Sacred Lands File, and an archaeological survey of the project site, which was summarized in the Project's Historic Property Survey Report (HPSR) (Caltrans 2023c). The HPSR, Caltrans concluded that no historical resources are known to be present within the project site.

5.0 Affected Section 4(f) Resources

This section describes which Section 4(f) resources would be affected if the proposed Project is implemented. Although not discussed in detail in this chapter, every Section 4(f) resource within the study area was analyzed for direct and indirect impacts. Of the Section 4(f) properties identified in Section 3, four Section 4(f) resources would be impacted by Alternative 2.

Additional analysis is provided for each resource that would be affected by Alternative 2 in Sections 5.3 through 5.6. In each instance, an assessment has been made as to whether any permanent occupancy or temporary occupancy of the property would occur, and whether the proximity of Alternative 2 would cause any access, visual, air quality, noise, vibration, biological, or water quality impacts that would impair the features or attributes that qualify the resource for protection under Section 4(f).

5.1 Summary of Section 4(f) Effects Under Alternative 1

There would be no impacts to Section 4(f) properties under Alternative 1.

5.2 Summary of Section 4(f) Effects Under Alternative 2

The following sections describe each resource where an impact may occur, along with maps showing project improvements, and a description of the potential Section 4(f) impacts for each property under Alternative 2. A summary of the Section 4(f) uses for Alternative 2 is provided in Table A-3.

Table A-3
Summary of Section 4(f) Use Determinations for Alternative 2

Resource	Authority(ies) With Jurisdiction	Direct Use	Temporary Occupancy	Constructive Use	Type of Use
Ballona Creek Bike Path	Los Angeles County Department of Public Works and Los Angeles Department of Transportation	No	Yes Temporary detour of the bike path.	No	*De minimis*
Ballona Wetlands Ecological Reserve	California Department of Fish and Wildlife (CDFW)	Yes 1.17-acre right-of-way acquisition	Yes 4.60-acres of temporary construction easements.	No	*De Minimis*
Ballona Creek (rowing, etc.)	California Department of Fish and Wildlife (CDFW)	Yes Bridge piers would be reduced and would be in new locations.	Yes Temporary construction easements.	No	*De Minimis*
Fiji Gateway Park	Los Angeles County Department of Beaches and Harbors	Yes 0.03-acre right-of-way acquisition	Yes 0.03 acres of temporary construction easements.	No	*De Minimis*

The analysis of potential effects on Section 4(f) resources that follows includes a discussion of how the proposed Project would affect each Section 4(f) resource and whether the effects would result in a use of the resource.

5.3 Ballona Creek Bike Path

5.3.1 Description of the Ballona Creek Bike Path

The Ballona Creek Bike Path starts at Syd Kronenthal Park in east Culver City and extends approximately 7 miles to the Marvin Braude Bike Path that connects to locations north and south along the beach. Within the project site, the Ballona Creek Bike Path occurs on property owned by the Los Angeles County Department of Public Works Flood Control District.

There are existing ramp entrances on the northbound and southbound sides of SR-1/Lincoln Boulevard providing access to the Ballona Creek Bike Path; however, these ramps do not lead to any dedicated bicycle or pedestrian connections. Northbound SR-1/Lincoln Boulevard does not have bicycle or pedestrian facilities north of the Ballona Creek Bridge, and currently there are no bike or pedestrian facilities on either side of the Lincoln Boulevard Bridge over Ballona Creek. South of Ballona Creek, SR-1/Lincoln Boulevard has a sidewalk on the northbound side of SR-1/Lincoln Boulevard, but no sidewalk exists on the southbound side, and no dedicated bicycle facilities exist in either direction.

Key activities provided by the Ballona Creek Bike Path are bicycling, walking, and running. Key features and attributes enjoyed from the Ballona Creek Bike Path include connectivity to the Marvin Braude Bike Path and coastal destinations accessible from the Marvin Braude Bike Path. A secondary key feature of the stretch of Ballona Creek Bike Path within the project site is the view of the BWER enjoyed by users of the path.

5.3.2 Project Impacts at the Ballona Creek Bike Path

Alternative 1

Since Alternative 1 would involve no construction, there would be no short-term effects to parks or recreational areas. No detour of Ballona Creek Bike Path would be required under Alternative 1.

Alternative 1 would not require acquisition from any parks or recreational areas, including the Ballona Creek Bike Path, given that no improvements would occur under this alternative. Alternative 1 would not provide sidewalks and bike lanes along SR-1/Lincoln Boulevard to improve access to Ballona Creek Bike Path.

Alternative 2

Direct Use

As specified in **MM REC-3**, Ballona Creek Bike Path would be rebuilt, realigned, and reprofiled to accommodate the new Ballona Creek bridge. After construction of Alternative 2 is completed, the temporary detour would be removed and the alignment beneath the new SR-1/Lincoln Boulevard Bridge over Ballona Creek would be opened for use.

Also, Alternative 2 would provide new sidewalks and bicycle lanes on both sides of SR-1/Lincoln Boulevard that would allow for better connectivity to and from the Ballona Creek Bike Path from existing communities north and south of the creek. In existing

conditions, there are existing ramp entrances on the northbound and southbound sides of SR-1/Lincoln Boulevard providing access to the Ballona Creek Bike Path; however, these ramps do not lead to any dedicated bicycle or pedestrian connections. Northbound SR-1/Lincoln Boulevard does not have bicycle or pedestrian facilities north of the Ballona Creek Bridge, and currently there are no bike or pedestrian facilities on either side of the SR-1/Lincoln Boulevard Bridge over Ballona Creek. South of Ballona Creek, SR-1/Lincoln Boulevard has a sidewalk on the northbound side of SR-1/Lincoln Boulevard, but no sidewalk exists on the southbound side and no dedicated bicycle facilities exist in either direction. Therefore, Alternative 2 would improve conditions for bicyclists and pedestrians connecting to/from the Ballona Creek Bike Path.

Temporary Occupancy

Alternative 2 would require the temporary detour of the Ballona Creek Bike Path to a signalized crossing of SR-1/Lincoln Boulevard that would be located at Culver Boulevard, as required by **MM REC-2** and as shown conceptually in Figure 2.1.4-4. Alternatively, if desired, the City may instead provide a temporary detour that crosses beneath SR-1/Lincoln Boulevard at a slightly different alignment.

Constructive Use

As described in more detail below, Alternative 2 would not result in a constructive use of the Ballona Creek Bike Path.

Noise

The Ballona Creek Bike Path is not a particularly noise-sensitive property for many users such as bicyclists; however, pedestrian users of the bike path may have a greater sensitivity to noise that may affect their enjoyment of the facility and/or their viewing of wildlife and waterfowl in the adjacent BWER and Ballona Creek. The projected noise level increases that would result from operation of Alternative 2 would be between 1 and 3 decibels (dB) from existing conditions. In accordance with § 774.15, a constructive use would not occur since the projected noise levels would be barely perceptible (3 A-weighted decibels [dBA] or less). These noise levels would not substantially interfere with the use and enjoyment of the Ballona Creek Bike Path. Additional details on the potential noise effects of Alternative 2 are provided in Section 2.2.7 of the Draft EIR/EA.

Aesthetics/Visual

Alternative 2 construction and operation would not substantially affect the aesthetic setting of the bike path in a way that would detract from the qualities and attributes of the

Ballona Creek Bike Path as a Section 4(f) property. Alternative 2 proposes replacement and improvements to the existing bridge structures, roadways, and ramps, which would be similar to the existing baseline condition once constructed. The bike path would still function as a bike path with implementation of Alternative 2, and no primary views of any scenic vistas, scenic resources, or architecturally significant historic buildings would result. Additional details on the potential visual effects of Alternative 2 are provided in Section 2.1.7 of the Draft EIR/EA.

Accessibility

Alternative 2 would maintain access at all times to the Ballona Creek Bike Path. Implementation of Alternative 2 would result in temporary detours for those using and accessing the Ballona Creek Bike Path. As specified by **MM REC-2**, a detour of the Ballona Creek Bike Path shall be provided during construction. The detour shall consist of an at-grade, signalized crossing of SR-1/Lincoln Boulevard that will be located north of Ballona Creek and South of Culver Boulevard as shown in Figure 2.1.4-4. Public notification signage will be installed at least thirty days prior to implementation of the detour. This detour will be coordinated with the Transportation Management Plan (TMP) required as **MM TRANS-1**. Alternatively, if desired, the City may provide a temporary detour that crosses beneath SR-1/Lincoln Boulevard at a slightly different alignment.

Once built, Alternative 2 would result in improved access to the bike path through the provision of bicycle lanes and sidewalks on both sides of the SR-1/Lincoln Boulevard in the project site. Therefore, Alternative 2 would not result in any restrictions in access which would substantially diminish the utility of the bike path. Additional details on the potential transportation impacts of Alternative 2, including accessibility, are provided in Section 2.1.10 of the Draft EIR/EA.

Vibration

Construction of Alternative 2 would result in vibration at the Ballona Creek Bike Path that would be associated primarily with demolition of the existing bridge at Ballona Creek and construction of the new bridge structural supports. During operation of Alternative 2, limited vibration impacts are anticipated beyond what exists in the existing baseline condition. The Ballona Creek Bike Path is not particularly sensitive to vibration impacts, and it is not likely that any of the bike path, such as the integrity of the path, would be impacted by vibration coming from the project site during construction or operation of Alternative 2. Therefore, it is not anticipated that Alternative 2 would have the potentially to substantially impair the use of the bike path. Additional details on the

potential for vibration impacts that would result from implementation of Alternative 2 are provided in Section 2.2.7 of the Draft EIR/EA.

Wildlife

Limited wildlife habitat occurs on the Ballona Creek Bike Path itself. Construction and operation of Alternative 2 would not result in an ecological intrusion that substantially diminishes the value of wildlife habitat that occurs on the Ballona Creek Bike Path. Additional details on the potential for effects to the nearby biological environment are provided in Section 2.3 of the Draft EIR/EA.

5.3.3 Documentation of Consultation

Los Angeles County Public Works

Members of the Project Development Team (PDT)reached out to and corresponded with staff at Los Angeles County Public Works to discuss the Project as well as potential temporary detours of the Ballona Creek Bike Path that would be required under Alternatives 2, 2A, 2B, 2C, and 2D. Los Angeles County Public Works has jurisdiction over portions of the Ballona Creek Bike Path that are west of the existing SR-1/Lincoln Boulevard Bridge over Ballona Creek. Details on the preliminary detour of the bike path including a signalized crosswalk location were shared with staff. Staff that were copied on the correspondence included Matt Suska, Eden Berhan, Masashi Tsujii, and John Burton.

City of Los Angeles Department of Transportation Bikeways Unit

Members of the PDT reached out to and corresponded with staff at the Los Angeles Department of Transportation's (LADOT's) Bikeway Unit to discuss the Project as well as potential temporary detours of the Ballona Creek Bike Path that would be required under Alternatives 2, 2A, 2B, 2C, and 2D. LADOT has jurisdiction over portions of the Ballona Creek Bike Path that are east of the existing SR-1/Lincoln Boulevard Bridge over Ballona Creek. Details on the preliminary detour of the bike path including a signalized crosswalk location were shared with staff. Staff that were included on the correspondence included Christabelle Alacar and Edward Giron.

5.4 Ballona Wetlands Ecological Reserve

5.4.1 Description of Ballona Wetlands Ecological Reserve

General Overview of Existing Conditions

The BWER is located in the City of Los Angeles and partially within unincorporated Los Angeles County. The BWER is bisected by and includes a channelized reach of Ballona Creek. It is traversed by Culver, Jefferson, and SR-1/Lincoln Boulevards. What once were more than 2,100-acres of marshes, mud flats, salt pans, and sand dunes currently provides approximately 153 acres of wetland habitat, as well as 83 acres of non-wetland waters of the U.S. All aquatic resources within the reserve are degraded. The CDFW proposes a large-scale restoration that would entail enhancing and establishing native coastal aquatic and upland habitats within the Ballona Reserve. The proposal is intended to return the daily ebb and flow of tidal waters where practically feasible to achieve predominantly estuarine conditions, maintain freshwater conditions, and enhance physical and biological functions within the Ballona Reserve. To implement the proposal, CDFW is working closely with LACFCD (CDFW 2017).

CDFW is proceeding with a Full Tidal Restoration Alternative, which is intended to return the daily ebb and flow of tidal waters where practically feasible to achieve predominantly estuarine conditions, enhance freshwater conditions, and enhance physical and biological functions within the BWER. Restoring wetland functions and services would reestablish native wetland vegetation and provide important habitat for a variety of wildlife species. A restored, high-functioning wetland also would benefit the adjacent marine environment and enhance the quality of tidal waters. The Ballona Wetlands Restoration Project would remove the existing armored levees on a portion of Ballona Creek, and would realign Ballona Creek to flow in a more natural meander-shaped pattern; the land north of Ballona Creek would be lowered to create a connected floodplain. Although there are not currently any trails or public access to the BWER, the Ballona Wetlands Restoration Project includes planned multi-use trails throughout the BWER.

A portion of Ballona Creek is within the BWER. Ballona Creek provides recreational opportunities including rowing, stand up paddleboarding, and fishing.

5.4.2 Project Impacts at the Ballona Wetlands Ecological Reserve

Alternative 1

Since Alternative 1 would involve no construction, there would be no short-term effects to the BWER. No temporary construction easements within the BWER would be required under Alternative 1.

Alternative 1 would not require any acquisitions from the BWER given that no improvements would occur under this alternative. Alternative 1 would not provide sidewalks and bike lanes along SR-1/Lincoln Boulevard to the BWER.

Alternative 2

Direct Use

The existing SR-1/Lincoln Boulevard right-of-way within much of the project site is bound on both sides by the BWER. CDFW manages the entire BWER and owns most of the 566-acre BWER, with a 24-acre portion owned by the California State Lands Commission (CSLC) (CDFW 2017). Based on a review of property ownership data, no lands owned by CSLC occur within the project site (LandVision 2023).

Alternative 2 involves partial right-of-way acquisition of a total of 1.17-acres from four parcels within the BWER, which are shown in Figure 2.1.4-2. The 1.17 acres of lands to be acquired from the BWER are not wetlands. Instead, these acquisition areas contain primarily upland mustard vegetation and open water land covers, except for a few small patches of California Sagebrush Scrub (~2,500 square feet), Quailbush Scrub (~25 square feet), and Menzie's Golden Bush Scrub (~50 square feet) (Psomas 2023b). As noted in **MM REC-5**, rather than acquiring land within the BWER through eminent domain, a land exchange between the City and CDFW would be further evaluated and coordinated during final design as a way of potentially mitigating for partial right-of-way acquisition from the BWER. If approved by CDFW, Alternative 2 would compensate for acquisition of 1.17-acres from the BWER through the transfer of 1.17-acres of City-owned land that is adjacent to the BWER. A conceptual location of the land has been coordinated with CDFW and is depicted in Figure 2.1.4-5. Alternatively, if CDFW approvals are not obtained for a land exchange, Alternative 2 would instead compensate for partial right-of-way acquisition from the BWER through the right-of-way appraisal and acquisition process. This would result in a reduction in size of the BWER by 1.17 acres; however, CDFW would be compensated for the loss and could utilize such funds for their own acquisition and/or enhancement activities. Although the land exchange is discussed herein, the analyses of effects throughout this Draft EIR/EA assumes this worst-case

scenario that the 1.17-acres would be acquired through eminent domain given that this discretionary approval may not be possible to obtain. This provides a worst-case scenario related to the biological resources and parks and recreation resource topics as it would reduce the size of the BWER by 1.17 acres from approximately 577-acres to approximately 575.83-acres.

Also, Alternative 2 would involve the removal of existing chain link fencing that is located around the boundaries of the BWER within the project site. To minimize the potential for pedestrians and bicyclists from SR-1/Lincoln Boulevard and Culver Boulevard trespassing into the BWER and to prevent wildlife mortality on the roadway, **MM REC-6** has been incorporated as part of Alternative 2 requiring that replacement fencing be installed prior to the completion of construction anywhere that it was removed along the boundary of the BWER during Alternative 2 construction.

Effects Related to the Ballona Wetlands Restoration Project

The Ballona Wetlands Restoration project within the BWER is being led by the CDFW in coordination with the U.S. Army Corps of Engineers and other agencies. CDFW certified the final environmental document for the restoration project in December 2019. That project is proposed to enhance and establish native coastal wetlands and upland habitat on 566 of the BWER's 577 acres, restoring ecological function to currently degraded wetlands. CDFW will commence its restoration of the BWER by starting the restoration project's initial two sequences which involve enhancing and restoring an approximate 100-acre degraded tidal, brackish, and freshwater wetland area in the south and southeast portion of the reserve for the benefit of wildlife and public enjoyment. These initial two project sequences will involve the removal and relocation of an existing gas line and the improvement of tidal circulation and freshwater flows. These initial two project phases would occur within the south and southeast portions of Area B of the BWER, which are portions of the BWER that are located 0.15-mile southwest of the SR-1 (SR-1/Lincoln Boulevard) Multimodal Improvements Project's southernmost project site boundary. CDFW is currently working with the LACFCD to secure permits from the U.S. Army Corps of Engineers. In addition, approvals from the Coastal Commission, Regional Water Quality Control Board, and possibly other agencies are required. CDFW anticipates that by February 2024, the restoration project's design and permits would be far enough developed to allow CDFW to hire a contractor to implement the first two project phases. CDFW plans to implement the larger restoration project in smaller phases and this work is the initial two sequences of the larger restoration project (CDFW 2017, 2022a, 2022b, 2022c).

A comment letter was received from CDFW during the scoping period in response to the Notice of Preparation (NOP) on April 17, 2018.

In June 2021, emails were exchanged between the PDT and Richard Brody at CDFW and phone calls occurred to discuss biological technical studies that were being undertaken for the Project.

In addition to telephone and e-mail correspondence, a formal meeting occurred between the PDT and staff from CDFW on August 30, 2021. Thereafter, additional focused meetings occurred with the PDT and staff from CDFW and California Coastal Commission on November 10, 2022, and March 22, 2023. From November 2022 through March 2023, additional correspondence occurred between members of the PDT and Erika Cleugh at CDFW in which the PDT provided Ms. Cleugh with additional information related to partial right-of-way acquisition areas under Alternatives 2, 2A, 2B, 2C, and 2D, and proposed exchange lands that were being offered for consideration. Attendees at one or more of these meetings from CDFW included: Richard Brody, Erika Cleugh, Erinn Wilson-Olgin, Tim Dillingham, and Victoria Tang. Key topics discussed during these meetings included:

- Ways to ensure consistency between the Project and the Ballona Wetlands Restoration Project including pedestrian connections;
- Approaches to landscaping of temporarily disturbed areas in the BWER;
- Proposed right-of-way acquisition and land exchange opportunities; and
- CDFW's process for abandoning/exchanging lands that are within an ecological reserve.

<u>Consistency With Bicycle and Pedestrian Improvements Planned Within the BWER</u>

Alternative 2 has been designed to stand alone, but to also be fully compatible with the public access improvements that are planned within the BWER. A map showing connectivity between the two projects is provided as Figure 2.1.4-2.

As required by **MM REC-7**, during final design the City would coordinate with CDFW staff to confirm the status of CDFW's proposed circulation improvements, and to incorporate access paths at the four locations that are shown on Figure 2.1.4-3. The locations of these connections are approximate and would be coordinated with CDFW during final design. Alternative 2's access improvements would be limited to Alternative 2's impact footprint and would not extend into the BWER.

Also, as specified in **MM REC-8**, during final design the City would work with CDFW to develop and install informational and interpretive signage at the four locations that are shown on Figure 2.1.4-3. The purpose of this mitigation measure is to ensure compatibility amongst the Project and the adjacent BWER and to ensure that a place is available for a trail map, rules, and other relevant information to be posted. Another purpose of this mitigation measure is to provide locations where informational signage on local biology and/or local history can be provided to facilitate an improved understanding and appreciation for the BWER, Ballona Creek, and other natural resources.

Potential Cooperation with CDFW Related to Fill Dirt

Alternative 2 would require a total of approximately 96,525 cubic yards of imported soil. As described in the Draft EIR prepared for the adjacent Ballona Wetlands Restoration project, that project would need to export up to 1,230,000 cubic yards of soil (Psomas 2023a; CDFW 2017). Therefore, implementation of Alternative 2 presents an opportunity to reduce the amount of soil that is moved out of and into the project site and nearby vicinity. Fewer and shorter truck trips would result in less congestion on local roadways, fewer air quality effects, and could also save CDFW on costs to haul and dispose of some of their excess soil. As specified in **MM REC-9**, during final design, the City would coordinate with CDFW to determine if CDFW's restoration project would have excess fill dirt available at the time that Alternative 2 is planned to be constructed. If CDFW has excess fill dirt available at the time of Project construction, the City will conduct necessary geotechnical and hazardous materials testing and will evaluate the soil as necessary to determine its suitability for use as fill soil for construction activities associated with Alternative 2. If the soil is determined to be suitable for use, the soil will be utilized to the extent feasible to help achieve part or all of the 96,524 cubic yards of imported soil that would be required for Alternative 2. Given that it is not definitively known as to whether or not CDFW will have this soil available at the time of Project construction, the air quality, energy, and transportation analyses for Alternative 2 assume a worst-case scenario that soil would be imported from off-site.

BWER's Proposed Pedestrian Bridge Over SR-1/Lincoln Boulevard

Due to the realignment of the roadway, Alternative 2 would require the demolition of two existing abutments that are located just north of the Culver Boulevard overcrossing of SR-1/Lincoln Boulevard. CDFW's Ballona Wetlands Ecological Restoration project assumed that as part of that project, they would re-use these two existing abutments to construct a pedestrian bridge structure at this location (CDFW 2017). However, based on a preliminary review by civil and structural engineers at Psomas, it does not appear that

these existing abutments could be feasibly re-used in existing conditions given that they would not provide adequate vertical clearance over the existing SR-1/Lincoln Boulevard, and they would likely cost more to structurally retrofit than to demolish and construct new. This information was communicated to CDFW staff during meetings held in 2022 and 2023. Given the existing abutments could not feasibly be utilized, there is no substantial adverse effect anticipated to CDFW's implementation of the Ballona Wetlands Ecological Restoration Project.

Consistency with Sea Level Rise and Stormwater Improvements Proposed Within the BWER

CDFW's Ballona Wetlands Restoration Project would accommodate sea level rise through the construction of gently sloping earthen levees that will allow the restored wetland to migrate upslope as sea level rises. As part of the restoration project, new, broadly-sloping, partially-earthen levees would surround the BWER that would protect surrounding development from potential flooding from Ballona Creek. By doing so, CDFW's restoration project would help to improve climate resiliency by providing decades of additional buffer from sea level rise for existing roads and nearby homes and businesses (CDFW 2017). Alternative 2 would not affect any of these earthen levees as they are located outside of the project site.

Also, CDFW's restoration project would construct an armored sill that would be 570 feet in length along the channel by 190 feet across the channel from the Culver Boulevard Bridge to the SR-1/Lincoln Boulevard Bridge. The sill would be located where flows diverge from the existing confined channel into the future planned wetlands in the BWER. CDFW is constructing the sill as part of the restoration project to limit excessive erosion that they anticipate will be caused by the effects of flow acceleration at the entrance to the wetlands.

Alternative 2 would not impair CDFW's ability to implement these improvements. The armored sill that CDFW would construct is downstream (west) of the existing SR-1/Lincoln Boulevard Bridge over Ballona Creek. Alternative 2 would widen on the upstream side (east); therefore, Alternative 2 would not conflict with the armored sill proposed as part of the Ballona Wetlands Restoration Project.

Temporary Occupancy

Alternative 2 would require temporary construction easements within nine parcels within the BWER consisting of 4.6 acres in total. The areas that would be temporarily affected within the BWER consist primarily of upland mustards, open water areas in the Ballona

Creek channel, with smaller patches of temporary impacts to California Sagebrush Scrub, Menzie's Golden Bush Scrub, Semi-Natural Herbaceous Stand, and Annual Brome Grassland as shown in Figure 2.1.4-2 (Psomas 2023b). Temporary construction easement areas within the BWER would be re-landscaped in coordination with CDFW as required by **MM REC-1**. Also, please refer to the biological resources analyses contained in Chapter 2.3 for a discussion of effects to biological resources within the BWER.

The BWER is not currently accessible to the public and, based on the current status of the Ballona Wetlands Restoration Project, it is anticipated that Alternative 2 would be built prior to the trails within the BWER. Therefore, Alternative 2 construction activities would not adversely affect public recreation within the BWER.

Constructive Use

As described in more detail below, Alternative 2 would not result in a constructive use of the BWER.

Noise

Although there are no current human public users of the BWER, for the purposes of this Section 4(f) analysis, the BWER is classified as a noise-sensitive property due to the wildlife that exist within the BWER and its primary purpose as a wildlife refuge.

Portions of the BWER that are adjacent to SR-1/Lincoln Boulevard have existing sound levels between 67 and 68 dB, while sound levels drop down to 58 to 62 dB range as you get approximately 200 feet from the existing roadway (Caltrans 2021a). Therefore, there is already traffic noise which effects the function of wildlife within the BWER. Masking of communication signals and other biologically relevant sounds for birds are believed to be affected by continuous noise levels of 60 dBA or greater but can be lower or higher depending on the bird species (Caltrans 2016a).

During construction, Alternative 2 would result in temporary construction noise ranging from 70 to 86 dB at a distance of 50 feet, depending on the work activity. This would represent up to a 19 dB increase from existing ambient conditions at times temporarily during construction. Mitigation measures shall be implemented to minimize potential effects to wildlife temporarily during construction, including biological monitoring and preconstruction nesting bird surveys.

Once built, Alternative 2 would result in projected noise levels within areas of the BWER nearest SR-1/Lincoln Boulevard of between 1 and 3 dBA higher than existing conditions.

Additional details on the potential noise impacts of Alternative 2 are provided in Section 2.2.7 of the Draft EIR/EA. These operational effects would not result in substantial impairment to the BWER's activities, features, or attributes that qualify the property for protection under Section 4(f). In accordance with § 774.15 of the CFR, a constructive use would not occur since the projected noise levels exceed the relevant threshold in paragraph (f)(2) of § 774.15 because of high existing noise, but the increase in the projected noise levels if the proposed Project is constructed, when compared with the projected noise levels if Alternative 2 were not built, is barely perceptible (3 dBA or less).

Aesthetics/Visual

Alternative 2 construction and operation is not anticipated to substantially affect the aesthetic setting of the BWER in a way that would detract from the qualities and attributes of the BWER as a Section 4(f) property. The primary purpose of the BWER is to function as a wildlife refuge. Alternative 2 proposes replacement and improvements to the existing bridge structures, roadways, and ramps. Also, Alternative 2 would acquire approximately 1.17 acres from the 577 acre-BWER which would represent a reduction in the overall size of the BWER. These improvements under Alternative 2 would result in the appearance of a wider and higher transportation facility but would not introduce any substantially new visual elements that do not already exist in existing conditions as SR-1/Lincoln Boulevard and bridge structures already exist and bisect the BWER. Therefore, Alternative 2 would not result in any aesthetics or visual effects that would diminish the BWER's function as a wildlife refuge. Additional details on the potential visual impacts of Alternative 2 are provided in Section 2.1.7 of the Draft EIR/EA.

Accessibility

Implementation of Alternative 2 would result in temporary detours for those using and accessing the BWER. However, a TMP would be implemented as required by **MM TRANS-1**, which would ensure access to properties is maintained during construction.

Once built, Alternative 2 would result in improved access to the BWER through the provision of bicycle lanes and sidewalks on both sides of the SR-1/Lincoln Boulevard in the project site. Therefore, access to the BWER would not be adversely affected in any way that would diminish its use as a wildlife refuge. Additional details on the potential transportation impacts of Alternative 2, including accessibility, are provided in Section 2.1.10 of the Draft EIR/EA.

Vibration

Construction of Alternative 2 would result in vibration at the BWER. During operation of Alternative 2, limited vibration impacts are anticipated beyond what exists in the existing baseline condition. The significance of the BWER is not particularly sensitive to vibration impacts, and it is not likely that any of this Section 4(f) property, such as the slopes or any structures within the BWER, would be impacted by vibration coming from the project site. Additional details on the potential for vibration impacts that would result from implementation of Alternative 2 are provided in Section 2.2.7 of the Draft EIR/EA.

Wildlife

One of the primary purposes of the BWER in existing conditions is to function as a wildlife reserve. However, in existing conditions the areas that would be temporarily and permanently impacted by Alternative 2 do not provide a high-level of ecological function, which is why CDFW is implementing their own project to completely transform the BWER.

Alternative 2 would result in permanent acquisition of 1.17 acres of the BWER. This would reduce the size of the BWER by 1.17 acres from approximately 577-acres to approximately 575.83-acres. The areas to be acquired are covered above under direct use and would not be classified as constructive uses.

Alternative 2 would result in temporary construction easements and related effects within 4.4 acres of the BWER. These areas would be re-planted with native plants in consultation with CDFW. Therefore, these areas would generally be enhanced for usage by wildlife when compared to existing conditions. Nonetheless, there would be a temporary period of time during construction in which vegetation would be removed from the project site which would affect wildlife.

Alternative 2 would result in increased dust during construction that would not occur otherwise. Increased dust would result in adverse effects to plants and wildlife nearby. However, the site would be stabilized through implementation of a Storm Water Pollution Prevention Plan (SWPPP), which would help to minimize these effects.

Alternative 2 would result in increased noise within the BWER, as noted above, which would affect wildlife. However, the increased noise would not be substantial as the existing sound environment is already dominated by traffic noise and the implementation of Alternative 2 would only result in a minor increase over these existing conditions.

Therefore, the indirect effects that would result from Alternative 2 would not substantially diminish the value of wildlife habitat in a wildlife and waterfowl refuge.

Additional details on the Project's potential for impacts to the nearby biological environment are provided in Section 2.3 of the Draft EIR/EA.

Ballona Wetlands Restoration Project's Design Features Near the SR-1 (SR-1/Lincoln Boulevard) Multimodal Improvement Project

As mentioned above, the Ballona Wetlands Restoration Project's Draft EIR/EIS project description includes three build alternatives that, to varying extents, would enhance and create native coastal wetland, other aquatic resources, and upland habitats; improve flood and storm water management in the surrounding area; provide public access and visitor amenities; and modify infrastructure and utilities within the reserve to support the restoration efforts. The project description and accompanying exhibits describe several potential improvements that are in proximity to the proposed SR-1 (SR-1/Lincoln Boulevard) Multimodal Improvement Project. These project features of the Ballona Wetlands Restoration Project are analyzed for consistency with the proposed Project in more detail in Table A-4. The primary goal of this analysis is to verify that the SR-1 (SR-1/Lincoln Boulevard) Multimodal Improvement Project would not substantially undermine the Ballona Wetlands Restoration Project's primary objectives, whether it precede or follow implementation of the proposed Project. For consistency, the proposed future condition under Ballona Wetlands Restoration Project Alternative 1: Full Tidal Restoration/Proposed Action was used as the basis for this analysis. Where potential conflicts between implementation of the Ballona Wetlands Restoration Project and proposed Project have been identified, this analysis will describe potential measure to avoid, minimize, and/or mitigate such impacts as appropriate.

Table A-4
Ballona Wetlands Restoration Project Consistency Analysis

Ballona Wetlands Restoration Project Purpose, Objectives, and Features	Relationship to Alternative 2
Ballona Wetlands Restoration Project Project Purpose	
1. Restore ecological functions and services within the Ballona Reserve, in part by increasing tidal influence to achieve predominantly estuarine wetland conditions.	Alternative 2 would not substantially impair implementation of this project purpose statement. Alternative 2 would reduce the amount of land available for CDFW to restore ecological functions by 1.17 acres.

Table A-4
Ballona Wetlands Restoration Project Consistency Analysis

Ballona Wetlands Restoration Project Purpose, Objectives, and Features	Relationship to Alternative 2
	However, the 4.6 acres of temporary impact areas within the BWER would be replanted with native plants in consultation with CDFW, which would help CDFW to achieve restored ecological functions in these areas consistent with this project purpose statement.
2. Ensure any alteration/modification to the LACDA[1] project components within the Ballona Reserve maintain the authorized LACDA project levels of flood risk management, which in this section of Ballona Creek, includes ensuring there is no reduction to the conveyance capacity of up to 68,000 cubic feet per second (cfs) and that LACDA project features reduce flood risk to the surrounding communities and infrastructure for up to the 100 year flood event.	Alternative 2 would not substantially impair implementation of this project purpose statement. Alternative 2 would maintain existing storm water conveyance capacity within Ballona Creek.
Ballona Wetlands Restoration Project Project Need	
The need for the Project under NEPA is to restore coastal aquatic resources to increase available breeding and foraging habitat for wildlife while maintaining flood protection for surrounding communities; and to provide public access for compatible recreational and educational opportunities that are not	Alternative 2 would not substantially conflict with this project need statement. Alternative 2 would improve bicycle and pedestrian connections to the BWER consistent with this project need statement. Alternative 2 would reduce the amount of land available for CDFW to restore

[1] Los Angeles County Drainage Area. The LACDA project is a Federal flood risk management project. The Los Angeles County Department of Public Works maintains a portion of the Ballona Creek channel by virtue of an easement and by statutory obligation as the non-Federal sponsor of the LACDA project. Approval of the Project may include modifications to LACDA project features within the Ballona Reserve by removing all or portions of the existing levees and the concrete channel in favor of constructing new flood risk management levees, restoring the wetland floodplain, constructing new water-control structures (such as culverts, weirs, and tide gates, and access roads) and/or erosion protection features, modifications to existing operations, and maintenance requirements (CDFW 2017b).

Table A-4
Ballona Wetlands Restoration Project Consistency Analysis

Ballona Wetlands Restoration Project Purpose, Objectives, and Features	Relationship to Alternative 2
currently available within the Ballona Reserve.	ecological functions by 1.17 acres. However, the 4.6 acres of temporary impact areas within the BWER would be replanted with native plants in consultation with CDFW, which would help CDFW to achieve restored ecological functions in these areas consistent with this project purpose statement.
Ballona Wetlands Restoration Project CEQA Objectives:	
1. Restore, enhance, and create estuarine and associated habitats: a) That support a natural range of habitat formations and functions, including multiple habitat types, in the Ballona Reserve, to create a regionally important wetland area; b) That are self-sustaining by allowing for adaptation to sea level rise, minimizing the need for active management, and reducing impacts of human activities and invasive species through the provision of large, contiguous areas of diverse intertidal wetland habitats with wide transition and buffer areas; c) That sustain multiple levels of biodiversity associated with estuarine and associated systems by strategically preserving, restoring, enhancing, and developing multiple habitats (including a variety of wetland types and upland habitats) and incorporating transitional and upland habitat connections to the wetlands to support recruitment and the various life stages of a diverse native flora and fauna; d) That contribute to the biodiversity and health of the Ballona Reserve by providing for the management of native upland habitat;	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would reduce the amount of land available for CDFW to restore ecological functions by 1.17 acres. However, the 4.6 acres of temporary impact areas within the BWER would be replanted with native plants in consultation with CDFW, which would help CDFW to achieve restored ecological functions in these areas consistent with this project purpose statement.

Table A-4
Ballona Wetlands Restoration Project Consistency Analysis

Ballona Wetlands Restoration Project Purpose, Objectives, and Features	Relationship to Alternative 2
2. Protect and respect cultural and sacred resources, to enable cultural use of the Ballona Reserve by Native Americans and provide appropriate interpretive information about prior human uses of the Ballona Reserve.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would not affect any known historic resources. Monitoring and other measures would be implemented during construction to avoid and minimize any potential effects related to incidental discoveries.
3. Establish natural processes and functions within the Ballona Reserve that support estuarine and associated habitats through measures such as improving tidal circulation into the wetlands to enlarge the amount of area that is tidally inundated, increasing tidal prism and excursion, lowering residence time of water, ensuring a more natural salinity gradient, and creating dynamic hydrologic interactions between the Ballona Creek channel, wetlands within the Ballona Reserve, and the Santa Monica Bay.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would reduce the amount of land available for CDFW to restore ecological functions by 1.17 acres. However, the 4.6 acres of temporary impact areas within the BWER would be replanted with native plants in consultation with CDFW, which would help CDFW to achieve restored ecological functions in these areas consistent with this project purpose statement.
4. Develop and enhance wildlife dependent uses and secondary compatible on-site public access for recreation and educational activities by: a) Providing a system of entries, gathering spaces, and walking trails with interpretation and learning opportunities focused on the natural resources and cultural context of the restored and enhanced native uplands habitat; and b) Providing new access for cyclists along the new levees.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 has been designed to be consistent with the public access improvements planned in the BWER.
5. Protect and avoid impacts to existing and planned roadways, utilities, adjacent properties, and uses by maintaining or improving flood protection and storm water management, ensuring consistency	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would not impede CDFW from implementing berms, realignment of the creek, or their other storm water-

Table A-4
Ballona Wetlands Restoration Project Consistency Analysis

Ballona Wetlands Restoration Project Purpose, Objectives, and Features	Relationship to Alternative 2
with future implementation of regional plans, and limiting the need for significant modification to regionally important infrastructure.	related improvements referenced in this objective.
6. Provide oversight of the Ballona Reserve to accomplish management functions such as ensuring public safety and resource protection while minimizing security and maintenance costs by encouraging appropriate and legal public use throughout the Ballona Reserve through a system of trails; signage; providing for safe traffic and parking; and deterring dumping, camping, and other uses that are incompatible with the Ballona Reserve's habitat values.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 has been designed to be consistent with the public access improvements planned in the BWER.
Removal of the existing armored levees on a portion of Ballona Creek.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would not prevent CDFW from removing existing armored levees.
Realignment of Ballona Creek to flow in a more natural meander-shaped pattern.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would not prevent CDFW from realigning Ballona Creek.
The land north of Ballona Creek would be lowered to create a connected floodplain.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would not prevent CDFW from making areas north of Ballona Creek a lower elevation.
Within the Ballona Reserve, the Ballona Wetlands Restoration Project would:	See below.
-Establish 81.0 acres of new and enhance 105.8 acres of existing native wetland waters of the U.S.; and	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would primarily effects areas identified as uplands within the Ballona Wetlands Restoration Project.

Table A-4
Ballona Wetlands Restoration Project Consistency Analysis

Ballona Wetlands Restoration Project Purpose, Objectives, and Features	Relationship to Alternative 2
-Establish 38.7 acres of new and enhance 58.0 acres of existing non-wetland waters of the U.S.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would acquire areas identified as non-wetlands waters from the BWER to widen the SR-1/Lincoln Boulevard Bridge; however, these areas would remain as part of Ballona Creek and would have similar function to what is assumed in the Ballona Wetlands Restoration Project planning documents. Acquisition within Ballona Creek are all upstream of the areas that CDFW plans to realign and/or remove armored levees from.
Installation of new, broadly-sloping, partially-earthen levees surrounding the Ballona Reserve and protection of surrounding development from potential flooding from Ballona Creek.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would not overlap with any of the proposed levees described in this project objective.
Reconnecting Ballona Creek to West Area B of the Ballona Wetlands Ecological Reserve and building a berm around the salt pan identified within West Area B.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would not prevent CDFW from building berms or reconnecting Ballona Creek to their properties.
Construction and operation of new trails, two pedestrian/bike bridges, and bike paths.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would improve bicycle and pedestrian access to the BWER. Alternative 2 would not prevent CDFW from any new trails, bridges, or paths. Alternative 2 would remove two abutments within Caltrans right-of-way that are in conflict with the proposed roadway alignment for Alternative 2. CDFW had intended to use these abutments to build a pedestrian bridge. Although Alternative 2 would remove the abutments, CDFW would not be precluded

Table A-4
Ballona Wetlands Restoration Project Consistency Analysis

Ballona Wetlands Restoration Project Purpose, Objectives, and Features	Relationship to Alternative 2
	from still building a pedestrian bridge at or near this location.
Opening of the Ballona Wetlands Ecological Reserve for recreational, educational, and other legal public uses during posted hours.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would improve bicycle and pedestrian access to the BWER.
Construction of a new three-story parking structure along Fiji Way.	Alternative 2 would not substantially conflict with this project objective. As of June 5, 2019, CDFW's Ballona Wetlands Restoration Project website stated, "At this time, CDFW is inclined to exclude building a parking garage as part of any future project decision" (CDFW 2019c).
Redistribution of fill material on-site to North Area C and South Area C, with some fill materials to be exported and disposed of off-site.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would not prevent CDFW from redistributing fill materials.
Protection of the baseball fields within the Ballona Wetlands Ecological Reserve in place.	Alternative 2 would not substantially conflict with this project objective. Alternative 2 would not impair ongoing operations of the baseball fields. During construction, access to the ball fields would be temporarily modified.
<u>Ongoing operation and maintenance activities, including:</u>	
The continuation of existing trash removal efforts at the existing trash boom system (or trash net) between the Culver Boulevard and SR-1/Lincoln Boulevard bridges over Ballona Creek.	Alternative 2 would not substantially conflict with this aspect of the ongoing operation of the Ballona Wetlands Restoration Project. Alternative 2 would result in the temporary removal of the trash boom system during construction; however, this system would be replaced once construction work in Ballona Creek is completed.

Table A-4
Ballona Wetlands Restoration Project Consistency Analysis

Ballona Wetlands Restoration Project Purpose, Objectives, and Features	Relationship to Alternative 2
Repair and replacement of tide gates.	Alternative 2 would not substantially conflict with this aspect of the ongoing operation of the Ballona Wetlands Restoration Project. CDFW would not be prevented from conducting maintenance activities within their property by any aspect of Alternative 2.
Sediment removal from the realigned Ballona Creek channel and sediment basins (once every 50 years).	Alternative 2 would not substantially conflict with this aspect of the ongoing operation of the Ballona Wetlands Restoration Project. CDFW would not be prevented from conducting maintenance activities within their property by any aspect of Alternative 2.
Sediment removal from the connector channels between the water control structures and the Ballona Creek channel (potentially during the first 10 years post-construction).	Alternative 2 would not substantially conflict with this aspect of the ongoing operation of the Ballona Wetlands Restoration Project. CDFW would not be prevented from conducting maintenance activities within their property by any aspect of Alternative 2.
Maintenance and repair of levees, access roads, fences, paths, and other public access amenities (as needed).	Alternative 2 would not substantially conflict with this aspect of the ongoing operation of the Ballona Wetlands Restoration Project. CDFW would not be prevented from conducting maintenance activities within their property by any aspect of Alternative 2.
Berms would be maintained along lower perimeter elevations of South and Southeast Area B to maintain the existing level of flood risk protection (e.g., around the SoCalGas facility and along Culver	Alternative 2 would not substantially conflict with this aspect of the ongoing operation of the Ballona Wetlands Restoration Project.

Table A-4
Ballona Wetlands Restoration Project Consistency Analysis

Ballona Wetlands Restoration Project Purpose, Objectives, and Features	Relationship to Alternative 2
Boulevard and Jefferson Boulevard). Maintenance of the berms would be focused on erosion protection primarily via the establishment and maintenance of vegetation.	CDFW would not be prevented from conducting maintenance activities within their property by any aspect of Alternative 2.
CDFW would conduct the same nature and type of activities to operate and maintain the non-LACDA project facilities within the Ballona Reserve, using the same types of equipment and at the same intervals as the agency does under existing conditions. Such activities would include, for example, inspecting and locking gates, repairing fences, controlling pests and weeds, and removing trash and debris from the non-LACDA project areas within the Ballona Reserve.	Alternative 2 would not substantially conflict with this aspect of the ongoing operation of the Ballona Wetlands Restoration Project. CDFW would not be prevented from conducting maintenance activities within their property by any aspect of Alternative 2.

5.4.3 Documentation of Consultation

A comment letter was received from CDFW during the scoping period in response to the NOP on April 17, 2018.

In June 2021, emails were exchanged between the PDT and Richard Brody at CDFW and phone calls occurred to discuss biological technical studies that were being undertaken for the Project.

In addition to telephone and e-mail correspondence, a formal meeting occurred between the PDT and staff from CDFW on August 30, 2021. Thereafter, additional focused meetings occurred with the PDT and staff from CDFW and California Coastal Commission on November 10, 2022, and March 22, 2023. From November 2022 through March 2023, additional correspondence occurred between members of the PDT and Erika Cleugh at CDFW in which the PDT provided Ms. Cleugh with additional information related to partial right-of-way acquisition areas under Alternatives 2, 2A, 2B, 2C, and 2D, and proposed exchange lands that were being offered for consideration. Attendees at one or more of these meetings from CDFW included: Richard Brody, Erika Cleugh, Erinn

Wilson-Olgin, Tim Dillingham, and Victoria Tang. Key topics discussed during these meetings included:

- Discussing ways to ensure consistency between the Project and the Ballona Wetlands Restoration Project including pedestrian connections;
- Discussing approaches to landscaping of temporarily disturbed areas in the Ballona Wetlands Ecological Reserve;
- Discussing proposed right-of-way acquisition and land exchange opportunities; and
- Discussing CDFW's process for abandoning/exchanging lands that are within an ecological reserve.

Between January and March 2024, staff from Psomas coordinated with Richardy Brody at CDFW to obtain access to areas of the BWER within and adjacent to the project site for updated focused biological surveys in spring and summer 2024.

In February 2024, Psomas sent the Natural Environment Study (NES) for this Project to CDFW and California Coastal Commission staff for review. In prior meetings, CDFW and California Coastal Commission staff had requested the NES as soon as a draft was available to be shared.

5.5 Ballona Creek

5.5.1 Description of the Ballona Creek

Description of the Ballona Creek

There are rowing clubs with boat houses in the marina that practice and compete on Ballona Creek, which provides the necessary 2,000-meter stretch that is required for competition (CDFW 2017). It is also possible that people use Ballona Creek to paddle board, kayak, and fish. However, given that a trash screen is located just downstream (west) of the SR-1/Lincoln Boulevard Bridge, it is unlikely that rowing, paddle boarding, or kayaking occur within the project site.

5.5.2 Project Impacts at the Ballona Creek

Alternative 1

Because there are no project activities proposed in proximity of the Ballona Creek under Alternative 1, Alternative 1 would result in no direct use, temporary occupancy, or constructive use of Ballona Creek.

Alternative 2

Direct Use

Alternative 2 would require permanent right-of-way acquisition which include portions of Ballona Creek. These areas would be permanently acquired to contain a wider and realigned transportation facility.

Temporary Occupancy

There are rowing clubs with boat houses in the marina that practice and compete on Ballona Creek, which provides the necessary 2,000-meter stretch that is required for competition (CDFW 2017). It is also possible that people use Ballona Creek to paddle board, kayak, and fish. These recreational activities would be temporarily disrupted during construction. However, as noted above, it is unlikely that the segment of Ballona Creek that is within the project site is utilized for rowing, paddle boarding, or kayaking given the trash screen which is located just west of the existing SR-1/Lincoln Boulevard Bridge over Ballona Creek.

Constructive Use

As described in more detail below, Alternative 2 would not result in a constructive use of Ballona Creek.

Noise

Ballona Creek is not a particularly noise-sensitive property for users such as rowers and paddlers who would not have a high level of sensitivity to noise that may affect their usage of Ballona Creek. The projected noise level increases that would result from operation of Alternative 2 would be between 1 and 3 dB from existing conditions. In accordance with § 774.15, a constructive use would not occur since the projected noise levels exceed the relevant threshold in paragraph (f)(2) of § 774.15 because of high existing noise, but the increase in the projected noise levels if the proposed project is constructed, when compared with the projected noise levels if Alternative 2 were not built, is barely perceptible (3 dBA or less).These noise levels would not substantially interfere with the use and enjoyment of the Ballona Creek. Additional details on the potential noise effects of Alternative 2 are provided in Section 2.2.7 of the Draft EIR/EA.

Aesthetics/Visual

Alternative 2 would not substantially affect the aesthetic setting of Ballona Creek in a way that would detract from the qualities and attributes of the creek as a Section 4(f) property. Alternative 2 proposes replacement and improvements to the existing bridge

structures, roadways, and ramps, which would be similar to the existing baseline condition once constructed. Additional details on the potential visual effects of Alternative 2 are provided in Section 2.1.7 of the Draft EIR/EA.

Accessibility

Alternative 2 would maintain access to Ballona Creek; however, due to safety concerns, no recreational activities will be permitted temporarily during construction while a new bridge is constructed, and the existing bridge is demolished.

Once built, Alternative 2 would result in improved access to Ballona Creek through the provision of bicycle lanes and sidewalks on both sides of the SR-1/Lincoln Boulevard in the project site. Therefore, Alternative 2 would not result in any restrictions in access which would substantially diminish the utility of Ballona Creek as a potential recreational resource. Additional details on the potential transportation impacts of Alternative 2, including accessibility, are provided in Section 2.1.10 of the Draft EIR/EA.

Vibration

Construction of Alternative 2 would result in vibration at the Ballona Creek that would be associated primarily with demolition of the existing bridge at Ballona Creek and construction of the new bridge structural supports. During operation of Alternative 2, limited vibration impacts are anticipated beyond what exists in the existing baseline condition. The recreational users that utilize Ballona Creek are not particularly sensitive to vibration impacts. Therefore, it is not anticipated that Alternative 2 would have the potential to substantially impair the recreational usage of Ballona Creek. Additional details on the potential for vibration impacts that would result from implementation of Alternative 2 are provided in Section 2.2.7 of the Draft EIR/EA.

Wildlife

The existence of birds and wildlife is not a primary factor for those who utilize Ballona Creek for rowing or paddling sports. However, bird and other wildlife habitat does occur within Ballona Creek which would be affected by implementation of Alternative 2.

During construction of Alternative 2, wildlife would be temporarily affected due to: temporary loss of habitat; increased sedimentation within Ballona Creek; increased fugitive dust; increased noise and vibration levels; and other effects associated with increased human presence in the urban wildland interface.

During operation of Alternative 2, no substantial adverse effects are anticipated for any wildlife occurring within Ballona Creek.

The construction and operation of Alternative 2 would not result in an ecological intrusion that would substantially diminish the value of wildlife habitat that occurs within the Ballona Creek. Additional details on the potential for effects to the nearby biological environment are provided in Section 2.3 of the Draft EIR/EA.

5.5.3 Documentation of Consultation

See documentation of consultation that has occurred with CDFW, which is described above under Section 4.4.3.

5.6 Fiji Gateway Park

5.6.1 Description of Fiji Gateway Park

Alternative 1

Because there are no project activities proposed in proximity of the Fiji Gateway Park under Alternative 1, Alternative 1 would result in no direct use, temporary occupancy, or constructive use of Fiji Gateway Park.

Alternative 2

Direct Use

Alternative 2 would result in the partial acquisition of a streetside portion of the Fiji Gateway Park to construct a new sidewalk where no sidewalk currently exists. The area to be acquired is landscaped and is not a critical area for public usage of the park. Alternative 2 would provide sidewalks and bicycle lanes on both sides of the road near the park, which would improve access to Fiji Gateway Park. No adverse effects to Fiji Gateway Park would result from Alternative 2 during operations.

Temporary Occupancy

Fiji Gateway Park is owned and managed by the Los Angeles County Department of Beaches and Harbors. The park includes walking path, benches, and landscaping.

Alternative 2 would require 0.03 acres of partial right-of-way acquisition from the Fiji Gateway Park. These areas that would be acquired would be utilized by Alternative 2 to widen the existing narrow sidewalk along the edge of the park to eight-foot-wide sidewalks and to provide a sidewalk connection where there is currently a gap. Areas that would be acquired consist of landscaping.

Alternative 2 would also requires 0.03 acres of temporary construction easements from the Fiji Gateway Park that would be utilized to construct the new sidewalk and other Alternative 2 improvements. Areas of the park that would be utilized as temporary construction easement areas consist of landscaped areas with a portion of a decomposed granite walkway. Temporarily disturbed areas within the Fiji Gateway Park would be re-landscaped in consultation with the County Department of Beaches and Harbors in accordance with **MM REC-4**.

Constructive Use

As described in more detail below, Alternative 2 would not result in a constructive use of Fiji Gateway Park.

Noise

The Fiji Gateway Park is not a particularly noise-sensitive property for users given its adjacency the intersection of SR-1/Lincoln and Fiji Way; however, some users of the benches within this park may have a greater sensitivity to noise that may affect their enjoyment of the park and of the BWER nearby. The projected noise level increases that would result from operation of Alternative 2 would be between 1 and 3 decibels (dB) from existing conditions. In accordance with § 774.15, a constructive use would not occur since the projected noise levels would be barely perceptible (3 A-weighted decibels [dBA] or less). These noise levels would not substantially interfere with the use and enjoyment of the Fiji Gateway Park. Additional details on the potential noise effects of Alternative 2 are provided in Section 2.2.7 of the Draft EIR/EA.

Aesthetics/Visual

Alternative 2 construction and operation would not substantially affect the aesthetic setting of Fiji Gateway Park in a way that would detract from the qualities and attributes of this park as a Section 4(f) property. Alternative 2 proposes replacement and improvements to the existing roadway adjacent to Fiji Gateway Park, which would be similar to the existing baseline condition once constructed. The park would still function as a passive park with implementation of Alternative 2, and no primary views of any scenic vistas, scenic resources, or architecturally significant historic buildings would be affected as a result. Additional details on the potential visual effects of Alternative 2 are provided in Section 2.1.7 of the Draft EIR/EA.

Accessibility

Alternative 2 would maintain access at all times to the Fiji Gateway Park through the implementation of a Transportation Management Plan (TMP), as required by **MM TRANS-1**.

Once built, Alternative 2 would result in improved access to Fiji Gateway Park through the provision of bicycle lanes and sidewalks on both sides of the SR-1/Lincoln Boulevard in the project site. As such, Alternative 2 would not result in any restrictions in access which would substantially diminish the utility of the park. Additional details on the potential transportation impacts of Alternative 2, including accessibility, are provided in Section 2.1.10 of the Draft EIR/EA.

Vibration

Construction of Alternative 2 would result in increased vibration at the Fiji Gateway Park associated with project construction activities. During operation of Alternative 2, limited vibration impacts are anticipated beyond what exists in the existing baseline condition for this park, which is located adjacent to the SR-1/Lincoln and Fiji Way intersection. Also, the Fiji Gateway Park is not particularly sensitive to vibration impacts, and it is not likely that any of the park would be impacted by vibration coming from the project site during construction or operation of Alternative 2. Therefore, it is not anticipated that Alternative 2 would have the potentially to substantially impair the use of Fiji Gateway Park. Additional details on the potential for vibration impacts that would result from implementation of Alternative 2 are provided in Section 2.2.7 of the Draft EIR/EA.

Wildlife

Limited wildlife habitat occurs within Fiji Gateway Park itself given the park is small and landscaping within the park is primarily limited to ornamental vegetation. There are approximately four mature trees within Fiji Gateway Park that provide nesting habitat for birds. Construction and operation of Alternative 2 would not result in a substantial ecological intrusion that substantially diminishes the value of wildlife habitat that occurs on the Ballona Creek Bike Path. Additional details on the potential for Alternative 2 to effect the nearby biological environment are provided in Section 2.3 of the Draft EIR/EA.

5.7 Documentation of Consultation

Staff from the Los Angeles County Department of Beaches and Harbors filled out a comment card on March 28, 2018, and submitted a formal comment letter on April 5, 2018, during the scoping period for this Project.

In October 2022, members of the PDT exchanged emails with staff at the Los Angeles County Department of Beaches and Harbors, including Gary Jones, Steve Penn, Amir Tadros, and Susana Graether, to introduce the Project and to begin discussions regarding partial right-of-way acquisitions needed from the Fiji Gateway Park to construct a new sidewalk at this location.

6.0 Resources Evaluated Relative to the Requirements of Section 6(f)

In addition to resources protected under Section 4(f), the Project is also required to analyze impacts on properties protected or enhanced with Land and Water Conservation Fund (LWCF) grants. State and local governments often obtain grants through the LWCF to acquire or make improvements to parks and recreational areas. Section 6(f)(3) of the LWCF Act (16 USC Section 4601-4) contains provisions to protect federal investments in park and recreational resources and the quality of those resources. State and local governments often obtain grants through the LWCF Act to acquire or make improvements to parks and recreational areas. Section 6(f) of the LWCF Act prohibits the conversion of property acquired or developed with LWCF grants to a non-recreational purpose without the approval of the U.S. Department of the Interior's (DOI) National Park Service. Section 6(f) further directs DOI to assure that replacement lands of equal value, location, and usefulness are provided as conditions to such conversions. Consequently, where conversion of Section 6(f) lands is proposed for highway projects, replacements will be necessary.

To determine whether LWCF funds were involved in the acquisition or improvement of Section 4(f) resources, records of all LWCF-funded parks within the State of California were consulted to determine any properties within the study area that have received LWCF for past improvements (California Department of Parks and Recreation 2019a, 2019b, 2019c).

This research revealed that LWCF funds were utilized for improvements at only one site within 0.5 mile of the proposed Project: the Marvin Braude Trail. The Marvin Braude Bike Trail received $626,918 in LCWF funds to, "develop a 19-mile bike trail along the beach from Santa Monica to (the) City of Torrance." Therefore, this trail is considered a Section 4(f) and Section 6(f) resource.

Under Alternative 2, no conversion of the Marvin Braude Trail pursuant to Section 6(f). Therefore, no further analysis related to Section 6(f) is required.

7.0 Section 4(f) Avoidance Alternatives

7.1 Introduction

Section 4(f) specifies that the Secretary of Transportation may approve a transportation program or project requiring the use of Section 4(f) property only if there is no prudent and feasible alternative to using that land. 23 CFR 774.17 defines a feasible and prudent avoidance alternative as follows:

1. A feasible and prudent avoidance alternative avoids using Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the resource to the preservation purpose of the statute.
2. An avoidance alternative is not feasible if it cannot be built as a matter of sound engineering judgment.
3. An avoidance alternative is not prudent if it:
    a. Compromises the project so that it is unreasonable given the Purpose and Need;
    b. Results in unacceptable safety or operational problems;
    c. After reasonable mitigation, still causes:
        i. Severe social, economic, or environmental impacts;
        ii. Severe disruption to established communities;
        iii. Severe environmental justice impacts; or
        iv. Severe impacts to other federally protected resources.
4. Results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
5. Causes other unique problems or unusual factors; or
6. Involves multiple factors listed above that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

Avoidance Alternative

Alternative 1 is the only alternative that would entirely avoid the use of a Section 4(f) property.

However, based upon the continuation of unacceptable operational problems and safety conditions within the project site, Alternative 1 would not meet the Project's Purpose and Need and would therefore not be a prudent avoidance alternative.

As described in Chapter 1 of the Draft EIR/EA, all reasonable opportunities to avoid and minimize effects to the BWER and other Section 4(f) resources within the project site have been evaluated and incorporated into Alternative 2.

Other Project Alternatives

A summary of the alternatives evaluated in the Draft EIR/EA is provided in Section 3.3 of this Appendix.

Of all the alternatives evaluated, Alternative 2A would reduce temporary effects to the BWER and would be reasonable and prudent when compared to Alternative 2. Alternative 2A would not reduce permanent acquisitions when compared to Alternative 2. Alternative 2A would include the construction of a retaining wall along the west side of SR-1/Lincoln Boulevard which would result in fewer temporary effects to the BWER, a Section 4(f) resource, than would result from Alternative 2. The temporary effects area that would be avoided under Alternative 2A consists of upland mustards vegetation in this area of the BWER. With Alternative 2A, areas beyond the retaining wall to the west would not be re-graded at a 2:1 slope nor would they be re-landscaped with native plants as would occur with Alternative 2.

Alternatives Eliminated from Further Consideration

During the development of the Project, several alternatives were considered but not carried forward because they did not meet the Project's Purpose and Need or were otherwise not reasonable or feasible. A brief overview of each alternative considered but eliminated along with the rationale for each alternative being eliminated from further consideration is provided in Chapter 1.5.1 of the Draft EIR/EA.

8.0 Measures to Minimize Harm

8.1 Introduction

After determining there are no feasible and prudent alternatives to avoid the use of a Section 4(f) property, the project approval process for the Section 4(f) Evaluation requires that the action includes all possible planning, as defined in 23 CFR 774.17, to minimize harm to a Section 4(f) property resulting from such use, as stated in project approval as defined in 23 CFR 774.3 (a)(2). All possible planning, as defined in 23 CFR 774.17, means that all reasonable measures (identified in the Section 4(f) Evaluation) to minimize harm or mitigate adverse impacts and effects must be included in the proposed project:

1) With regard to public parks, recreation areas, and wildlife and waterfowl refuges, the measures may include, but not be limited to, design modifications or design goals; replacement of land or facilities of comparable value and function; or monetary compensation to enhance the remaining property or to mitigate the adverse impacts of the project in other ways.

2) With regard to historic sites, the measures normally serve to preserve the historic activities, features, or attributes of the site as agreed to by Caltrans as the NEPA-federal lead agency and the official(s) with jurisdiction over the Section 4(f) resource in accordance with the Section 106 consultation process under 36 CFR part 800 Protection of Historic Properties.

3) In evaluating the reasonableness of measures to minimize harm under 23 CFR 774.3(a)(2), Caltrans will consider the preservation purpose of the statute and:

    a) The views of the official(s) with jurisdiction over the Section 4(f) property;

    b) Whether the cost of the measures is a reasonable public expenditure in light of the adverse impacts of the project on the Section 4(f) property and the benefits of the measure to the property, in accordance with 23 CFR 771.105(d); and

    c) Any impacts or benefits of the measures to communities or environmental resources outside of the Section 4(f) property.

4) All possible planning does not require analysis of feasible and prudent avoidance alternatives, since such analysis will have already occurred in the context of searching for feasible and prudent alternatives that avoid Section 4(f) properties altogether

under 23 CFR 774.3(a)(1) or is not necessary in the case of a *de minimis* use determination under 23 CFR 774.3(b).

Measures that have been incorporated into the Draft EIR/EA include but are not limited to the following:

- **MM REC-1:** Prior to the completion of construction, the City shall prepare and coordinate with CDFW to obtain approval of a landscaping plan for the Project's temporary impact areas within the BWER. New landscaping shall consist of plant species selected in consultation with CDFW. The City shall implement the landscaping of temporary impact areas as soon as feasible after construction in each area of the project site is completed. Thereafter, CDFW shall maintain and manage these areas as needed as part of the BWER. Also, see **MM VIS-3** regarding requirements for the landscaping of temporary impact areas.
- **MM REC-2:** A detour of the Ballona Creek Bike Path shall be provided during construction until **MM REC-3** is implemented. The detour shall consist of an at-grade, signalized crossing of SR-1/Lincoln Boulevard that will be located north of Ballona Creek and South of Culver Boulevard as shown in Figure 2.1.4-4. Public notification signage will be installed at least thirty days prior to implementation of the detour. This detour will be coordinated with the Transportation Management Plan (TMP) required as **MM TRANS-1**. Alternatively, if desired the City may provide a temporary detour that crosses beneath SR-1/Lincoln Boulevard at a slightly different alignment.
- **MM REC-3**: Prior to the completion of construction, the Ballona Creek Bike Path alignment beneath SR-1/Lincoln Boulevard will be built and opened. Also, Americans with Disabilities Act (ADA)-compliant access ramps will be constructed from the Bike Path that connect to the east and west sides of SR-1/Lincoln Boulevard immediately north of Ballona Creek, similar to pre-Project conditions.
- **MM REC-4**: Temporarily disturbed areas within the Fiji Gateway Park will be re-landscaped in consultation with the County Department of Beaches and Harbors. Also, see **MM VIS-3** regarding requirements for the landscaping of temporary impact areas**.**
- **MM REC-5:** The Project will compensate for acquisition of 1.17-acres from the Ballona Wetlands Ecological Reserve through the transfer of 1.17-acres of City-owned land that is adjacent to the Ballona Wetlands Ecological Reserve.

Conceptual locations for this land exchange have been coordinated with CDFW are depicted in Figure 2.1.4-5. Alternatively, if CDFW approvals are not obtained for a land exchange due to the numerous discretionary approvals that will be required, the Project will instead compensate for partial right-of-way acquisition from the Ballona Wetlands Ecological Reserve through the right-of-way appraisal and acquisition process.

- **MM REC-6**: Fencing shall need to be removed along both sides of SR-1/Lincoln Boulevard along the existing property line with the BWER to allow for construction of Alternative 2. During final design, all fencing removal and replacement locations along the boundary with the BWER shall be identified and specified in the plans. Prior to the completion of construction, the City shall ensure that permanent replacement fencing is installed at all locations where it was removed along the boundary of the project site where it borders the BWER. Replacement fencing will consist of standard 6-foot-tall chain link fencing. Plans for fencing removals and replacements shall be provided to the California Department of Fish and Wildlife staff for review and concurrence prior to implementation.
- **MM REC-7:** During final design of the Project, the City shall coordinate with CDFW staff to confirm the status of CDFW's proposed circulation improvements, and to incorporate access paths at the four locations that are shown on Figure 2.1.4-3. The locations of these connections is approximate and will be coordinated with CDFW during final design. The Project's access improvements will be limited to the Project's impact footprint and will not extend into the BWER.
- **MM REC-8:** During final design and as part of the Project, the City will work with CDFW to develop and install informational and interpretive signage at the four locations that are shown on Figure 2.1.4-3, or other locations within the Project's impact footprint that are preferred by CDFW. The primary intent of this mitigation measure is to ensure compatibility amongst the Project and the adjacent BWER and to ensure that a place is available for a trail map, rules, and other relevant information to be posted. A secondary purpose of this mitigation measure is to provide locations where informational signage on local biology and/or history can be provided to facilitate an improved understanding and appreciation for the BWER, Ballona Creek, etc.
- **MM REC-9**: During final design the City will coordinate with CDFW to determine if CDFW's restoration project will have excess fill dirt available at the time that the Project is planned to be constructed. If CDFW has excess fill dirt

available at the time of Project construction, the City shall conduct necessary geotechnical and hazardous materials testing and shall evaluate the soil as necessary to determine its suitability for use as fill soil for the Project. If the soil is determined to be suitable for use, the soil will be utilized to the extent feasible to help achieve part or all of the Project's required 96,524 cubic yards of imported soil. Given that it is not definitively known as to whether or not CDFW will have this soil available at the time of project construction, the Project's air quality, energy, and transportation analyses assume a worst-case scenario that soil will be imported from off-site.

- **MM TRANS-1**: The contractor will prepare and implement a coordinated Transportation Management Plan (TMP) for the Project to minimize effects to local vehicular traffic, pedestrians, and bicyclists. The TMP shall be submitted to the City and Caltrans 30 days prior to commencement of construction. The TMP shall be consistent with City and Caltrans policies and procedures. At a minimum, the TMP will include:
    - A map showing the locations of temporary detours and signage to facilitate local traffic patterns and through traffic requirements.
    - Requirements for the contractor to conduct a public awareness campaign in advance of and during construction in coordination with the City and Caltrans Public Information Offices.
    - Requirements for the use of real-time communications with motorists such as changeable message signs to alert motorists of upcoming construction activities, detours, and travel conditions, as applicable.
    - Requirements that Comprehensive Stage Construction and Traffic Handling Plans be prepared and submitted to the City and Caltrans for review and approval.
    - Requirements to maintain a minimum of two lanes in the northbound and southbound directions of SR-1/Lincoln Boulevard throughout construction, except during off-peak hours when one-lane in each direction may be permitted. Special measures for advance outreach to public service providers and to the local community shall be specified in the TMP to minimize effects to emergency response times and to the community.

- Measures to facilitate coordination with transit providers to ensure that bus routes using SR-1/Lincoln Boulevard and Culver Boulevard are not adversely affected during construction.
- Requirements to provide 10 days of notice to emergency service providers, local transit providers, and local school districts of any construction activity that would hinder emergency vehicle response time, bus travel routes, or access to/from schools.
- Measures to ensure the provision of safe travel for pedestrians and bicyclists during construction, including detouring and maintaining operation of the Ballona Creek Bike Path. A sidewalk and unobstructed pedestrian access would be provided at all times during construction on at least one side of the roadway between Jefferson Boulevard in the south and the Ballona Creek Bike Path in the north.

9.0 Least Overall Harm Analysis and Concluding Statement

Section 4(f) requires that when there are no "prudent and feasible" avoidance alternatives to the "use" of Section 4(f) properties, and multiple build alternatives are being evaluated, the lead federal agency must choose from the remaining build alternatives that use the Section 4(f) property and select the alternative that causes the "least overall harm" in light of the statute's preservation purpose. The least overall harm is determined by balancing the following seven factors:

1. Ability to mitigate adverse impacts on each Section 4(f) property, including any measures that result in benefits to the property.
2. Relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection.
3. Relative significance of each Section 4(f) property.
4. Views of the official(s) with jurisdiction over each Section 4(f) property.
5. Degree to which each alternative meets the Purpose and Need for the project.
6. After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f).
7. Substantial differences in cost among the project alternatives.

The first four factors relate to the net harm that each project alternative would cause to the Section 4(f) property, and the remaining three factors consider concerns with the alternatives being evaluated that are not specific to Section 4(f). As discussed in Chapter 5 of this Appendix, there is no feasible and prudent avoidance alternative that meets the Purpose and Need for this Project that entirely avoids use of the BWER. Alternative 1, the No Project Alternative, is the only alternative under consideration that would entirely avoid the BWER, but it is not prudent because Alternative 1 does not meet the Project's Purpose and Need. Five build alternatives are being evaluated for the Project, consisting of Alternatives 2, 2A, 2B, 2C, and 2D. Section 3.3.3.2 of the FHWA Section 4(f) Policy Paper states that the least harm alternative analysis is required when multiple alternatives that use a Section 4(f) property remain under consideration. For this Project, Caltrans has determined that Alternative 2 and Alternative 2A would have the least overall harm to Section 4(f) properties.

Following circulation of the Draft EIR/EA, all comments submitted by the public will be evaluated, and in consideration of the whole record, the PDT will select an alternative to

proceed with. Alternative 2 and Alternative 2A both meet the Project's Purpose and Need, while Alternative 1 does not.

Alternative 2 and Alternative 2A include all possible planning to minimize harm to the BWER and other Section 4(f) resources resulting from such use and causes the least overall harm in light of the statute's preservation purpose.

Attachment A – Documentation of Consultation with Los Angeles County Department of Public Works

Sean Noonan

From: Mateusz (Matt) Suska <MSUSKA@dpw.lacounty.gov>
Sent: Wednesday, October 26, 2022 5:26 PM
To: Sean Noonan; Eden Berhan
Cc: Eddie Guerrero; Robert Sanchez; Tim Hayes; Masashi Tsujii; John Burton
Subject: RE: DPW Coordination Regarding the SR-1/Lincoln Multimodal Improvements Project

Thank you for reaching out Sean,

I'm familiar with the location and am actually very glad to see this project.

The need for temporary detour is understandable and an at-grade crossing at the signalized intersection then utilizing temporary ramps seems the most reasonable way to accommodate bike path users during construction.

In regards to Section 4f we have no initial comments and will likely concur with the De Minimis impact finding when requested.

Matt Suska
Bikeway Coordinator
Los Angeles Public Works
818-679-2264

From: Sean Noonan <sean.noonan@psomas.com>
Sent: Wednesday, October 26, 2022 2:08 PM
To: Mateusz (Matt) Suska <MSUSKA@dpw.lacounty.gov>; Eden Berhan <EBERHAN@dpw.lacounty.gov>
Cc: Eddie Guerrero <eddie.guerrero@lacity.org>; Robert Sanchez <robert.sanchez-jr@lacity.org>; Tim Hayes <thayes@psomas.com>
Subject: DPW Coordination Regarding the SR-1/Lincoln Multimodal Improvements Project

Hi Matt and Eden - I am working with LADOT and Caltrans on this multimodal project that will occur along SR-1/Lincoln Boulevard between Fiji Way and Jefferson Boulevard. We are preparing the preliminary engineering and environmental document, and we wanted to reach out to you to see if you had any input on the project. Also, Matt, we would like any input you have on the proposed temporary Ballona Creek trail detour that would be required during construction to demo/reconstruct a new bridge that occurs over the trail. Attached are exhibits showing the conceptual temporary detour as well as the current project design, both of which are drafts. Please let us know if you have any feedback, concerns, or want to arrange a meeting to discuss the project.

Thank you,
Sean Noonan, AICP

PSOMAS 75 1946-2021

Project Manager
Environmental Services
714.481.8035
www.Psomas.com

Attachment B – Documentation of Consultation with
City of Los Angeles Department of Transportation Bikeways Unit

Sean Noonan

From: Christabelle Alacar <christabelle.alacar@lacity.org>
Sent: Friday, October 28, 2022 4:06 PM
To: Sean Noonan
Cc: Robert Sanchez; Edward Giron
Subject: Re: FW: Coordination Regarding the SR-1/Lincoln Multimodal Improvements Project

Hi Sean,

Thank you for bringing this to our team's attention. We will take a look and get back to you if we have any questions.

Regarding the maintenance, our City limits are to the east of Lincoln Blvd, with the west leg of Lincoln Blvd being maintained by the County.

Please let me know if you have any questions.
Kind regards,
Christabelle

On Thu, Oct 27, 2022 at 11:11 AM Sean Noonan <sean.noonan@psomas.com> wrote:

> Christabelle - please see the email below. Thanks.
>
> **Sean Noonan, AICP**
> Project Manager
> Environmental Services
> 714.481.8035
> www.Psomas.com
>
> **From:** Sean Noonan
> **Sent:** Wednesday, October 26, 2022 7:54 AM
> **To:** edward.giron@lacity.org; christabelle.alcalar@lacity.org
> **Cc:** Eddie Guerrero <eddie.guerrero@lacity.org>; Robert Sanchez <robert.sanchez-jr@lacity.org>; Tim Hayes <thayes@psomas.com>; Jordan Werkmeister <jordan.werkmeister@psomas.com>
> **Subject:** Coordination Regarding the SR-1/Lincoln Multimodal Improvements Project

Edward, Christabelle - I am working with Eddie and Robert from LADOT on this multimodal project that will occur along SR-1/Lincoln Boulevard between Fiji Way and Jefferson Boulevard. We are preparing the preliminary engineering and environmental document, and we wanted to reach out to you to see if you had any input on the project or on the proposed temporary detour that would be required during construction to demo/reconstruct a new bridge that occurs over the trail. Attached are exhibits showing the conceptual temporary detour as well as the current project design, both of which are drafts.

Also, can you confirm whether LADOT manages this stretch of the Ballona Creek Bike Trail or if this stretch is managed by LA County DPW Bikeways Unit or others?

Thank you,

Sean Noonan, AICP
Project Manager
PSOMAS 75 1946-2021
Environmental Services
714.481.8035
www.Psomas.com

--

Christabelle Alacar, P.E.
Transportation Engineer
Active Transportation Division
Los Angeles Department of Transportation
213.928.9653

Attachment C – Documentation of Consultation with California Department of Fish and Wildlife

Sean Noonan

From: Sean Noonan
Sent: Tuesday, June 15, 2021 3:12 PM
To: richard.brody@wildlife.ca.gov
Cc: Ann Johnston
Subject: BSA Map
Attachments: ex3_Biological_StudyArea_20210609.pdf; ex2_ProjectImpacts_20200109_draft-markups.pdf

Hey Brody – per our conversation, please see attached.

Sean Noonan, AICP

PSOMAS 75 1946-2021

Project Manager
Environmental Services
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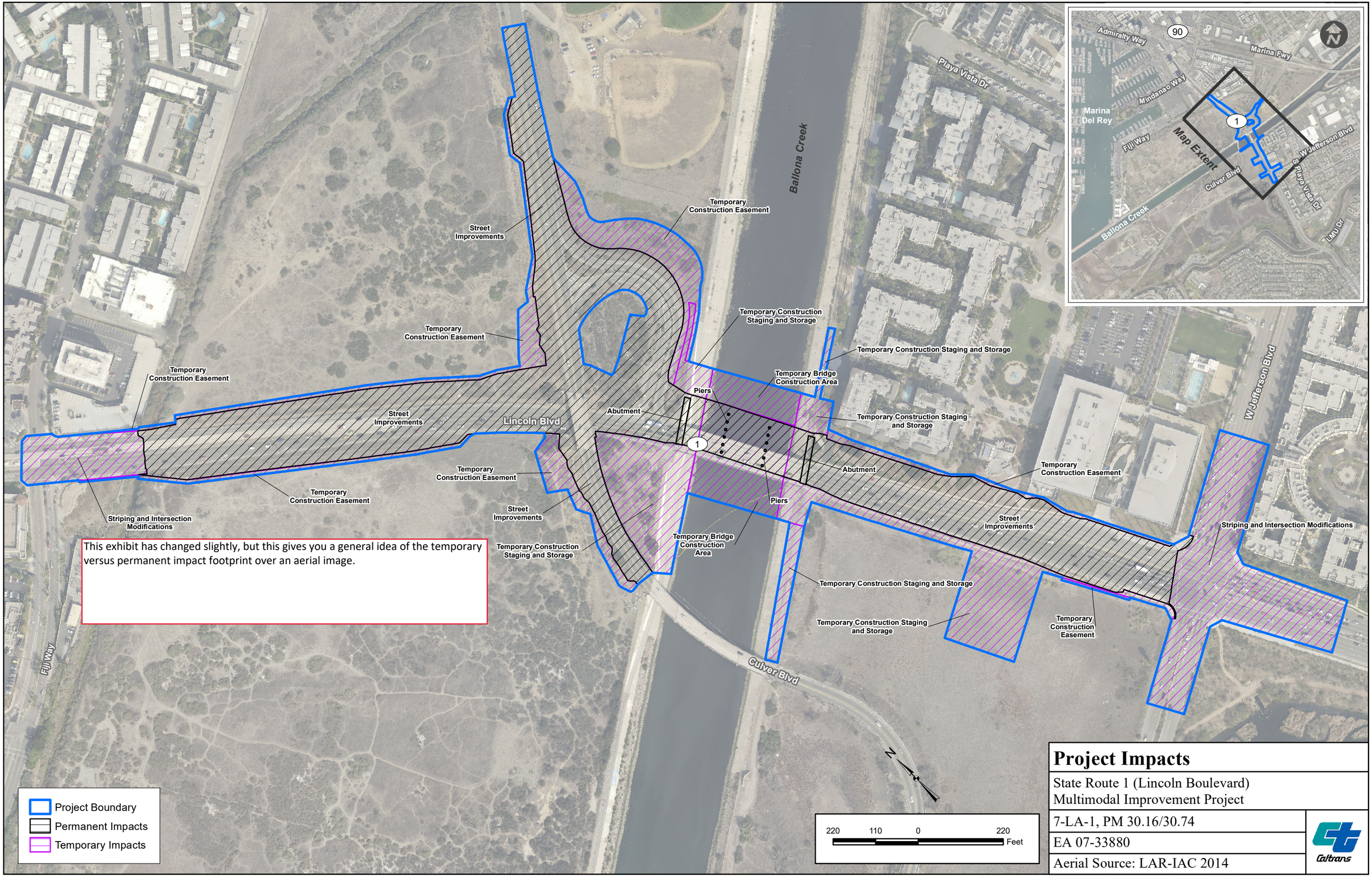


This exhibit has changed slightly, but this gives you a general idea of the temporary versus permanent impact footprint over an aerial image.

Project Impacts

State Route 1 (Lincoln Boulevard)
Multimodal Improvement Project

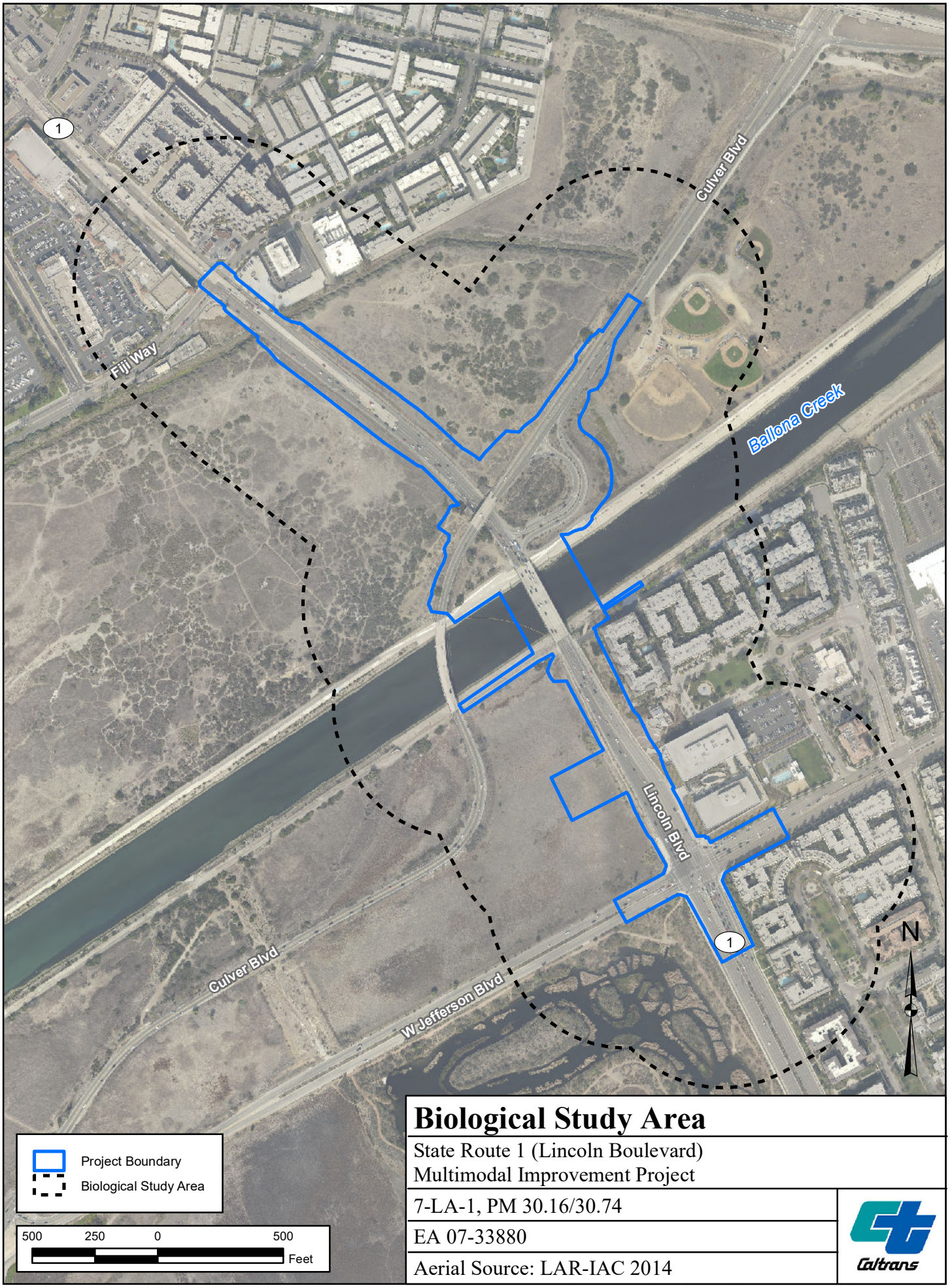
7-LA-1, PM 30.16/30.74

EA 07-33880

Aerial Source: LAR-IAC 2014

Caltrans

Figure 2



Biological Study Area

State Route 1 (Lincoln Boulevard)
Multimodal Improvement Project

7-LA-1, PM 30.16/30.74

EA 07-33880

Aerial Source: LAR-IAC 2014

Caltrans

Figure 3

Sean Noonan

From: Sean Noonan
Sent: Tuesday, July 6, 2021 9:07 AM
To: Brody, Richard@Wildlife
Cc: Ann Johnston
Subject: RE: SR-1/Lincoln Project - Recent Bio Surveys

Thank you very much, Brody.

Sean Noonan, AICP

PSOMAS 75 1946-2021

Project Manager
Environmental Services
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www.Psomas.com

From: Brody, Richard@Wildlife <Richard.Brody@wildlife.ca.gov>
Sent: Friday, July 2, 2021 11:07 AM
To: Sean Noonan <sean.noonan@psomas.com>
Subject: RE: SR-1/Lincoln Project - Recent Bio Surveys

See attached. Also check iNaturalist or Ebird. There is also an LA County bird online group that posts sightings. I think it used to be a yahoo group.

Also attached a CRAM memo that is being updated along with a delineation but not finalized/ But I can tell you that the wetlands are shrinking so you can rely on the older delineation in the EIR to be conservative

Hope this helps,

Happy 4th!!

Brody

R.C. Brody (he/him)
Land Manager, Ballona Wetlands Ecological Reserve
California Department of Fish and Wildlife
P.O. Box 1653 Topanga, CA 90290
(o) 310-455-3243

CALIFORNIA DEPARTMENT OF FISH and WILDLIFE

From: Sean Noonan <sean.noonan@psomas.com>
Sent: Thursday, July 1, 2021 12:19 PM

To: Brody, Richard@Wildlife <Richard.Brody@wildlife.ca.gov>
Cc: Ann Johnston <ann.johnston@psomas.com>
Subject: SR-1/Lincoln Project - Recent Bio Surveys

Brody,
As we discussed a few weeks ago, we are finalizing the SR-1/Lincoln Project biological resource study based on the comments we have received on the first draft and based on the current project design. For the existing condition section, we want to make sure we have all recent data collected from the Ballona Reserve area since the release of the draft EIR (2017). If CDFW or other Reserve partners have conducted and field surveys and have a corresponding report available, could you please forward those to us at your earliest convenience? I believe you mentioned a bird survey that may have been conducted within the last year.

Thanks for your help.

Sean Noonan, AICP

PSOMAS 75 1946-2021

Project Manager
Environmental Services
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www.Psomas.com

Sean Noonan

From: Sean Noonan
Sent: Tuesday, October 25, 2022 8:15 AM
To: Cleugh, Erika@Wildlife; Brody, Richard@Wildlife
Cc: Wilson-Olgin, Erinn@Wildlife; Dillingham, Tim@Wildlife
Subject: RE: Lincoln Mtg
Attachments: Lincoln - ROW-TCE_Takes-1.pdf

Thanks for your email, Erika.

Our overall goal is to coordinate our project and the ecological restoration project you all are working on. We had a similar meeting earlier in 2022. Specific agenda topics are included below.

So that we may have a more productive conversation, I have attached our latest draft right-of-way exhibit for the multimodal project, which shows the current project design and potential partial right-of-way acquisitions and temporary construction easements (TCEs).

DRAFT AGENDA:

- Ballona Wetlands Restoration Project Updates:
  - Any Design Updates
  - Schedule/Next Steps

- SR-1/Lincoln Multimodal Project Updates:
  - Review of current project design
  - ROW Needs from BWER and Opportunity to compensate in-kind with existing City ROW along Culver Boulevard adjacent to the BWER.
    - What is CDFW's process for approving this?
    - We are preparing an exhibit showing potential areas along Culver Blvd adjacent to the BWER that could potentially be exchanged for the proposed partial ROW acquisition areas. Exhibit is forthcoming.
  - Bridge Abutment Removal and Opportunity to Provide Wider Culver Boulevard Bridge to Accommodate Both Projects. More detail to be provided at the meeting.
  - Design option to build retaining wall along west side of SR-1/Lincoln to save on ROW from BWER. Does CDFW have a preference? More detail to be provided at the meeting.
  - Opportunities to better coordinate the multimodal project with the Ballona Wetlands Restoration Project?
    - Are there any opportunities for better bicycle and pedestrian connections beyond what is shown in the current plan?
    - How does CDFW want temporary impact areas within/adjacent to the BWER to be revegetated?
    - Does CDFW want slopes to be maintained by Caltrans/City after construction, or would they prefer to own and/or maintain?
  - Review of project schedule/timing of Ballona Wetlands Restoration Project Construction

Sean Noonan, AICP

PSOMAS 75 1946-2021

Project Manager
Environmental Services
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www.Psomas.com

From: Cleugh, Erika@Wildlife Erika.Cleugh@Wildlife.ca.gov
Sent: Tuesday, October 25, 2022 8:00 AM
To: Sean Noonan sean.noonan@psomas.com; Brody, Richard@Wildlife <Richard.Brody@wildlife.ca.gov>
Cc: Wilson-Olgin, Erinn@Wildlife <Erinn.Wilson-Olgin@wildlife.ca.gov>; Dillingham, Tim@Wildlife <Tim.Dillingham@wildlife.ca.gov>
Subject: RE: Lincoln Mtg

Hi Sean,

I am available Tuesday, but not Thursday. Unfortunately, those dates don't work for Erinn.

If you provide me more details on the goals of the meeting, I can determine who from CDFW is best to invite. Brody and I may be able to provide you with the information you are looking for. Otherwise, we will need to reschedule.

Sincerely,

Erika Cleugh
(562) 619-5228

From: Sean Noonan <sean.noonan@psomas.com>
Sent: Monday, October 24, 2022 10:01 AM
To: Brody, Richard@Wildlife <Richard.Brody@wildlife.ca.gov>
Cc: Cleugh, Erika@Wildlife <Erika.Cleugh@Wildlife.ca.gov>; Wilson-Olgin, Erinn@Wildlife <Erinn.Wilson-Olgin@wildlife.ca.gov>; Dillingham, Tim@Wildlife <Tim.Dillingham@wildlife.ca.gov>
Subject: RE: Lincoln Mtg

Erinn – can you please confirm whether either or both of the following times next week work for you? Thanks!

- Tuesday 11/1 – 11-12
- Thursday 11/3 – 200-300

Sean Noonan, AICP

PSOMAS 75 1946-2021

Project Manager
Environmental Services
714.481.8035
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From: Brody, Richard@Wildlife <Richard.Brody@wildlife.ca.gov>
Sent: Wednesday, October 19, 2022 10:20 AM
To: Sean Noonan <sean.noonan@psomas.com>
Cc: Cleugh, Erika@Wildlife <Erika.Cleugh@Wildlife.ca.gov>; Wilson-Olgin, Erinn@Wildlife <Erinn.Wilson-Olgin@wildlife.ca.gov>; Dillingham, Tim@Wildlife <Tim.Dillingham@wildlife.ca.gov>
Subject: RE: Lincoln Mtg

Hi Sean,

Both those dates/times work for me. I am including our CalTrans Liaison and other CDFW management. Lets see their availability. Erinn, this is a continuing discussion about the widening of Lincoln Blvd. through the Ballona Reserve.

Brody

R.C. Brody (he/him)
Land Manager, Ballona Wetlands Ecological Reserve
California Department of Fish and Wildlife
P.O. Box 1653 Topanga, CA 90290
(o) 310-455-3243

From: Sean Noonan <sean.noonan@psomas.com>
Sent: Tuesday, October 18, 2022 9:16 AM
To: Brody, Richard@Wildlife <Richard.Brody@wildlife.ca.gov>
Subject: RE: Lincoln Mtg

Sorry - Wednesday is out due to Caltrans attendees, so can you provide CDFW availability for Tuesday and Thursday? Thanks.

- Tuesday 11/1 – 11-12
- Thursday 11/3 – 200-300

Sean Noonan, AICP

PSOMAS 75 1946-2021
Project Manager
Environmental Services
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From: Sean Noonan
Sent: Monday, October 17, 2022 8:54 PM
To: Richard.Brody@wildlife.ca.gov
Subject: Lincoln Mtg

Hey Brody – would any of the following times work for you and others from CDFW for this coordination meeting?

- Tuesday 11/1 – 11-12
- Wednesday 11/2 – 230-400
- Thursday 11/3 – 200-300

Thanks,
Sean Noonan, AICP

Project Manager
Environmental Services
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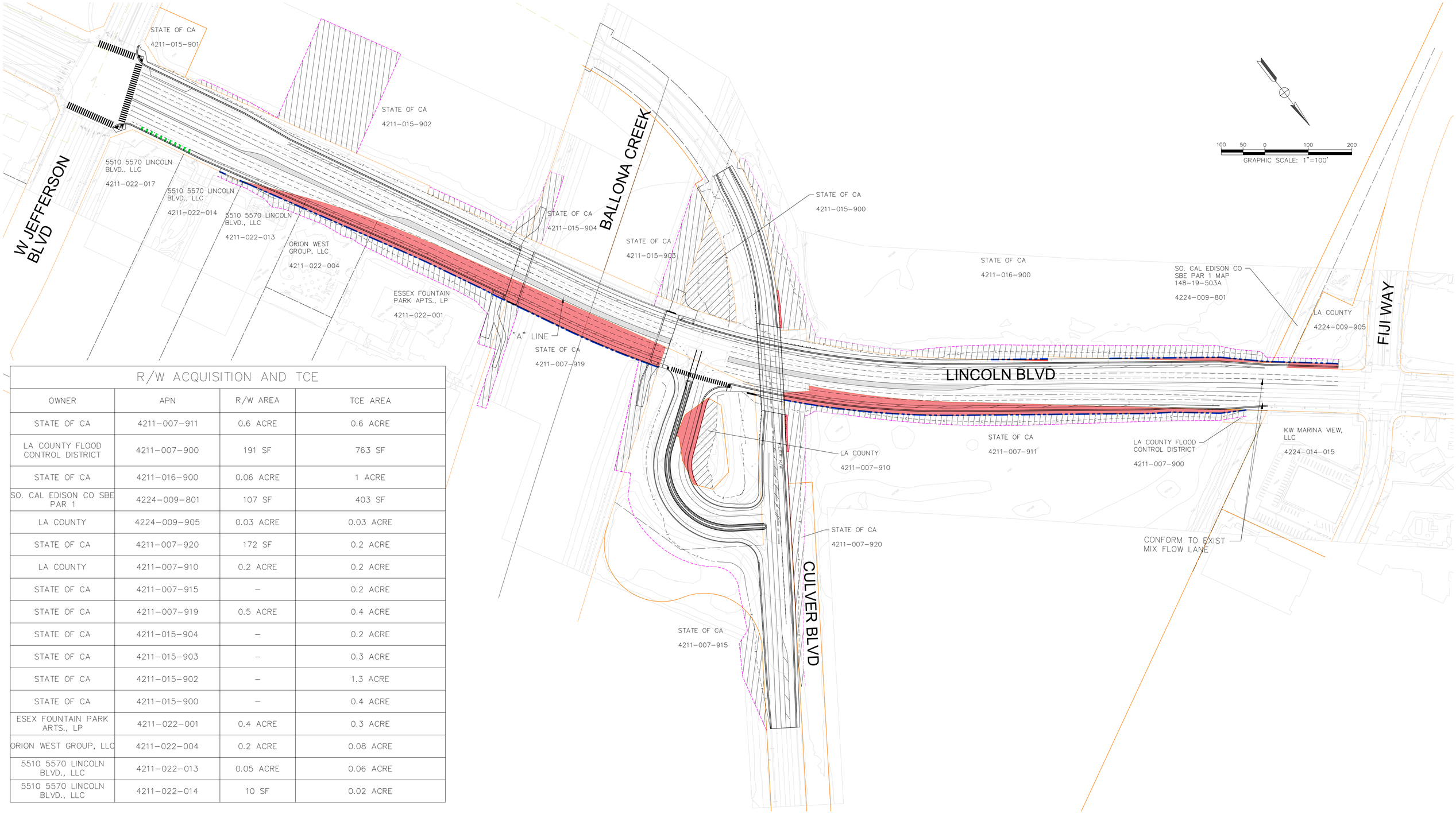

R/W ACQUISITION AND TCE

OWNER	APN	R/W AREA	TCE AREA
STATE OF CA	4211-007-911	0.6 ACRE	0.6 ACRE
LA COUNTY FLOOD CONTROL DISTRICT	4211-007-900	191 SF	763 SF
STATE OF CA	4211-016-900	0.06 ACRE	1 ACRE
SO. CAL EDISON CO SBE PAR 1	4224-009-801	107 SF	403 SF
LA COUNTY	4224-009-905	0.03 ACRE	0.03 ACRE
STATE OF CA	4211-007-920	172 SF	0.2 ACRE
LA COUNTY	4211-007-910	0.2 ACRE	0.2 ACRE
STATE OF CA	4211-007-915	–	0.2 ACRE
STATE OF CA	4211-007-919	0.5 ACRE	0.4 ACRE
STATE OF CA	4211-015-904	–	0.2 ACRE
STATE OF CA	4211-015-903	–	0.3 ACRE
STATE OF CA	4211-015-902	–	1.3 ACRE
STATE OF CA	4211-015-900	–	0.4 ACRE
ESEX FOUNTAIN PARK ARTS., LP	4211-022-001	0.4 ACRE	0.3 ACRE
ORION WEST GROUP, LLC	4211-022-004	0.2 ACRE	0.08 ACRE
5510 5570 LINCOLN BLVD., LLC	4211-022-013	0.05 ACRE	0.06 ACRE
5510 5570 LINCOLN BLVD., LLC	4211-022-014	10 SF	0.02 ACRE

LEGEND:

- TCE
- STRIPED MEDIAN
- EXIST RIGHT-OF-WAY
- 2:1 CUT DAYLIGHT
- 2:1 FILL DAYLIGHT
- PROPOSED CT RIGHT-OF-WAY (R/W)
- PROPOSED CITY OF LA RIGHT-OF-WAY (R/W)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- RIGHT-OF-WAY ACQUISITION

LINCOLN BLVD IMPROVEMENT
ALTERNATIVE 1 - 130' WIDTH OF BRIDGE

SCALE: 1" = 100'

10/19/22

Sean Noonan

Subject:	CDFW Coordination Mtg for the SR-1/Lincoln Multimodal Improvements Project
Location:	https://psomas.zoom.us/j/87216938974
Start:	Thu 11/10/2022 1:00 PM
End:	Thu 11/10/2022 2:00 PM
Show Time As:	Tentative
Recurrence:	(none)
Meeting Status:	Not yet responded
Organizer:	Sean Noonan
Required Attendees:	Brody, Richard@Wildlife; Cleugh, Erika@Wildlife; Wilson-Olgin, Erinn@Wildlife; Dillingham, Tim@Wildlife; Tang, Victoria@Wildlife; Eddie Guerrero; Robert Sanchez; Ahmed, Shabbir@DOT; Kidane, Kahsai@DOT; Huda, Farzana@DOT; Rojas, Rocky@DOT; Price, Karl F@DOT; Tim Hayes; Paul Gervacio; Gary Warkentin
Optional Attendees:	Jordan Werkmeister; Douglas Fredericks; Phan, Sean@DOT; Steve Norton

Updated to include the agenda for today's meeting.

Sean Noonan is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting
https://psomas.zoom.us/j/87216938974

Meeting ID: 872 1693 8974
One tap mobile
+16694449171,,87216938974# US
+16699006833,,87216938974# US (San Jose)

Dial by your location
- +1 669 444 9171 US
- +1 669 900 6833 US (San Jose)
- +1 719 359 4580 US
- +1 253 215 8782 US (Tacoma)
- +1 346 248 7799 US (Houston)
- +1 312 626 6799 US (Chicago)
- +1 360 209 5623 US
- +1 386 347 5053 US
- +1 564 217 2000 US
- +1 646 558 8656 US (New York)
- +1 646 931 3860 US
- +1 301 715 8592 US (Washington DC)
- +1 309 205 3325 US

Meeting ID: 872 1693 8974
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87216938974@zoomcrc.com

Join by H.323
162.255.37.11 (US West)
162.255.36.11 (US East)
115.114.131.7 (India Mumbai)
115.114.115.7 (India Hyderabad)
213.19.144.110 (Amsterdam Netherlands)
213.244.140.110 (Germany)
103.122.166.55 (Australia Sydney)
103.122.167.55 (Australia Melbourne)
149.137.40.110 (Singapore)
64.211.144.160 (Brazil)
149.137.68.253 (Mexico)
69.174.57.160 (Canada Toronto)
65.39.152.160 (Canada Vancouver)
207.226.132.110 (Japan Tokyo)
149.137.24.110 (Japan Osaka)
Meeting ID: 872 1693 8974

LADOT Moving LA Forward PSOMAS	**Project:**	**Lincoln Boulevard (State Route 1) Multimodal Improvement Project**		
	References:	**EA 07-33880** **EFIS No. 0717000061**		
	Subject:	**CDFW Meeting (via conference call and Teams)**		
	Date:	**11/10/2022**	**Time: 1:00pm**	

AGENDA

1. Introductions
2. Ballona Wetlands Restoration Project Updates
    a. Any design updates?
    b. Schedule/Next Steps
3. SR-1/Lincoln Multimodal Project Updates
    a. Overview of current project design
    b. Comparison of 2001 project and current project
    c. Review of right-of-way needs from BWER and opportunity to compensate in-kind with existing City right of way along Culver Boulevard adjacent to the BWER
        i. What is CDFW's process for approving this?
    d. Opportunities to better coordinate the multimodal project with the Ballona Wetlands Restoration project?
        i. Are there any opportunities for better bicycle and pedestrian connections related to the restoration project beyond what is shown in the current plan?
        ii. Does CDFW want slopes along Lincoln Boulevard to be maintained by Caltrans/City after construction, or would they prefer to maintain?
4. Review of Action Items

LADOT Moving LA Forward PSOMAS	**Project:**	**Lincoln Boulevard (State Route 1) Multimodal Improvement Project**		
	References:	**EA 07-33880** **EFIS No. 0717000061**		
	Subject:	**CDFW Meeting (via conference call and Teams)**		
	Meeting Date:	**11/10/2022**	**Time: 1:00pm**	

MEETING MINUTES

1. Introductions
   - Shabbir Ahmed, Caltrans, PM
   - Doug Fredericks, Psomas Structures Lead
   - Paul Gervacio, Psomas, Roadway Design
   - Farzana Huda, Caltrans, Design
   - Robert Sanchez, LADOT, Planning and Development Review
   - Tim Hayes, Psomas, Project Manager
   - Jordan Werkmeister, Psomas, Environmental Planner
   - Eddie Guerrero, LADOT West LA and Central Planning and Development Review Offices, Sr Engr
   - Kahsai Kidane, Caltrans, Design
   - Karl Price, Caltrans, Environmental Planning
   - Richard Brody, CDFW
   - Erinn Wilson-Olgin, CDFW
   - Erika Cleugh, CDFW
   - Tim Dillingham, CDFW, Lands Program Supervisor
   - Rocky Rojas, Caltrans, Environmental Planning
   - Sean Noonan, Psomas, Environmental Planner
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   - Brody reported that CDFW's initial work will occur south of Jefferson/Culver within South Area B and Southeast Area B of the reserve. Work is anticipated to begin in early 2024.
   - Brody also reported that the larger restoration area (Areas A, C, and East Area B) is in process but is several years out due to the Army Corps permitting and EIS process.
   - Brody reported that there is currently no timeline for the whole restoration project's implementation.
3. SR-1/Lincoln Multimodal Project Updates
   - Paul gave an overview of the SR-1/Lincoln Project improvements.
   - Brody requested a kmz or GIS file so that CDFW can overlay the SR-1/Lincoln Project onto the BWER plans for review.

- Action Item: Psomas to send linework and polygon of project footprint to CDFW.

- Paul walked through a table comparing the prior 2001 project with the current Project, demonstrating a smaller footprint, less impacts, and more multimodal elements.
- Paul mentioned that the existing abutments north of Culver Boulevard would need to be removed by the project.
- Brody mentioned that CDFW originally believed that the existing abutments were potentially historical, but that Psomas found, through additional studies, that they were not eligible.
- Paul explained that the existing abutments do not have vertical clearance for a newly constructed bridge.
- Brody requests that the team take a deeper look at the CDFW public access plan
  - Action Item: Psomas to prepare an exhibit overlaying CDFW's access plan over the multimodal project improvements to ensure that cyclists and pedestrians can get from Playa Vista to the Ballona Creek bike path, from which they would be able to access the BWER.

a. Review of right-of-way needs from BWER and opportunity to compensate in-kind with existing City right of way along Culver Boulevard adjacent to the BWER

- Erinn inquired about whether the project team had a proposed approach to the ROW acquisition process.
- Sean mentioned that the project was at the early stages, and that any input from CDFW on their process would be helpful. Sean provided an overview of the 1.17 acres of City right-of-way adjacent to the BWER that could potentially be traded for the 1.17 acres of BWER that would need to be acquired by the project.
- Tim D. reported that the ROW swap might be able to be accomplished through transfer of jurisdiction (TOJ) unless litigation is involved, in which case the swap would need to be done through condemnation.
  - A TOJ involves a land conversion evaluation requiring drawings and descriptions of properties be provided; CDFW would examine Caltrans' take against what CDFW gets in exchange. This process can be long and is open to public comment and must be voted upon by the Wildlife Conservation Board. Tim D. mentioned that 1:1 impact to mitigation ratio may be OK, but that CDFW often requests a greater mitigation ratio. Tim noted that it will ultimately depend on the biological value of the land being exchanged.
  - However, in the case of condemnation, the applicant would just file the appropriate instruments and if CDFW does not oppose the process it is a relatively straightforward process. Tim D. reported that he will ask upper management if they would likely oppose condemnation, or if they may be in support of it.
    - Action item: CDFW to coordinate internally and report back as to whether the conceptual land swap presented during the meeting is potentially acceptable and whether there are any critical flaws with this approach from CDFW's perspective.
  - Tim mentioned that CDFW needs to look at acquisition documents to see what funding sources were used to purchase the ROW land. If Section 6 funds were used then the ROW acquisition must be done through condemnation.
    - Action Item: Tim D. and Brody to research and respond as to whether Section 6 funds were used for the BWER.

b. Opportunities to better coordinate the multimodal project with the Ballona Wetlands Restoration

project?

i. Brody recommended that the staging area in East Area B of the BWER be eliminated as he believed it was within a wetland. Psomas responded that the staging areas was needed and that it had been located to avoid wetlands/waters that Psomas delineated in the biological resources report.

ii. Sean requested that CDFW review the project's plans and to reply with any suggestions, if any, on how the two projects could be better coordinated.

- Action Item: CDFW to review the kmz and exhibits to be provided and CDFW to provide any comments on how the two projects might be better coordinated – anything we missed?

Attachments to these Meeting Minutes:
Attachment 1 – Meeting Agenda
Attachment 2 – Conceptual Right-of-Way Needs Exhibit
Attachment 3 – Conceptual Right-of-Way Exchange Exhibit
Attachment 4 – Project Comparison Table (2001 project vs current project)

LADOT Moving LA Forward PSOMAS	**Project:**	**Lincoln Boulevard (State Route 1) Multimodal Improvement Project**		
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Sean Noonan

From: Sean Noonan
Sent: Wednesday, November 16, 2022 10:14 AM
To: Brody, Richard@Wildlife; Cleugh, Erika@Wildlife; Wilson-Olgin, Erinn@Wildlife; Dillingham, Tim@Wildlife; Tang, Victoria@Wildlife; Eddie Guerrero; Robert Sanchez; Ahmed, Shabbir@DOT; Kidane, Kahsai@DOT; Huda, Farzana@DOT; Rojas, Rocky@DOT; Price, Karl F@DOT; Oliveri, Celina M@DOT
Cc: Tim Hayes; Paul Gervacio; Douglas Fredericks; Gary Warkentin; Jordan Werkmeister
Subject: SR-1/Lincoln Boulevard Multimodal - Meeting Minutes for Mtg Between PDT and CDFW
Attachments: 20221110_SR-1-Lincoln_CDFW-Mtg-Minute_Draft_to-attendees.docx; Attachment-1_Meeting-Agenda_20221110.pdf; Attachment-2_Conceptual-ROW-Needs_With-Aerial_20221110.pdf; Attachment-3_Conceptual-ROW-Exchange_20221110.pdf; Attachment-4_Project-Comparison-Table.pdf

Hello – thanks for your attendance at last week's meeting between staff from CDFW and the Project Development Team for this project. Please see attached for meeting minutes for your reference. If you have any questions or revisions, please let me know.

We are preparing the requested KMZ file and will send that to CDFW staff once it's ready. Similarly, we will send an exhibit showing both projects and bike/ped improvements to demonstrate connectivity between the two projects. Both these tasks are in progress.

Thank you,

Sean Noonan, AICP

PSOMAS 75 1946-2021

Project Manager
Environmental Services
714.481.8035
www.Psomas.com

Sean Noonan

From: Sean Noonan
Sent: Tuesday, November 22, 2022 4:39 PM
To: Richard.Brody@wildlife.ca.gov
Cc: Tim Hayes; Paul Gervacio; Douglas Fredericks; Gary Warkentin; Jordan Werkmeister
Subject: RE: SR-1/Lincoln Boulevard Multimodal - Meeting Minutes for Mtg Between PDT and CDFW
Attachments: Impact_boundaries.kmz

Hi Brody – here is the KMZ you requested showing temporary/permanent impacts boundaries for the multimodal project. We will send you a public access exhibit showing how our two projects tie together soon.

Best,
Sean Noonan, AICP

PSOMAS 75 1946-2021
Project Manager
Environmental Services
714.481.8035
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From: Sean Noonan
Sent: Wednesday, November 16, 2022 10:14 AM
To: Brody, Richard@Wildlife <Richard.Brody@wildlife.ca.gov>; Cleugh, Erika@Wildlife <Erika.Cleugh@Wildlife.ca.gov>; Wilson-Olgin, Erinn@Wildlife <Erinn.Wilson-Olgin@wildlife.ca.gov>; Dillingham, Tim@Wildlife <Tim.Dillingham@wildlife.ca.gov>; Tang, Victoria@Wildlife <Victoria.Tang@wildlife.ca.gov>; Eddie Guerrero <eddie.guerrero@lacity.org>; Robert Sanchez <robert.sanchez-jr@lacity.org>; Ahmed, Shabbir@DOT <shabbir.ahmed@dot.ca.gov>; Kidane, Kahsai@DOT <kahsai.kidane@dot.ca.gov>; Huda, Farzana@DOT <farzana.huda@dot.ca.gov>; Rojas, Rocky@DOT <rocky.rojas@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>; Oliveri, Celina M@DOT <celina.oliveri@dot.ca.gov>
Cc: Tim Hayes <thayes@psomas.com>; Paul Gervacio <pgervacio@psomas.com>; Douglas Fredericks <douglas.fredericks@psomas.com>; Gary Warkentin <gary.warkentin@psomas.com>; Jordan Werkmeister <jordan.werkmeister@psomas.com>
Subject: SR-1/Lincoln Boulevard Multimodal - Meeting Minutes for Mtg Between PDT and CDFW

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Thank you,
Sean Noonan, AICP

Project Manager
Environmental Services
714.481.8035
www.Psomas.com

Sean Noonan

From: Sean Noonan
Sent: Wednesday, November 30, 2022 5:00 PM
To: Brody, Richard@Wildlife; Cleugh, Erika@Wildlife; Wilson-Olgin, Erinn@Wildlife; Dillingham, Tim@Wildlife; Tang, Victoria@Wildlife; Eddie Guerrero; Robert Sanchez; Ahmed, Shabbir@DOT; Kidane, Kahsai@DOT; Huda, Farzana@DOT; Rojas, Rocky@DOT; Price, Karl F@DOT; Oliveri, Celina M@DOT
Cc: Tim Hayes; Paul Gervacio; Douglas Fredericks; Gary Warkentin; Jordan Werkmeister
Subject: RE: SR-1/Lincoln Boulevard Multimodal - Meeting Minutes for Mtg Between PDT and CDFW
Attachments: 20221110_SR-1-Lincoln_CDFW-Mtg-Minute_Draft_to-attendees.docx; Attachment-2_Conceptual-ROW-Needs_With-Aerial_20221110.pdf; Attachment-3_Conceptual-ROW-Exchange_20221110.pdf; Attachment-6_CDFW_Public-Access-Plan_With-Project-Connections_Psomas-Version.pdf; Attachment-6_CDFW_Public-Access-Plan_With-Project-Connections_Overlay-Version.pdf

Brody, Erinn, Erika, and Tim – thanks again for meeting with us a few weeks back. I wanted to follow up on a few of the action items we discussed during the meeting.

- Action Item: Psomas to send linework and polygon of project footprint to CDFW. **SN sent to RB on 11/22.**
- Action Item: Psomas to prepare an exhibit overlaying CDFW's access plan over the multimodal project improvements to ensure that cyclists and pedestrians can get from Playa Vista to the Ballona Creek bike path, from which they would be able to access the BWER. **See attached "Attachment 6". We made two versions of the exhibit. Let us know if you have any input once you have an opportunity to review.**
- Action item: CDFW to coordinate internally and report back as to whether the conceptual land swap presented during the meeting is potentially acceptable and whether there are any critical flaws with this approach from CDFW's perspective. **Has CDFW had an opportunity to review this yet?**
- Action Item: Tim D. and Brody to research and respond as to whether Section 6 funds were used for the BWER. **Has CDFW had an opportunity to look into this yet?**

Thank you,
Sean Noonan, AICP

PSOMAS 75 1946-2021

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From: Sean Noonan
Sent: Wednesday, November 16, 2022 10:14 AM
To: Brody, Richard@Wildlife <Richard.Brody@wildlife.ca.gov>; Cleugh, Erika@Wildlife <Erika.Cleugh@Wildlife.ca.gov>; Wilson-Olgin, Erinn@Wildlife <Erinn.Wilson-Olgin@wildlife.ca.gov>; Dillingham, Tim@Wildlife <Tim.Dillingham@wildlife.ca.gov>; Tang, Victoria@Wildlife <Victoria.Tang@wildlife.ca.gov>; Eddie Guerrero <eddie.guerrero@lacity.org>; Robert Sanchez <robert.sanchez-jr@lacity.org>; Ahmed, Shabbir@DOT

<shabbir.ahmed@dot.ca.gov>; Kidane, Kahsai@DOT <kahsai.kidane@dot.ca.gov>; Huda, Farzana@DOT <farzana.huda@dot.ca.gov>; Rojas, Rocky@DOT <rocky.rojas@dot.ca.gov>; Price, Karl F@DOT <karl.price@dot.ca.gov>; Oliveri, Celina M@DOT <celina.oliveri@dot.ca.gov>
Cc: Tim Hayes <thayes@psomas.com>; Paul Gervacio <pgervacio@psomas.com>; Douglas Fredericks <douglas.fredericks@psomas.com>; Gary Warkentin <gary.warkentin@psomas.com>; Jordan Werkmeister <jordan.werkmeister@psomas.com>
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Thank you,
Sean Noonan, AICP

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Sean Noonan

From: Sean Noonan
Sent: Wednesday, March 22, 2023 11:15 AM
To: Cleugh, Erika@Wildlife; Brody, Richard@Wildlife; Wilson-Olgin, Erinn@Wildlife; Dillingham, Tim@Wildlife; Tang, Victoria@Wildlife; Sanchez, Jordan@Coastal; Fiala, Shannon@Coastal; Rehm, Zach@Coastal; Oliveri, Celina M@DOT; Johnson, Anna@DOT; Rojas, Rocky@DOT; Price, Karl F@DOT; Ahmed, Shabbir@DOT; Tim Hayes; Aaron.O.Allen@usace.army.mil; Protopapadakis, Lia; Eddie Guerrero; Robert Sanchez
Cc: Paul Gervacio; Gary Warkentin; Phan, Sean@DOT; Abdelmalek, Nader H@DOT; Kahsai Kidane; Huda, Farzana@DOT; Lao, Arturo B@DOT; Douglas Fredericks; Jordan Werkmeister; Trinh, Cuong@DOT; Dahdul, Mariam@DOT; vincent.pham@dot.ca.gov; Susan.Chau@dot.ca.gov; Levinson, Lena@DOT; San, Tina@DOT; Medina, Benjamin@DOT; Tse, Susan@DOT; Li, Veronica C CIV USARMY CESPL (USA)
Subject: Lincoln Blvd Multimodal - Agenda for today's meeting at 1pm
Attachments: 20230322_SR-1-Lincoln_CDFW-CCC-Coordination-Mtg_Agenda.docx; 1_Draft-GRD_draft_reduced.pdf; 2_Land-Exchange_and-perm-impacts_draft_reduced.pdf; 4_BWER_Veg_draft_reduced.pdf; 6_ESHA Map_draft.pdf; 6_Vegetation-Communities_Impact-Mitigation-Table_draft.pdf

Hello – please see attached for the agenda and meeting materials for our meeting at 1pm today. See you all soon!

Sean Noonan, AICP

PSOMAS 75 1946-2021

Project Manager
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Attachment D – Documentation of Consultation with Los Angeles County Department of Beaches and Harbors

Sean Noonan

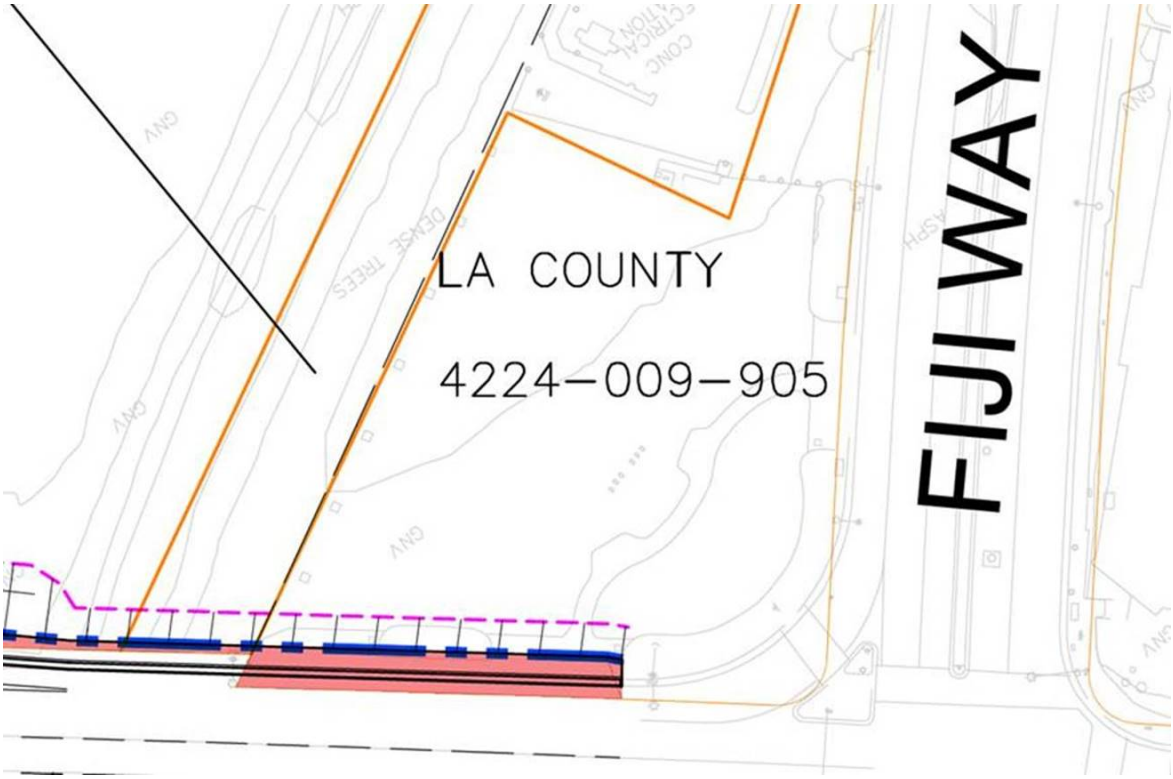
From: Sean Noonan
Sent: Thursday, October 27, 2022 2:37 PM
To: Amir Tadros
Cc: Steve Penn; gjones@bh.lacounty.gov; Tim Hayes; Eddie Guerrero; Robert Sanchez; Susana Graether
Subject: RE: Coordination Related to SR-1/Lincoln Multimodal Project and the Fiji Gateway Park

Thanks, Steve.

Amir – we are currently at the preliminary engineering/environmental documentation phase for this project. We wanted to give you all a heads up regarding our project, and to get any input you have at this time. Our project is not ready to acquire this right-of-way immediately at this time, as that typically occurs a little later during final design.

As shown below, the project would require about 1,300 sf of TCE and 1,300 sf of right-of-way acquisition from this parcel.

Let me know if you or the Department have any questions or input on our project. Thanks.



Sean Noonan, AICP

Project Manager
Environmental Services
714.481.8035
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From: Steve Penn <SPenn@bh.lacounty.gov>
Sent: Thursday, October 27, 2022 1:55 PM
To: Gary Jones <gjones@bh.lacounty.gov>; Sean Noonan <sean.noonan@psomas.com>; Amir Tadros <ATadros@bh.lacounty.gov>
Cc: Tim Hayes <thayes@psomas.com>; Eddie Guerrero <eddie.guerrero@lacity.org>; Robert Sanchez <robert.sanchez-jr@lacity.org>; Susana Graether <SGraether@bh.lacounty.gov>
Subject: RE: Coordination Related to SR-1/Lincoln Multimodal Project and the Fiji Gateway Park

Thank you, Gary.

Sean – Amir Tadros will be your main contact for this project. Please send him all the documents for process. He can also be reached at 424.526.7743.

Steve Penn
(he/him/his)
424.526.7725

From: Gary Jones <gjones@bh.lacounty.gov>
Sent: Thursday, October 27, 2022 1:17 PM
To: Sean Noonan <sean.noonan@psomas.com>
Cc: Tim Hayes <thayes@psomas.com>; Eddie Guerrero <eddie.guerrero@lacity.org>; Robert Sanchez <robert.sanchez-jr@lacity.org>; Steve Penn <SPenn@bh.lacounty.gov>
Subject: RE: Coordination Related to SR-1/Lincoln Multimodal Project and the Fiji Gateway Park

Hi Sean,

Yes, I can confirm that this is under the jurisdiction of my department. I've copied Steve Penn, DBH's Chief of Asset Management. He can direct you to a member of his team to discuss further.

Regards,

Gary

Gary Jones *(he/him/his)*
Director
County of Los Angeles
Department of Beaches and Harbors
13837 Fiji Way
Marina del Rey, CA 90292
Office: 424.526.7771
Cell: 858.999.5216

Email: gjones@bh.lacounty.gov

COUNTY OF LOS ANGELES
DEPARTMENT OF
BEACHES
& HARBORS
Caring for Our Coast

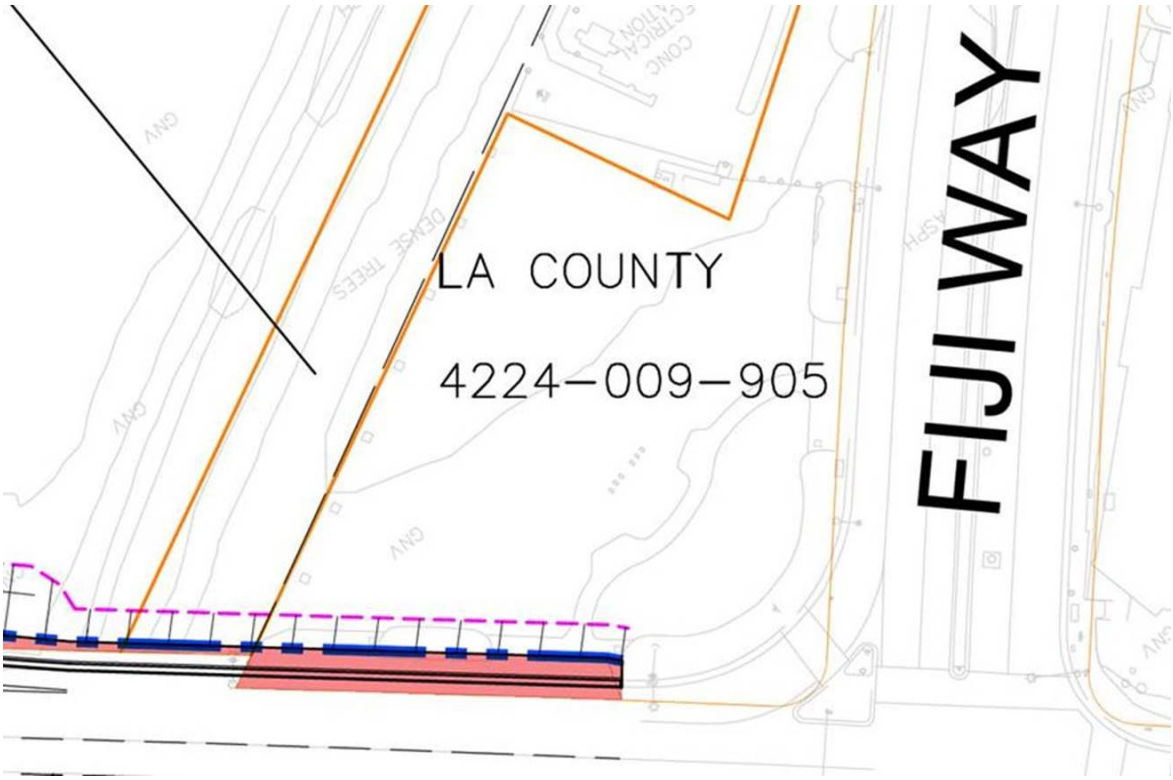
Web | Facebook | Twitter

From: Sean Noonan <sean.noonan@psomas.com>
Sent: Thursday, October 27, 2022 11:22 AM
To: Gary Jones <gjones@bh.lacounty.gov>
Cc: Tim Hayes <thayes@psomas.com>; Eddie Guerrero <eddie.guerrero@lacity.org>; Robert Sanchez <robert.sanchez-jr@lacity.org>
Subject: Coordination Related to SR-1/Lincoln Multimodal Project and the Fiji Gateway Park

CAUTION: External Email. Proceed Responsibly.

Hello Mr. Jones - I am working with LADOT on this multimodal project that will occur along SR-1/Lincoln Boulevard between Fiji Way and Jefferson Boulevard. We are preparing the preliminary engineering and environmental document, and we wanted to reach out to you to start coordinating related to the partial right-of-way acquisition that would be needed at the County's Fiji Gateway Park on the corner of Lincoln/Fiji. Can you confirm that this property is under your jurisdiction and not that of LA County Parks?

Below is a screenshot of the current draft right-of-way needs at this parcel. The total proposed right-of-way acquisition would be ~1,300 sf to allow for widening of the existing narrow sidewalk as well as ~1,300 sf of temporary construction easements within this parcel. Can you please review and let us know if you have any input? The project team would be happy to schedule a meeting with you to discuss the project further.



Thank you,

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