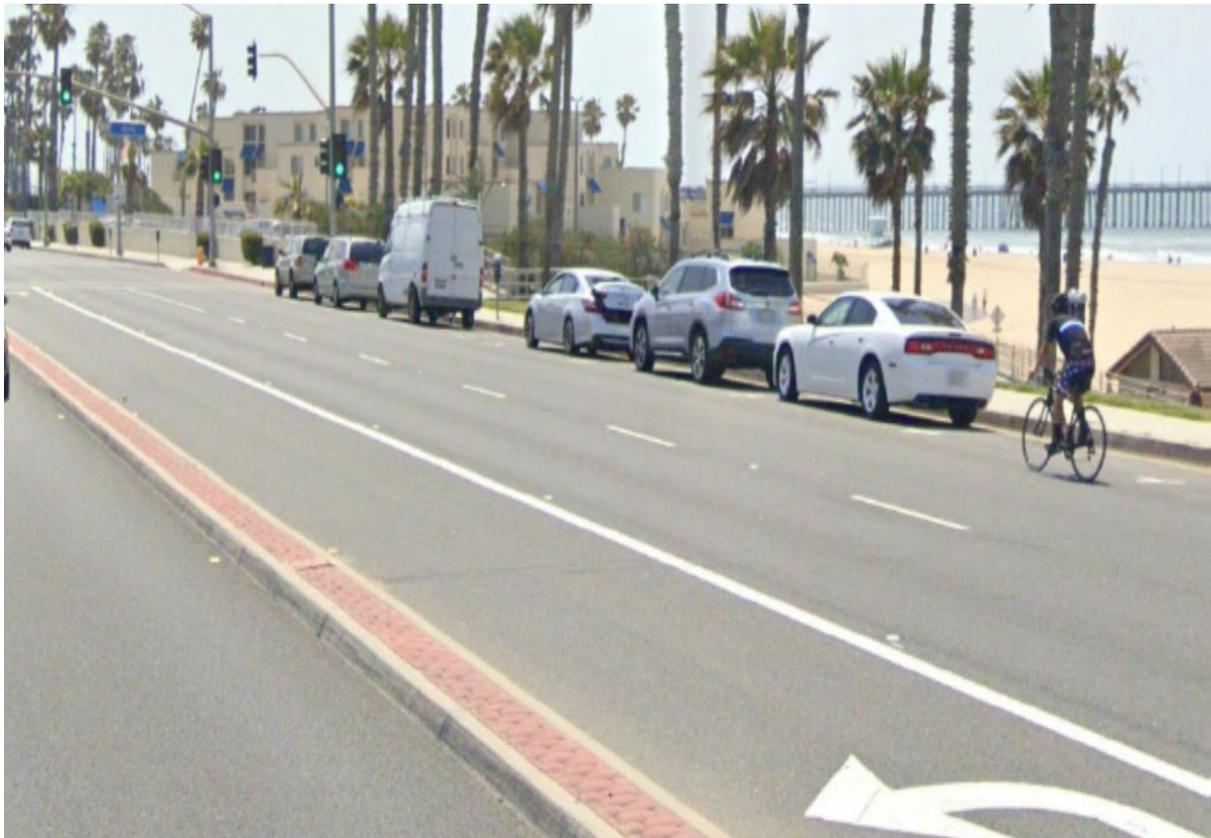


# State Route 1 Class II Bike Lane Facility Improvements

ORANGE COUNTY, CALIFORNIA  
DISTRICT 12 – ORA – 1 (PM 21.5/ 31.1; 32.7)  
EA 0S1400 / 1219000098

## Initial Study with Mitigated Negative Declaration



Prepared by the  
State of California, Department of Transportation



March 2022

### **General Information about This Document:**

The California Department of Transportation (Department), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study with Mitigated Negative Declaration for the proposed project located in Orange County, California. The Department is the lead agency under the National Environmental Policy Act (NEPA) and the lead agency under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Initial Study was circulated to the public for 30 days between October 30, 2021 and November 19, 2021. Comments received during this period are included in Appendix I. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document and the related technical studies are available for review at the Caltrans District 12 office at 1750 East 4<sup>th</sup> Street, Suite 100, Santa Ana, California 92705. This document may be downloaded at the following website: <https://www.dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-1-bike-lane-project>.

### **Alternative Formats:**

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans District 12, Division of Environmental Analysis, 1750 East 4<sup>th</sup> Street, Suite 100, Santa Ana, California 92705, Attn: Carmen Lo; (657) 328-6162 (voice), or use the California Relay Service, 1 (800) 735-2929 (TTY), 1 (800) 735-2922 (voice), or 711.

Add a comprehensive Class II bicycle lane in NB & SB directions of SR-1 between Santa Ana River Bridge (PM 21.5) and Anderson Street (PM 31.1); and Seal Beach Boulevard (PM 32.7) in Orange County, California

### Initial Study with Mitigated Negative Declaration

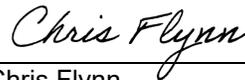
Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

Responsible Agency:  
California Transportation Commission

March 23, 2022

Date



Chris Flynn  
Deputy District Director  
California Department of  
Transportation  
CEQA Lead Agency

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

Carmen Lo, Associate Environmental Planner  
California Department of Transportation, District 12  
Division of Environmental Analysis  
1750 East 4<sup>th</sup> Street, Suite 100  
Santa Ana, California 92705  
(657) 328-6162

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**MITIGATED NEGATIVE DECLARATION**

Pursuant to: Division 13, Public Resources Code

***Project Description***

The California Department of Transportation (Caltrans) proposes to add comprehensive Class II bike lane in both directions along SR-1 within the stated limits to move towards Caltrans' Complete Streets directive. This safety project is located along SR-1 within the City of Huntington Beach between the Santa Ana River Bridge (PM 21.5) and Anderson Street (PM 31.1) and Seal Beach Boulevard (PM 32.7) in Orange County, California.

***Determination***

This Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans's intent to adopt an MND for this project. This does not mean that Caltrans's decision regarding the project is final. This MND is subject to modification based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and has determined the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have **no impact** on:

Agricultural Resources, Mineral Resources, Population/ Housing, Tribal Cultural Resources, Wildlife, and Utilities and Service Systems.

In addition, the proposed project would have **less than significant impact** on:

Aesthetics, Air Quality, Hazards and Hazardous Materials, Geology, Hydrology and Water Quality, Energy, Land Use/Planning, Noise, Greenhouse Gas Emissions, Transportation, Cultural Resources, Public Services, and Recreation.

The project would have a **less than significant impact with mitigation** on:

Biological Resources because the project will implement avoidance, minimization and mitigation measures as discussed in sections 2.4

  
\_\_\_\_\_  
Chris Flynn  
Deputy District Director  
District 12  
California Department of Transportation

March 23, 2022  
\_\_\_\_\_  
Date

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# Chapter 1 – Proposed Project

## 1.1 Introduction

The California Department of Transportation (Caltrans) proposes a safety improvement project on State Route 1 (SR-1) between the Santa Ana River Bridge (PM 21.5) and Anderson Street (PM 31.1); in the City of Huntington Beach (City); and a traffic signal upgrade at Seal Beach Boulevard (32.7) in City of Seal Beach, in the County of Orange. The project proposes to reduce bicyclist fatalities and serious injuries on the California State Highway System by adding comprehensive Class II bike lanes in both directions along SR-1 within the stated limits to move towards Caltrans' Complete Streets directive. The total length of the project is approximately 10 miles (mi). In addition to the Class II bike lane enhancements, the project will also replace and upgrade an existing traffic signal pole at the northwest corner of SR-1 and Seal Beach Boulevard in the City of Seal Beach. This improvement was previously environmentally evaluated as part of a separate safety project (EA 0N850) and has been incorporated by reference (Appendix G); therefore, environmental analysis of this improvement is not included further in this document. However, this upgraded traffic signal pole will be constructed as part of this project.

Caltrans is the Lead Agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). An Initial Study (IS) with proposed Mitigated Negative Declaration (MND) has been prepared pursuant to CEQA and a Categorical Exclusion (CE) will be prepared pursuant to NEPA. There are 2 alternatives, Build and No Build Alternatives. Alternative 1 are the proposed improvements as discussed under Project Description below and is often referred to as the Build Alternative, and Alternative 2 (No Build Alternative) retains the existing conditions. Figures 1-1 shows the project location and vicinity map.

This proposed project is included in the Southern California Association of Governments (SCAG) 2016/2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the 2019 Federal Transportation Improvement Program (FTIP) (RTIP/FTIP ID # ORA001102) listed as Grouped Project for Safety Improvements. (see Appendix E). The FTIP is included by reference in the Certified Federal Statewide Transportation Improvement Program (FSTIP). The project is proposed to be federally, and state funded through the 2020 State Highway Operation and Protection Plan (SHOPP) under program code 20.10.201.010 the Bicycle Safety Improvement Monitoring program with construction slated for the 2023/2024 fiscal year (FY).

SR-1, also known as Pacific Coast Highway (PCH), is a four to six lane Conventional Highway that runs through Orange County beginning at Interstate 5 (I-5) in the City of Dana Point up to the Los Angeles/Orange county line. In addition to providing a scenic route to numerous attractions along the seashore, the route also serves as a thoroughfare, connecting coastal cities and communities and providing access to beaches and parks in several urban areas. In its run across Orange County, Route 1 passes through the Cities of Dana Point, Laguna Beach, Newport Beach, Huntington Beach and Seal Beach.

Within the limits of this project, SR-1 functions as a 4-to-6 lane highway with intermittent left and right turn pockets. All lanes in both northbound (NB) and southbound (SB) directions are paved with asphalt concrete, and both directions are separated by a combination of striped median, raised median islands, and Type 50 concrete barrier throughout the project. Striped shoulder widths vary across the project limits with a maximum right shoulder width of 10' and maximum

left shoulder width of 2'. Beginning from NB of the Beach Boulevard intersection with SR-1, there exists designated 8' street parking in both the NB and SB direction—this street parking continues periodically until the intersection at Goldenwest Street and resumes at Warner Street up to the project end limit at Anderson Street.

Street lighting is placed at signalized intersections as well as throughout the residential and commercial areas that the route passes through, mainly from Beach Boulevard to Goldenwest Street and Warner Street to Anderson Street.

There are existing designated Class II bike lanes (minimum 4' width) in both NB and SB directions beginning at Huntington Street until 7th Street as well as a brief continuation of designated bike lane from Warner Avenue onto NB SR-1. The corridor from the intersection at Warner Avenue up until the northern project limit at Anderson Street serves as a comprehensive Class II bicycle lane. The Huntington Beach Bike Trail (Class I Path) also runs parallel to SR-1 along the beachfront through most of the project limits, beginning at the Santa Ana River Bridge and ending near Warner Avenue.

## 1.2 Project History

The 2018 Bicyclist Safety Improvement Monitoring Program was developed as a part of the State Highway Operation and Protection Program with the intent of identifying bicyclists involved high collision concentration locations and providing traffic safety measures to reduce bicyclist fatalities and serious injuries on the California State Highway System. In 2018 Caltrans Headquarter (HQ) initiated Traffic Safety investigations and was able to identify 10 various locations along SR-1 within Orange County that had higher than average collisions, injuries and fatalities involving bicycles. These ten (10) locations are a combination of spot locations and corridors on SR-1 throughout the Cities of Newport Beach, Huntington Beach, and Seal Beach.

District 12's Traffic Operations Northwest Branch initiated a Project Initiation Package, proposing to install a comprehensive Class II bike lane in both directions from Dover Drive in the City of Newport Beach to Los Angeles/Orange county line in the City of Seal Beach. The HQ Office of Traffic Safety has reviewed and concurred.

In the late stages of the Planning phase, District Management decided to move the 2.5-mile (mi) segment from Anderson Street to Los Angeles/Orange county line in the city of Seal Beach to the CAPM project EA 0P590. The proposed widening of the right-turn pocket at Northbound SR-1 to Northbound Seal Beach Boulevard that would require Coastal Commission approval and utility relocation is to be addressed in another project (EA 0P590). The Project Initiation Report was approved in October 2020 with this amendment in effect. Additionally, the segment of this project running between Dover Drive in Newport Beach and the Santa Ana River Bridge in City of Huntington Beach was moved to another CAPM project (EA 0R410). As a result, the current limits for this project lie from the Santa Ana River Bridge (PM 21.5) to Anderson Street (PM 31.1) along SR-1 in the City of Huntington Beach.

### 1.3 Purpose and Need

**Purpose:** The purpose of this project is to reduce bicyclist fatalities and serious injuries on the California State Highway System.

**Need:** Per the 2018 Bicyclist Safety Improvement Monitoring Program, there are spot locations and corridors within the project limits that involve high concentrations of bicyclist-involved collisions.

#### Collision Analysis

Traffic Accident Surveillance and Analysis System (TASAS) data involving bicyclists on PCH from PM R18.59 to PM 33.45 are summarized below, which includes collisions that occurred during the five-year period from January 1, 2010 to December 31, 2014.

**Table 1-1 Traffic Accident Surveillance and Analysis System (TASAS) - Bicycle Data**

Location	Number of Accident			Persons	
	Total	Fatal	Injury	Killed	Injured
SR-1 Northbound	79	1	78	1	96
SR-1 Southbound	86	1	85	1	98

Source: Final Project Report (FPR; March 2022), Caltrans.

The above table for the five-year period showed a total of 194 collisions a total of two fatalities.

### 1.4 Project Description

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts.

The California Department of Transportation (Caltrans) proposes a safety improvement project on State Route 1 (SR-1) between the Santa Ana River Bridge (PM 21.5) and Anderson Street (PM 31.1) in the City of Huntington Beach (City); and a traffic signal upgrade at Seal Beach Boulevard (32.7) in City of Seal Beach, in the County of Orange. The project proposes to add comprehensive Class II bike lanes in both directions along SR-1 within the stated limits to move towards Caltrans' Complete Streets directive. Additional proposed safety elements for bicyclists are widening of right-turn pockets, widening of existing shoulders, and reducing median island widths to accommodate bike lane treatments; removing existing sand deposits along the roadway; replacing and refreshing lane and shoulder striping; implementing bicyclist detection sensors at signalized intersections; upgrading curb side grated inlets to be bike-rated; installing signage; and install census stations at the intersections of SR-1 at Goldenwest Street and SR-1 at Warner Avenue. Other elements proposed include upgraded guardrail and relocation of traffic signal and lighting poles. There are 2 alternatives, Build and No Build Alternatives. Proposed improvements of the Alternative 1 (Preferred Alternative) are discussed in detail below. Alternative 2 (No Build Alternative) retains the existing conditions; and does not satisfy the purpose and need of the project.

Figure 1-1: Project Location and Vicinity Map



Alternative 1 (Preferred Alternative) proposes to address bicyclist safety throughout the corridor by introducing various improvements involving new delineation, signage, and other roadway modifications. The following improvements are included in Alternative 1 and shown on Appendix E (Layout Plans).

- Install a comprehensive Class II bike lane in both directions of SR-1 within project limits. These improvements will provide bicyclists riding on the highway with more continuity in using designated bike travelled ways. Accommodation of new bike lanes and marked shared lanes will require modifying delineation, signage, and existing roadway sections (e.g. reducing existing raised median width, widening existing roadway section at spot locations).
  - Existing raised median width on SR-1 from Twin Dolphin Drive to Beach Boulevard will be reduced by approximately 2' in each direction.
  - Additional roadway section of approximately 1,900 sf will be added on SB SR-1 after the Warner Avenue intersection to accommodate the proposed buffered Class II bike lane. The additional roadway section measures at a maximum of approximately 6' in width beyond the existing edge of pavement and ends approximately 600' beyond the Warner Avenue intersection.
- Widen right-turn pockets on NB SR-1 at 3 intersections (SR-1 and Brookhurst Street, SR-1 and Magnolia Street and SR-1 and Warner Avenue) to accommodate new bike lane treatments. Proposed bike lane treatments will further improve the continuity for cyclists using bike lane facilities on SR-1, as well as improve safety at the following major intersections:
  - Brookhurst Street (Widening required)
  - Magnolia Street (Widening required)
  - Warner Avenue (Widening required)
  - Goldenwest Street
  - Huntington Street
  - Twin Dolphin Drive
  - Beach Boulevard

Widening at these intersections will require right-of-way (ROW) acquisitions involving property owned by California State Lands Commission (SLC) and Huntington Beach Wetlands Conservancy. In addition, combined bike and right-turn lanes are proposed at right-turn locations, where there is insufficient space for a dedicated bike lane treatment.

- Install bike detection sensors at signalized intersections within the project limit. This addition falls under the Complete Streets initiative in providing bicyclists with an improved experience in using state highway facilities.
- Relocate traffic signal poles and reconstruct Americans with Disabilities Act (ADA) facilities at locations affected by the Class II bike lane improvements. The following locations that will require further reconfiguration as a result of the bike facility improvements.
  - **Southeast curb return of SR-1 and Warner Avenue intersection.** Curb ramp reconstruction will be required at this intersection as a result of the proposed bike lane treatment and widening will be required at this intersection.
  - **Southwest curb return of SR-1 and Warner Avenue intersection.** Curb ramp and sidewalk reconstruction, as well as traffic signal and lighting pole relocations to accommodate installation of buffered Class II bike lane in SB SR-1 direction.

- **Southeast curb return of SR-1 and Magnolia Street intersection.** Curb ramp and sidewalk reconstruction, as well as traffic signal and lighting pole relocations as a result of the proposed bike lane treatment and widening.
- **Southeast curb return of SR-1 and Brookhurst Street intersection.** Curb ramp and sidewalk reconstruction, as well as traffic signal and lighting pole relocations will be required at this intersection as a result of the proposed bike lane treatment and widening.
- Refresh bike and vehicle lane delineations, where needed and added signage. In addition to the striping, marking, and signage accompanying the Class II bike lanes and shared lanes, this project proposes safety measures through enhancing visibility for bike facilities on SR-1. Proposed improvements include green bike-lane treatment areas between through-lane and right-turn-lanes as mentioned previously, green merging zones to identify potential areas of conflict. At high speed segments of SR-1, there is “No Parking Anytime” signage to be added to discourage illegal parking that would compromise the proposed bike facilities. Vehicle lane lines are to be restriped as needed.
- Other safety elements proposed include upgraded bike-friendly grates for curb side inlets, high visibility crosswalks at heavily used pedestrian crossings from Anderson Street to Santa Ana River Bridge, and a guardrail upgrade at the Bolsa Chica Ecological Reserve to meet current standards.
- Existing sand deposits along Beach Boulevard to Brookhurst Street and Warner Avenue to Seapoint Street will be cleaned up to prevent accumulation of sand and debris onto the roadway that may interfere with the movement of bicyclists on SB SR-1. During project Design, Caltrans will seek an agreement with California State Parks about future roadway and removal needs.
- Install two additional traffic census stations at the intersection of SR-1 at Goldenwest Street and SR-1 at Warner Avenue.
- Replace an existing traffic signal pole to the latest standard at the northwest corner of SR-1 and Seal Beach Blvd. This improvement was initially scoped to be included in project 12-0N850 but has been incorporated into this project.

### **1.5 Transportation System Management (TSM) and Transportation Demand Management (TDM)**

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

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

The project in itself is considered a TDM tool as it proposes to add a comprehensive Class II bike lane in both directions of SR-1 and proposes to improve various bicycle safety measures throughout the project limits as discussed above.

### **Other Project Elements (Standardized Project Measures)**

The Preferred Alternative contains several standardized project measures that are employed on most, if not all, Caltrans projects. The use of these measures with the Build Alternative is described in more detail in Chapter 2 of this Initial Study as Project Features (PF) are numbered. For example, a Project Feature applicable to water quality would be titled and listed as PF-WQ-1.

#### **Air Quality**

- **Caltrans Standard Specifications in Section 14-9 Air Quality:**

**PF-AQ-1** The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018) for reducing impacts from the construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. The proposed project would comply with SCAQMD Rule 403 requiring the implementation of best available dust control measures during active operations capable of generating fugitive dust.

#### **Biology**

- **Caltrans Standard Specification 14-1.02 Environmentally Sensitive Area:**

**PF-BIO-1: Delineation of Environmental Sensitive Areas.** Prior to project activities, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the project footprint/equipment access routes to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. This will include ESA fencing along jurisdictional aquatic resources located at the intersections of SR-1 at Warner Avenue, Magnolia Street, and Brookhurst Street. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones.

- **Caltrans Standard Specification 14-6.05 Invasive Species Control**

**PF-BIO-2: Invasive Species Control.** All construction equipment accessing unpaved areas will be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving to and leaving the project site.

- **Caltrans Standard Specification 21-2.01 Erosion Control Work:**

**PF-BIO-3: Erosion Control Material Sourcing.** Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. Invasive species will not be used in any landscaping palettes for the project.

- **Caltrans Standard Specification 13.101A General Water Pollution Control:**

**PF-BIO-8: Equipment Staging Best Management Practices (BMPs).** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland areas. The designated upland areas will be located in such a manner as to prevent any loose soil or spill runoff from entering jurisdictional waterways or adjacent sensitive vegetation communities. All construction materials will be removed from worksites following completion of project activities.

- **Caltrans Standard Specification 13-1.01D (2)-Regulatory Requirements:**

**PF-BIO-9: Water Quality BMPs.** In order to avoid impacts to water quality during construction, stormwater and erosion control BMPs are recommended to prevent loose soil or pollutants associated with the project from inadvertently entering the aquatic resources located within and adjacent to the BSA. Example BMPs include silt fencing and straw wattle placed in such a manner that they are able to catch or filter sediment or other construction-related debris to prevent it from eroding into the nearby drainage channels.

- **Caltrans Standard Specification 14-10.10 Solid Waste Disposal and Recycling:**

**PF-BIO-13: Trash and Waste Removal.** During construction, trash and food waste will be removed from work sites on a daily basis to avoid the attraction of predators that prey on sensitive wildlife species.

## Cultural

- **Caltrans Standard Specification 14-2.03A Discovery of Cultural Materials:**

**PF-CULT-1:** If cultural materials are discovered during construction activities, the construction Contractor will divert all earthmoving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find. At that time, coordination will be maintained with the California Department of Transportation District 12 Environmental Branch Chief or the District 12 Native American Coordinator to determine an appropriate course of action. In addition, the final disposition of archaeological, historical, and paleontological resources recovered on State land under the jurisdiction of the California State Lands Commission must be approved by the Commission.

- **Caltrans Standard Specification 14-2.03A Discovery of Human Remains:**

**PF-CULT-2** If human remains are discovered during construction activities, California State Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the Orange County Coroner shall be contacted. If the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), who pursuant to California Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At that time, the persons who discovered the remains will contact the Caltrans District 12 Environmental Branch Chief or the District 12 Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of California PRC 5097.98 are to be followed as applicable.

## Geology and Soils

- **Caltrans Standard Specification 48-2.02. B and Section 19 Earthwork General:**

**PF-GEO-1:** The project will comply with the most current Caltrans procedures and design criteria regarding seismic design to mitigate any adverse effects related to

seismic ground shaking. Earthwork will be performed in accordance with Caltrans Standard Specifications, Section 19, which require standardized measures related to compacted fill, over-excavation, and re-compaction, among other requirements. Moreover, Caltrans Highway Design Manual (HDM) Topic 113, requires the project engineer to review a Geotechnical Design Report, if any, to ascertain the scope of geotechnical involvement for a project.

### Greenhouse Gas Emissions

- **Caltrans Standard Specification 7-102.C:**

**PF-GHG-1: Emissions Reduction:** Submit to the Department the following certification before performing the work: "I am aware of the emissions reduction regulations being mandated by the California Air Resources Board. I will comply with such regulations before commencing the performance of the work and maintain compliance throughout the duration of this Contract." Contract signing constitutes submittal of this certification

### Hazardous Materials

- **Caltrans Standard Specification 13.2:**

**PF-HAZ-1:** An Aerially Deposited Lead (ADL) Investigation will be conducted at the excavation areas for lead contamination; and then ADL report will be prepared. Based on the ADL contain in the soil, an appropriate Special Provisions will be prepared to provide an instruction to construction contractor on how to handle the ADL impacted soil during construction.

- **Caltrans Standard Specification 13-4.03E (2) and Unknown Hazards Procedures in Caltrans Construction Manual (most updated version):**

**PF-HAZ-2:** During construction, the construction contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during project construction activities, the construction contractor will be required to cease work in the area and to have an environmental professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the Caltrans' Construction Manual.

- **Caltrans Standard Specification 14-11.14:**

**PF-HAZ-3:** During construction, the construction contractor is required to store treated wood waste (TWW) in metal containers approved by the US Department of Transportation for the transportation and temporary storage of hazardous waste until disposal. In addition, TWW could only be disposed at a permitted TWW Resource Conservation and Recovery Act (RCRA) Subtitle C disposal facilities.

### Water Quality and Storm Water Runoff

- **Caltrans Standard Specification 13-1.01D (2)-Regulatory Requirements:**

**PF-WQ-1:** The project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order No. 2012-0011-DWQ, NPDES No. CAS00003 and the and any subsequent permits in effect at the time of construction

- **Caltrans Standard Specification 13-3.01D (2)-Regulatory Requirements:**

**PF-WQ-2:** A Water Pollution Control Program (WPCP) will be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential impact water quality. The WPCP will identify the sources of pollutants that may affect the quality of storm water and include BMPs to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management and non-storm water BMPs. All work must conform to the Construction Site BMP requirements specified in the latest edition of the Storm Water Quality Handbooks: Construction Site Best Management Practices Manual to control and minimize the impacts of construction and construction related activities, material and pollutants on the watershed. These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-storm water BMPs.

- **Caltrans Standard Specification 13-3 Storm Water Pollution Prevention Plan:**

**PF-WQ-3:** Design Pollution Prevention Best Management Practices (BMPs) will be implemented such as preservation of existing vegetation, slope/ surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes and swales, overside drains, flared end sections, and outlet protection/ velocity dissipation devices.

**PF-WQ-4:** Construction site dewatering discharges must comply with the General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (de minimis) Threat to Water Quality (Order No. R8-2020-0006, NPDES No. CAG998001) and any subsequent updates to the permit at the time of construction. This Permit addresses temporary dewatering operations during construction. Dewatering BMPs will be used to control sediment and pollutants, and the discharges must comply with the WDRs issued by the Santa Ana RWQCB.

### Land Use/Planning and Recreation

- **Caltrans Standard Specifications Section 5-1.39:**

**PF-REC-1:** The property used for temporary construction easement will be restored to a condition at least as good as it was prior to easement being granted.

- **Caltrans Standard Specifications Section 12-4 Maintaining Traffic:**

**PF-TRA-1:** A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall always be provided to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts.

### Noise

- **Caltrans Standard Specifications Section 14.8-02 Noise Control:**

**PF-N-1** During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by 2018 Caltrans Standard Specification

Section 14-8.02, "Noise Control," which states the following: Control and monitor noise resulting from work activities. Do not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m. No mitigation required.

## Traffic

- **Caltrans Standard Specifications Section 12-4 Maintaining Traffic:**

**PF-TRA-1:** A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall always be provided to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts.

### 1.5.1 Project Schedule and Construction

The Final Environmental Document is anticipated to be approved in March 2022. Project design is anticipated to be completed in May 2024. Construction will occur over a period of 19 months between January 2025 to July 2026.

A Transportation Management Plan (TMP) checklist has been prepared and will be updated during the design phase to minimize potential impacts on emergency services, commuters, and the surrounding communities during construction. The TMP, when implemented, would result in minimized project-related traffic delay and accidents by the effective application of traditional traffic mitigation strategies and innovative combinations of public and motorist information, demand management, incident management, system management, and alternative route and construction strategies. In addition, the TMP will include strategies and measures to avoid and minimize disruption to local access, roadways, and bike and pedestrian facilities during construction.

Staged construction and traffic handling plans will be prepared in the PS&E phase to show the sequence of work activities and maintaining vehicular traffic through the work zone.

### Alternative 2 No Build Alternative

Under the No Build alternative, the project purpose and need will not be addressed, and it will retain the existing roadway condition. However, it does not preclude the construction of future improvements. This Alternative will not reduce bicyclist fatalities and serious injuries within the project limits.

### 1.5.2 Final Decision-Making Process

After the public circulation period, all comments were considered, and Caltrans selected Alternative 1 as the preferred alternative and made the final determination of the project's effect on the environment. Under CEQA, since no unmitigable significant adverse impacts are

identified, Caltrans has prepared Mitigated Negative Declaration (MND) (which was proposed for this project).

The permits, reviews, and approvals listed in Table 1.2 would be required for project construction.

**Table 1-2 Permits and Approvals Needed**

The following permits, reviews, and approvals would be required for project construction:

<b>Agency</b>	<b>PLAC</b>	<b>Status</b>
United State Fish and Wildlife Service (USFWS)	Informal Section 7 consultation concurrence letter	Section 7 consultation with the USFWS was received in March 2022
California State Lands Commission (SLC)	Section 4(f) De Minimis Concurrence/and Encroachment Permit	De Minimis concurrence was obtained March 2022. An encroachment permit would be obtained prior to construction.
State Office of Historic Preservation	State Historic Preservation Officer (SHPO) Concurrence – No adverse effect finding	SHPO concurrence was received December 2021.
State Water Resources Control Board (SWRCB)	Caltrans Statewide NPDES Permit Order No. 2012-0011-DWQ, NPDES No. CAS000003	Caltrans Statewide NPDES Permit adopted by SWRCB on September 2012
City of Huntington Beach and California Coastal Commission (CCC)	Coastal Development Permit (CDP)	CDP will be obtained prior to start of construction.
California Transportation Commission (CTC)	Funding approval	Approval will be obtained after approval of the Final Environmental Document.

**Design Variations Considered but Eliminated from Further Discussion Prior to the “draft” Initial Study**

The project previously included the following design variations. These design variations were intended to contribute to the various project improvements within the project area; however, after consideration of Caltrans design standards, environmental impacts, and right-of-way requirements, costs and maintenance costs, these design variations described below were either removed from further consideration or revised as part of the current project scope.

SR-1 at Warner Avenue Widen in the Southbound Direction and Reduce Lane Widths

During the project development process, a design variation was developed to reduce the amount of impact to the Bolsa Chica Wetland Conservancy at the southeast quadrant of SR-1/Warner Avenue. The proposal was to widen along southbound SR-1, shift the SR-1 centerline to the west, and reduce existing lane widths to minimize or eliminate right-of-way needs. The existing lane lines along SR-1 in the northbound direction at Warner Avenue are currently below standard widths; therefore, any additional reductions to lane widths could create a visual bottleneck and require non-standard approvals. Shifting the SR-1 centerline to the west poses additional constraints that include shifting right-of-way needs from Bolsa Chica Wetland Conservancy to the Bolsa Chica State Beach. Additionally, lane shifts would introduce more skew to the SR-1/ Warner intersection and create a travel way angled towards the bike lane on the receiving NB direction of SR-1 at this intersection, which could contribute to a new safety risk to cyclists along the NB direction.

Bridge Rail and Barriers California Coastal Commission Approved

A Bridge Rails and Barriers: A Reference Guide for Transportation Projects in the Coastal Zone developed by Caltrans and California Coastal Commission (CCC) was reviewed and this guideline is specifically to railings and barriers that can be implemented on bridges along the coast. Based on review of this document, the guidelines do not apply to the guardrail application in this project to protect a fixed object. The document states that there may be future updates to include variations for other forms of barriers/railings; however, the current version is not applicable to this project.

Planting Vegetation along the Existing Sand Slopes

Established vegetation appears to help slow advancement of sand onto the roadway and this design variation was considered prior to the retaining wall design variation. However, the difficulty of this design variation is getting the plants established and self-sufficient. In addition, there is currently no landscape irrigation system set within this area, and the plant establishment itself has not been successful in previous projects at this specific area. This could be attributed to the soil type, slopes, and heavy winds that this area experiences.

Sand Stabilization Application

A product that acts as a stabilizer when applied to the top layer of sand was considered prior to the retaining wall design variation. The stabilization application was ruled out due to the effectiveness for the existing top layer of sand, which would be quickly overtaken by new sand being blown in. In addition, the same product would be required to apply to the whole beach to meet Caltrans' purpose and need; and this was determined as being unfeasible.

Retaining Walls

A retaining wall design variation was considered to resolve existing beach sand encroachment along SB SR-1 between Warner Avenue and Seapoint Street, and from Beach Boulevard to Brookhurst Avenue. Current and future beach sand intrusion creates a safety hazard for cyclist using the shoulder as a bike path. After considering multiple factors, this design variation deemed an unfeasible solution to the issue of sand encroaching onto the roadway due to the following reasons:

- Sand will accumulate on State Parks side without consistent maintenance and spill over to SR-1 as in existing condition. After discussions with State Parks, Caltrans and State Parks could not reach an agreement of maintaining and cleaning up on the State Parks property along the retaining wall.
- Introducing a fixed object on the side of the road brings up safety concerns; for example, collisions with bicyclists may be less forgiving with wall in place.
- Posing difficulties for Caltrans Maintenance to use heavy equipment for their operations without damaging the wall.
- Sand accumulation at top of the retaining wall may lead to sand being blown onto roadway at eye-level of cyclists and create a safety issue in impairing cyclist vision.
- Removing accumulated sand between the retaining wall and State Park's fence will need to be done manually and is labor intensive for Caltrans Maintenance crews.

As discussed earlier, initial cleanup of existing sand deposits along Beach Boulevard to Brookhurst Street and Warner Avenue to Seapoint Street remains as part of the project scope.

### Slope Paving

Slope paving was also considered to resolve the sand issue; however, the existing sand dunes are considered as an environmentally sensitive habitat area. Therefore, this design variation was considered but rejected from further discussion.

### Center Median – Thrie Beam Barrier

Thrie beam barrier was considered and would occur at the identical location the Median Concrete Barrier, from Seapoint Street to Warner Avenue along SR-1. This variation consists of installing a thrie-beam barrier. The thrie-beam barrier would follow the Standard Caltrans plan A78A and would stand 2'-8" in height with a width of 2'-2". This design variation would allow for drainage/flow to run through and would reduce the severity of impeding or diverting the flow of water within the 100-year floodplain in comparison to Median Concrete Barrier. This design option: however, could incur higher associated maintenance costs due to restoration needs in the event of a collision.

### Silt Fence and Sand Bags

Silt fence and sand bags along State parks fence line from Warner Avenue to Seapoint Street serve as both a storm water and safety benefit in preventing beach side sand on reaching the roadway was considered. This variation was eliminated due to the objection from CSLC.

### Center Median – Concrete Median Barrier

A concrete median barrier in place of existing raised median on SR-1 between Warner Avenue and Seapoint Street was considered; however, changing the alignment and cross-section of SR-1 between Warner Avenue and Seapoint Street was eliminated as a viable design feature after Caltrans internal discussion.

This feature included proposing a concrete median barrier in place of the existing raised median island. The existing raised median island will remain with the current design alternative. This would provide more travelled roadway width along both the NB and SB directions of SR-1 through this high-speed section. Along with adjusted lane line delineation, this proposal will provide more space for bicyclists and vehicles to operate through this area. The Type 60M concrete barrier would follow Caltrans Standard (RSP A76A) and will stand 3.5' in height with a width of 2'. As a result of Design Variation, 450 sqft of PE will no longer be required and the TCE will be reduced from 2,200 sqft to 1,250 sqft.

## Chapter 2 – CEQA Checklist

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils	<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials
<input checked="" type="checkbox"/>	Hydrology/Water Quality	<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input checked="" type="checkbox"/>	Public Services
<input checked="" type="checkbox"/>	Recreation	<input checked="" type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

### DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

<b>Signature:</b>	<b>Date:</b>
<b>Printed Name:</b>	<b>For:</b>

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a resource. A NO IMPACT answer in the last column reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project, and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

## 2.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.1.1 CEQA Significance Determination for Aesthetics

The potential for the proposed project to result in adverse impacts related to Aesthetics is assessed in the following discussion. This discussion below is based on review of the Visual Impact Assessment (VIA; July 2021) prepared for this project.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with enjoyment of aesthetic, natural, scenic and historic environmental qualities.” (CA Public Resources Code Section 21001[b])

Highway 1 through the project limits is classified as an eligible State Scenic Highway on the State list. The project is within the Coastal Zone, and a sensitive corridor regarding visual resource issues. Ocean views are available from the highway along a majority of the length of

the project. Review of the project and project plans indicate that the project would not result in substantial adverse impacts to the visual environment.

- a) **Less Than Significant Impact:** There may be scenic vistas along coast highway; however, the heights and locations of the proposed improvements are such that they would not change the existing conditions significantly, hence there would be no significant adverse effect on a scenic vista.
- b) **Less Than Significant Impact:** SR-1 through the project limits is classified as an eligible State Scenic Highway<sup>1</sup> on the State list. The project is within the Coastal Zone, and a sensitive corridor regarding visual resource issues. Ocean views are available from the highway along a majority of the length of the project. The project would not result in significant and unavoidable impacts to the visual environment. The proposed improvements are mostly ground level features including striping for bike lanes, curb work, and guard rail replacement, such that no ocean views would be obstructed. Visual access to coastal resources would be safer for bicyclist due to improved striping of bicycle lanes and right turn curb returns. Therefore, the proposed project would not cause any substantial damage to scenic resources.
- c) **No Impact:** The proposed project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings, or conflict with applicable zoning and other regulations governing scenic quality. This is because the project does not propose new dominant elements or changes to existing major aesthetics features and the visual character will remain similar to existing conditions.
- d) **No Impact:** The proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area because there will be minimal changes to the existing landscape and driving views within the project limits.

### 2.1.2 Avoidance, Minimization and/or Mitigation:

No avoidance, minimization, and/or mitigation is required.

## 2.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

<sup>1</sup> There are 2 designations on the state scenic highway list, "Eligible and officially Designated". An eligible State highway becomes officially designated through a process in which the local governing body applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program (CPP), and receives notification that the highway has been officially designated a State Scenic Highway by the Caltrans Director. This section of Route 1 is listed as "eligible" and does not fall under the protection of the CPP, unless it becomes a "officially designated scenic highway".

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.2.1 CEQA Significance Determination for Agriculture and Forest Resources

- a) **No Impact:** According to the California Department of Conservation (DOC) - California Important Farmland Finder database<sup>2</sup> the project is not located in Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no farmland would be converted to non-agricultural use.
- b) **No Impact:** The project location and surrounding areas are identified as “Urban and Built-Up Land” and do not contain land enrolled in a Williamson Act contract (DOC, 2019). Therefore, the project would not conflict with existing zoning for agriculture uses or any Williamson Act contracts. No impact would occur.
- c) **No Impact:** The project site is located in a highly urbanized setting and does not contain any forest land or timberland. The project site does not support the definitions provided by PRC § 42526 for timberland, PRC § 12220(g) for forest land, or California Government Code § 51104(g) for timberland zoned for production. PRC § 12220(g) defines forest land as “land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” Therefore, the project would not conflict with existing zoning for forest land or timberland.

<sup>2</sup> California Department of Conservation (DOC) - California Important Farmland Finder database. Accessed March 10, 2021. Webpage: <https://maps.conservation.ca.gov/DLRP/CIFF/>

- d) **No Impact:** No forest land exists on the project site due to its urban and developed nature. Therefore, project implementation would not result in the loss of forest land or conversion of forest land to non-forest use.
- e) **No Impact:** The proposed project would not involve other changes to the existing environment which due to location or nature could result in conversion of Farmland to a non-agriculture use. Hence, there would be no impacts; therefore, no avoidance, minimization, or mitigation measures are required.

**2.2.2 Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, and/or mitigation is required.

**2.3 Air Quality**

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**2.3.1 CEQA Significance Determination for Air Quality**

The potential for the proposed project to result in adverse impacts related to Air Quality is assessed in the following discussion. This discussion below is based on review of the Technical Document for Air Quality (March 2021) prepared for this project:

- a) **Less Than Significant Impact:** The project limits are located in the South Coast Air Basin and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The SCAQMD is the primary agency responsible for writing the Air Quality Management Plan (AQMP) in cooperation with the Southern California Association of Governments (SCAG), local governments, and the private sector. The AQMP provides the blueprint for meeting State and Federal ambient air quality standards. The Build Alternative is included in SCAG’s 2016–2040 RTP and the 2019 FTIP, both of which were found to be conforming. Therefore, the Build Alternative would not conflict with the AQMP, violate any air quality standard, result in a net increase of any criteria pollutant, or expose sensitive receptors to substantial pollutant concentrations.

In addition, according to the Code of Federal Regulations (CFR) Title 40 Section 93.126, safety projects such as safety lighting, refreshing lane delineation, installing bike lane are exempt project. This exempt project does not require project submittal to the Transportation Conformity Working Group for interagency Consultation and operational quantitative air quality analysis is also not required.

- b) **Less than Significant Impact:** The Build Alternative would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). No mitigation is required.
- c) **Less than Significant Impact:** The Build Alternative would not expose sensitive receptors to substantial pollutant concentrations. Any impacts associated with the Build Alternative would be less than significant. No mitigation is required.
- d) **Less than Significant Impact:** During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, NOX, Volatile. CAL-CET 2020 was used to calculate the construction emission. Total CO<sub>2</sub>e emission from the construction would be 286 MT. The Build Alternative would comply with construction standards adopted by the South Coast Air Quality Management District (SCAQMD) as well as Caltrans standardized procedures for minimizing air pollutants during construction. See standardized Project Features (PF-AQ-1), below, that would avoid and/or minimize air quality impacts resulting from construction activities. Objectionable odors are not currently present within the project limits and construction activities, including the use of diesel equipment, would be temporary in nature and are not anticipated to emit significant odors. Similarly, impacts from the Build Alternative would be less than significant with the Project Features listed above. No mitigation is required.

### **2.3.2 Avoidance, Minimization and/or Mitigation Measures:**

No avoidance, minimization, and/or mitigation is required; however, the following Project Feature will be implemented.

**PF-AQ-1:** The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018) for reducing impacts from the construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. The proposed project would comply with SCAQMD Rule 403 requiring the implementation of best available dust control measures during active operations capable of generating fugitive dust.

**2.4 Biological Resources**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, or NOAA Fisheries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.4.1 CEQA Significance Determination for Biological Resources**

The potential for the Build Alternative to result in impacts to biological resources was assessed in the Natural Environment Study (NES; October 2021), the Supplemental NES (SNES; December 2021), and the SNES dated February 2022. Proposed project design refinements that resulted in revisions to the biological impact analyses for the project are assessed in the SNES prepared in December 2021 and SNES prepared in February 2022. The following analyses are based on the information described in these technical studies and which impacts to vegetation communities are summarized below in Table 2.4-1.

**Table 2.4-1: Vegetation Communities/Land Covers in the BSA and Build Alternative Impacts**

Vegetation Communities/Land Cover	Area (acres)	Permanent Impacts (acres) – Northbound	Temporary Impacts (acres) - Northbound	Permanent Impacts (acres) - Southbound	Temporary Impacts (acres) - Southbound
Arroyo Willow Thicket	0.03	0	0	0	0
Bare Ground	2.4	0	0	0	0
Coastal Sage Scrub	2.38	0	0	<0.01	<0.01
Coastal Sage Scrub/Saltbush Scrub Ecotone	0.17	0	0	0	0
Coastal Strands	6.35	0	0	0	<0
Coastal Strands/Coastal Sage Scrub Ecotone	0.93	0.04	0	0	0
Developed	118.43	<0.01	0	0.03	0.03
Disturbed Coastal Sage Scrub	0.25	0	0	0	0
Disturbed Coastal Strands	0.48	0.04	<0.01	0	0
Disturbed Goldenbush Scrub	0.07	0	0	0	0
Disturbed Saltbush Scrub	0.08	<0.01	0	0	0
Disturbed Southern Coastal Salt Marsh	0.34	0	0	0	0
Goldenbush Scrub	1.20	0.06	0.03	0	0
Open Water	5.17	0	0	0	0
Ornamental	3.19	0	0	0	0
Ruderal/Disturbed	2.63	0.04	0	0	0
Salt Grass Flats	0.05	0	0	0	0
Saltbush Scrub	0.36	0	0	0	0
Southern Coastal Salt Marsh	5.35	0	0	0	0
<b>TOTAL</b>	<b>149.87</b>	<b>0.18</b>	<b>0.04</b>	<b>0.03</b>	<b>0.04</b>

BSA = Biological Study Area

- a) **Less Than Significant Impact.** The Biological Study Area (BSA) is primarily disturbed or developed. Much of the BSA consists of urban development and other disturbed sites adjacent to a busy highway. There are prominent or natural drainage features (e.g., rivers, creeks, or wetlands) within the BSA including the Santa Ana River, Talbert Marsh Inlet Channel and Bolsa Chica Wetlands Inlet Channel. Undeveloped areas within the BSA are a mix of natural vegetation communities and pockets of ornamental vegetation and ruderal areas along SR-1 and surrounding residential and commercial developments.

Mapped vegetation communities and land cover types in the BSA include arroyo willow thicket, coastal sage scrub, coastal sage scrub/saltbush scrub ecotone, coastal strands, coastal strands/coastal sage scrub ecotone, coastal salt marsh, goldenbush scrub, saltbush scrub, saltgrass flats, open water, ruderal/disturbed, ornamental landscaping, and developed and bare ground. There are also disturbed variants of coastal sage scrub, coastal strands, goldenbush scrub, saltbush scrub and southern coastal marsh present within the BSA. The area surrounding the BSA includes land uses that are residential, commercial, transportation, and undeveloped open space.

The following electronic databases were consulted for species that could potentially occur within the vicinity of the BSA:

- United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) (September 2021)
- National Oceanic and Atmospheric Administration (NOAA) (June 2021)
- California Natural Diversity Database (CNDDB), Rarefind 5 (June 2021)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants (June 2021)

In addition, general biological field surveys were conducted in May and June 2021 to assess the biological condition of the BSA for the presence of various special-status biological resources, including plants and wildlife, and habitat suitability for special-status species. Focused special-status plant and animal habitat suitability assessments and focused surveys for each group were conducted in May and August 2021. Daytime bat suitability assessments were conducted in May and June 2021 along with focused wildlife surveys and general habitat assessments. A jurisdictional delineation was conducted in May 2021.

Based on the database review, 40 special-status plant species and 72 special-status wildlife species were identified as potentially present within the BSA. Of the 40 special-status plant species identified, eight are federally/State-listed as threatened or endangered. Suitable habitat for two federally/State-listed as threatened or endangered wildlife species is present within the BSA including salt marsh bird's beak (*Chloropyron maritimum* ssp. *maritimum*) and big-leaved crownbeard (*Verbesina dissita*). Salt marsh bird's beak and big-leaved crownbeard are discussed in detail below. Suitable habitat for the remaining six federally/State-listed as threatened or endangered plant species is absent within the BSA and is not discussed further.

Of the 72 special-status wildlife species identified as potentially present within the BSA, 32 are federally/State-listed as threatened or endangered. Two federally/State-listed wildlife species were observed within the BSA including Belding's Savannah sparrow (*Passerculus californica californica*) and California least tern (*Sternula antillarum browni*). Suitable habitat for an additional seven federally/State-listed as threatened or endangered wildlife species is present within the BSA including green sturgeon (*Acipenser medirostris*), tidewater goby (*Eucyclogobius newberryi*), steelhead trout (*Oncorhynchus mykiss*), western snowy plover (*Eremophila alpestris actia*), California black rail (*Laterallus jamaicensis coturniculus*), coastal California gnatcatcher (*Polioptila californica*), and light-footed Ridgway's rail (*Rallus obsoletus levipes*). Suitable habitat for the remaining 23 federally/State-listed as threatened or endangered wildlife species is absent within the BSA. With the exception of western snowy plover and coastal California gnatcatcher, implementation of the project would not result in any substantial adverse effects to green sturgeon, tidewater goby, steelhead trout, Belding's Savannah sparrow, California least tern, California black rail, light-footed Ridgway's rail, their potential habitat, or those federally/State-listed as threatened or endangered species lacking suitable habitat in the BSA. This is due in most part to the proximity to roadway infrastructure and residential and commercial development and the project's avoidance of aquatic resources. Western snowy plover and coastal California gnatcatcher are discussed in detail below. The

remaining 30 federally/State-listed as threatened or endangered wildlife species identified as potentially present are not discussed further.

Of the remaining 72 non-federally/State-listed special-status species with the potential to occur in the BSA, 21 are considered absent based on lack of suitable habitat, 30 are considered to have a low probability of occurrence, and 11 are considered to have a moderate or greater probability of occurrence based on the presence of suitable vegetation and/or soils. Five non-federally/State-listed special-status species were observed during the May 2021 surveys including Lewis' evening-primrose (*Camissoniopsis lewisii*), coast woolly-heads (*Nemacaulis denudata* var. *denudata*), estuary seablite (*Suaeda esteroa*), osprey (*Pandion haliaetus*), California horned lark (*Eremophila alpestris actia*) and California brown pelican (*Pelecanus occidentalis californicus*).

Those non-federally/State-listed special-status species with a moderate or greater probability of occurrence include Horn's milk-vetch (*Astragalus hornii* var. *hornii*), southern tarplant (*Centromadia parryi* ssp. *australis*), vernal barley (*Hordeum intercedens*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), mud nama (*Nama stenocarpa*), San Bernardino aster (*Symphytotrichum defoliatum*), wandering (saltmarsh) skipper (*Panoquina errans*), southern California legless lizard (*Anniella stebbinsi*), black skimmer (*Rynchops niger*) and white-tailed kite (*Elanus leucurus*). With the exception of Lewis' evening-primrose, coast woolly-heads, California horned lark, and southern California legless lizard, implementation of the project would not result in any substantial adverse effects to non-federally/State-listed special-status species with a moderate or higher probability of occurrence in the BSA or their potential habitat. This is due in most part to the proximity to roadway infrastructure and residential and commercial development. Lewis' evening-primrose, coast woolly-heads, California horned lark, and southern California legless lizard are discussed in detail below. The remaining non-federally/State-listed special-status species with potential to occur in the BSA are not discussed further.

**Salt Marsh Bird's Beak.** Salt marsh bird's beak was not observed during May 2021 surveys and there are no documented historical occurrences of salt marsh bird's beak in the vicinity of the BSA. Some suitable habitat is present within the BSA in the form of southern coastal salt marsh. No permanent or temporary impacts are proposed to suitable habitat as part of project activities, and direct impacts to the species are not anticipated.

Indirect temporary effects to suitable southern coastal salt marsh habitat may include an increase or change in off-site runoff, erosion, and spread of invasive species during construction activities but are not anticipated to affect salt marsh bird's beak. To ensure avoidance and minimization to the greatest extent possible to suitable habitat for this species, Measures PF-BIO-1 through PF-BIO-3, and BIO-4 through BIO-6 will be implemented during construction.

With implementation of Measures PF-BIO-1 through PF-BIO-3 and BIO-4 through BIO-6, impacts to salt marsh bird's beak would be less than significant.

**Big-Leaved Crownbeard.** Big-leaved crownbeard was not observed during May 2021 surveys and there are no documented historical occurrences of big-leaved crownbeard in the vicinity of the BSA. Some marginally suitable habitat is present within the BSA in the form of coastal sage scrub. Permanent and temporary impacts to less than 0.01 acre of

marginal suitable coastal sage scrub habitat would occur as part of project activities but are not likely to cause direct impacts to the species due to its absence from the BSA during focused special-status plant species conducted in May 2021.

Indirect temporary effects to suitable coastal sage scrub habitat may include an increase or change in off-site runoff, erosion, and spread of invasive species during construction activities but are not anticipated to affect the species. To ensure avoidance and minimization to the greatest extent possible to suitable habitat for this species, project feature Measures PF-BIO-1 through PF-BIO-3 and BIO-4 through BIO-6 will be implemented during construction.

With implementation of Measures PF-BIO-1 through PF-BIO-3 and BIO-4 through BIO-6, impacts to big-leaved crownbeard would be less than significant.

**Lewis' Evening-Primrose.** Approximately 375 individuals of Lewis' evening-primrose were observed during the May 2021 surveys. Suitable habitat is present in the BSA for the species and includes coastal strands. Permanent impacts to up to 0.04 acres of marginal suitable coastal strands and up to 0.04 acre of disturbed coastal strands habitat, and temporary impacts to less than 0.01 acre to disturbed coastal strands habitat, would occur as part of project activities but are not anticipated to have direct impacts on any individual. Therefore, the project is not expected to result in a significant adverse impact to Lewis' evening-primrose and its habitat.

Indirect temporary effects to suitable coastal sage scrub habitat may include an increase or change in off-site runoff, erosion, and spread of invasive species but are not anticipated to affect the species. To ensure avoidance and minimization to the greatest extent possible to suitable habitat for this species, Measures PF-BIO-1 through PF-BIO-3 and BIO-4 through BIO 6 will be implemented during construction.

With implementation of Measures PF-BIO-1 through PF-BIO-3 and BIO-4 through BIO -6, impacts to Lewis' evening-primrose would be less than significant.

**Coast Woolly-Heads.** More than 7,200 individuals of Coast woolly-heads were observed during the May 2021 surveys including groupings that exceeded 2,000 individuals. Suitable habitat is present in the BSA for the species and includes coastal strands. Permanent impacts to up to 0.04 acres of marginal suitable coastal strands and up 0.04 acre of disturbed coastal strands habitat, and temporary impacts to less than 0.01 acre to disturbed coastal strands habitat, would occur as part of project activities but are not anticipated to have direct impacts on any individuals. Impacts to vegetation communities within the Coastal Zone and documented as Environmentally Sensitive Habitat Areas (ESHAs) under the California Coastal Act, including 0.08 acre of permanent impacts and less than 0.01 acre of temporary impacts, to Disturbed coastal strands, will be mitigated utilizing a minimum compensatory mitigation ratio of 2:1 to offset permanent effects. Any temporary vegetation clearing and grubbing within coastal strands and other ESHA would be, at a minimum, treated with erosion control (hydroseed) at a 1:1 ratio. The seed mix of the hydroseeding effort will be comprised of native plants similar to plant communities found in the BSA or region. The plant establishment period will be limited to one year and hydroseed will be applied a second time within one year, should the initial hydroseed application not establish. Therefore, the project is not expected to result in a significant adverse impact to coast woolly-heads.

Indirect temporary effects to suitable coastal sage scrub habitat may include an increase or change in off-site runoff, erosion, and the spread of invasive species during construction activities but are not anticipated to affect the species. To ensure avoidance and minimization to the greatest extent possible to suitable habitat for this species, Measures PF-BIO-1 through PF-BIO-3, and BIO-4 through BIO-6 will be implemented during construction.

With implementation of PF-BIO-1 through PF-BIO-3 and BIO-4 through BIO-6, impacts to coast woolly-heads would be less than significant.

**Western Snowy Plover.** Suitable habitat is present in the BSA for the federally threatened coastal western snowy plover. There are documented historical occurrences of coastal western snowy plover in the vicinity of the BSA within the Bolsa Chica Ecological Reserve and beaches along the Pacific Ocean. Per literature review, coastal strand is considered suitable nesting habitat for this species. However, due to the highly disturbed nature of the coastal strands within the BSA and close proximity of this habitat to SR-1 and its bike lane, and its substantial distance from the Pacific Ocean, the BSA does not support suitable western snowy plover nesting habitat. Suitable foraging habitat is present within the BSA, in the form of southern coastal salt marsh but would not be impacted as part of project activities.

Project activities are anticipated to permanently impact approximately 0.04 acre and temporarily impact 0.03 acre of western snowy plover critical habitat that contains goldenbush scrub. Of these habitat areas within critical habitat, none contains suitable breeding or foraging habitat as they lack all Physical or Biological Features (PBFs) as designated by the USFWS, and compensatory mitigation is not warranted. However, impacts to vegetation communities within the Coastal Zone and documented as ESHA under the California Coastal Act, including 0.04 acre of permanent impacts and 0.03 acre of temporary impacts, to western snowy plover critical habitat containing goldenbush scrub, will be mitigated utilizing a minimum compensatory mitigation ratio of 2:1 to offset effects. Goldenbush scrub temporarily impacted will be treated the same as other temporary impacts to ESHA.

Indirect temporary effects to marginal suitable habitat for western snowy plover may include an increase or change in off-site runoff, erosion, dust, and the spread of invasive species. Indirect temporary effects to the species may include increased noise, vibration, lighting and predation during project activities. Because those activities will be performed over a short period of time on highly traveled portions of SR-1, indirect impacts are expected to be minimal. To ensure this species will not be impacted, Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13 will be implemented during construction. Due to anticipated impacts to critical habitat for the species, consultation will be required under Section 7 with the USFWS.

With implementation of Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, PF-BIO-13, and compensatory mitigation for impacts to ESHA under the California Coastal Act outlined above, impacts to western snowy plover would be less than significant with mitigation.

**Coastal California Gnatcatcher.** Suitable habitat is present in the BSA for the federally threatened coastal California gnatcatcher. There are documented historical occurrences of

coastal California gnatcatcher in the vicinity of the BSA within the Bolsa Chica Ecological Reserve. Some marginal suitable nesting and foraging habitat is present within the BSA, and foraging and nesting habitat areas are present in close proximity to the BSA. Permanent and temporary impacts to less than 0.01 acre of marginal suitable coastal sage scrub habitat would occur as part of project activities and are not anticipated to cause direct impacts. Project activities do not occur within critical habitat for the species, which occurs just outside the southernmost portion of the BSA. Direct effects to coastal California gnatcatcher are not expected to occur as a result of the project because coastal California gnatcatcher were not observed in the BSA, and they are not anticipated to nest within the marginal suitable coastal sage scrub habitat that would be removed by the project. However, impacts to vegetation communities within the Coastal Zone and documented as ESHA under the California Coastal Act, including less than 0.01 acre of permanent and temporary impacts to coastal sage scrub, will be mitigated utilizing a minimum compensatory mitigation ratio of 2:1 to offset permanent effects. Coastal sage scrub temporarily impacted will be treated the same as other temporary impacts to ESHA.

Indirect temporary effects to suitable coastal California gnatcatcher habitat may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. Indirect temporary effects to the species may include increased noise, vibration, lighting, and predation during project activities. Because those activities will be performed over a short period of time on highly traveled portions of SR-1, indirect impacts are expected to be minimal. To ensure this species will not be impacted, project feature Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13 will be implemented during construction.

With implementation of project feature Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO 6, BIO-10 through BIO-12, and PF-BIO-13, impacts to coastal California gnatcatcher would be less than significant.

**California Horned Lark.** California horned lark was observed foraging adjacent to the BSA, and suitable habitat is present in the BSA for the species. There are documented historical occurrences of California horned lark in the vicinity of the BSA including within the Bolsa Chica Ecological Reserve. Some suitable nesting and foraging habitat is present within the BSA, and foraging and nesting habitat areas are present in close proximity to the BSA. Due to the highly disturbed nature of the coastal strands within the BSA and close proximity of this habitat to SR-1 and its bike lane, the BSA does not support suitable California horned lark nesting habitat. Permanent impacts to up to 0.04 acres of marginal suitable coastal strands and up to 0.04 acre of disturbed coastal strands habitat, and temporary impacts to less than 0.01 acre of disturbed coastal strands habitat, would occur as part of project activities and are not anticipated to cause direct impacts to nesting individuals. However, impacts to vegetation communities within the Coastal Zone and documented as ESHA under the California Coastal Act, including up to 0.08 acres of permanent impacts to coastal strands, will be mitigated utilizing a minimum compensatory mitigation ratio of 2:1 to offset permanent effects.

Indirect temporary effects to suitable California horned lark habitat may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. Indirect temporary effects to the species may include increased noise, vibration, lighting, and predation during project activities. Because those activities will be performed over a short period of time on highly traveled portions of SR-1, indirect impacts are expected to be

minimal. To ensure this species will not be impacted, Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13 will be implemented during construction.

With implementation of Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13, impacts to California horned lark would be less than significant.

**Southern California Legless Lizard.** Suitable habitat is present in the BSA for the southern California legless lizard. There are documented historical occurrences of southern California legless lizard in the vicinity of the BSA. Permanent impacts to up to 0.04 acres of marginal suitable coastal strands and up to 0.04 acre of disturbed coastal strands habitat, and temporary impacts to less than 0.01 acre to disturbed coastal strands habitat, would occur as part of project activities and may cause direct impacts in the absence of avoidance and minimization measures.

Indirect temporary effects to suitable southern California legless lizard habitat may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. Indirect temporary effects to the species may include increased noise, vibration, lighting, and predation during project activities. Because those activities will be performed over a short period of time on highly traveled portions of SR-1, indirect impacts are expected to be minimal. To ensure this species will not be impacted, Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, PF-BIO-13, and BIO-18 will be implemented during construction.

With implementation of Measures PF-BIO-1 through PF-BIO-3, avoidance and minimization BIO-4 through BIO-6, BIO-10 through BIO-12, PF-BIO-13, and BIO-18, impacts to southern California legless lizard would be less than significant.

**Non-Listed Special-Status Bird Species and Nesting Birds.** Although non-listed special-status bird species do not have suitable nesting habitat within the BSA, potential effects to nesting raptors and other migratory bird species may occur during the bird-breeding season (February 1 through September 30). Direct impacts may include removal of active nests located in shrubs and on the ground to be removed as a result of project implementation. Indirect temporary effects to active nests in the vicinity may include increased noise, vibration, dust, lighting, and predation during construction activities. Because those activities will be performed over a short period of time on highly traveled portions of SR-1, indirect impacts are expected to be minimal.

With implementation of Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13, impacts to non-listed special-status bird species and other migratory birds would be less than significant.

**Bat Species.** No special-status bat species with suitable habitat have more than a low potential to be present in the BSA: western mastiff bat (*Eumops perotis californicus*), hoary bat (*Lasiurus cinereus*), and western yellow bat (*Lasiurus xanthinus*). In addition, non-special-status bat species such as California myotis (*Myotis californicus*) and big brown bat (*Eptesicus fuscus*) also have low potential to roost within the BSA.

Bat-roosting habitat will not be subject to direct impacts from construction activities. Construction activities at bridge structures consist of restriping lanes on surface portions of the bridges and the suitable roosting habitats occur underneath the bridges, away from proposed activities. Because those activities will be performed over a short period of time on highly traveled portions of SR-1, indirect impacts (i.e., noise and lighting) to bat-roosting habitat are expected to be minimal.

With implementation of avoidance and minimization Measures BIO-14 through BIO-17, impacts to special-status bat species and roosting bats would be less than significant.

The BSA is entirely located within the Coastal Zone and the activities proposed are anticipated to constitute "coastal development" would require a Coastal Development Permit (CDP) or authorization under a Local Coastal Program (LCP). Impacts to ESHAs, that provide suitable habitat for some special-status wildlife species, in the form of vegetation removal are proposed including permanent impacts to coastal sage scrub, coastal strands, disturbed coastal strands, and goldenbush scrub. It should be noted that temporary impacts to coastal sage scrub, coastal strands and goldenbush scrub are considered a permanent impact. As such, they will be mitigated in the same fashion as other permanent impacts to ESHA. A minimum compensatory mitigation ratio of 2:1 to offset permanent impacts is anticipated to be utilized. Coordination with the California Coastal Commission (CCC) will be conducted to determine the final compensatory mitigation ratio. To offset unavoidable acres of impacts to ESHA, Caltrans proposes to contribute funds for restoration projects. There is ongoing coordination and discussions between Caltrans and the CCC regarding ESHA impacts and potential mitigation locations. Some suggested mitigation locations include, but are not limited to, the Bolsa Chica Ecological Reserve owned by California State Lands Commission (managed by the CDFW) and/or within parcels managed/owned by The Huntington Beach Wetlands Conservancy and are considered on-site mitigation. ESHA temporarily impacted will be hydroseeded with native seed mix at a 1:1 ratio. As the project advances to design, Caltrans, CCC, USFWS and all other appropriate and authorized agencies will continue to collaborate to solidify mitigation ratios and sites prior to obtaining the CDP. With implementation of the avoidance and minimization measures identified in Section 2.4.2, the potential for adverse effects to special-status wildlife species will be reduced to the greatest extent feasible and is considered sufficient at this time based on the results of surveys.

With implementation of the avoidance and minimization measures identified within this response to a) and accompanying measures listed in the Avoidance, Minimization, and/or Mitigation Summary (Appendix E), the potential for adverse effects to special-status wildlife species will be reduced to the greatest extent feasible and is considered sufficient at this time based on the results of surveys.

- b) Less Than Significant Impact with Mitigation.** The BSA contains the following vegetation communities/land covers: arroyo willow thicket, coastal sage scrub, coastal sage scrub/saltbush scrub ecotone, coastal strands, coastal strands/coastal sage scrub ecotone, coastal salt marsh, goldenbush scrub, saltbush scrub, saltgrass flats, open water, ruderal/disturbed, ornamental landscaping, and developed and bare ground. There are also disturbed variants of coastal sage scrub, coastal strands, goldenbush scrub, saltbush scrub and southern coastal marsh present within the BSA. Arroyo willow thicket is considered riparian habitat under Section 1602 of the California Fish and Game Code.

Coastal sage scrub, goldenbush scrub, coastal strands, southern coastal salt marsh, and saltgrass flats are considered sensitive natural communities by the CDFW. No remaining vegetation communities/ land covers are identified as sensitive natural communities by the USFWS, the CDFW, the CNDDDB, or other local or regional plans.

The project would not result in permanent or temporary impacts to riparian natural communities, including arroyo willow thicket, within the BSA. The project would result in permanent impacts to the following sensitive natural communities within the BSA: coastal sage scrub (less than 0.01 acre), coastal strands (up to 0.04 acres), disturbed coastal strands (up to 0.04 acre), and goldenbush scrub (0.06 acre). The project would also result in temporary impacts to coastal sage scrub (less than 0.01 acre), disturbed coastal strands (less than 0.01 acre), and goldenbush scrub (up to 0.03 acre). 0.04 acre of permanent impacts and 0.03 acre of temporary impacts to goldenbush scrub are located within western snowy plover critical habitat. Temporary indirect impacts to sensitive natural communities during project activities may include an increase or change in off-site runoff, erosion, and spread of invasive species.

As discussed under checklist response a), compensatory mitigation for permanent impacts to coastal sage scrub, coastal strands, saltbush scrub, and goldenbush scrub, all of which are considered ESHA by the CCC, will ultimately be developed in consultation with the CCC through the submittal and issuance of a CDP or authorization under an LCP and will not be less than a ratio of 2:1 for areas impacted. Temporary impacts to ESHA will consist of hydroseeding with a native seed mix up to two times during the first year following project completion.

With implementation of Measures PF-BIO-1 through PF-BIO-3, PF-BIO-8 and PF-BIO-9, BIO-4 through BIO- 7 and compensatory mitigation discussed above, impacts to sensitive natural communities would be less than significant with mitigation.

- c) **No Impact.** Potential jurisdictional waters of the United States were found to be present in the BSA. This includes 3.75 acres of United State Army Corps of Engineers (USACE) waters of the United States. In addition, 4.293 acres of CCC wetlands/streams, 3.233 acres of CDFW streams/rivers, and 3.803 acres of Regional Water Quality Control Board (RWQCB) wetlands/waters of the State were found to be present in the BSA.

Neither equipment access nor direct impacts to wetlands or non-wetland waters of the United States or other jurisdictional aquatic resource would be required, and fill or discharge of waste within jurisdictional waters is not anticipated. Therefore, the project is not anticipated to require jurisdictional authorizations or permits from the USACE, the RWQCB, and the CDFW. As discussed under checklist responses IV.a and IV.b the project will require a CDP or authorization under an LCP due to impacts to ESHA. However, none of the ESHAs anticipated to be impacted are waters of the United States or other jurisdictional wetland/waters.

With implementation of Measures PF-BIO-1 through PF-BIO-3, PF-BIO-8 and PF-BIO-9, and BIO-4 through BIO-7, no impacts to federally protected wetlands or other jurisdictional aquatic resourced are anticipated to occur.

- d) **Less Than Significant Impact.** Wildlife movement of species, such as coyotes (*Canis latrans*), is expected within portions of the BSA, particularly habitats associated with Bolsa Chica Ecological Reserve. The Santa Ana River is not considered suitable for wildlife movement other than local wildlife movement as it lacks substantial vegetative cover

and contains large stretches that are concrete-lined and maintained upstream of the BSA. The Bolsa Chica Ecological Reserve provides habitat and cover for movement of animals within the Orange County Central-Coastal Natural Community Conservation Plan/ Habitat Conservation Plan (NCCP/HCP) reserve areas. A large portion of the project limit is located within disturbed areas and there are no suitable habitats on one or both sides of the freeway for wildlife movement to occur. Furthermore, Caltrans has no records of wildlife roadkill removed from the stretch of SR-1 within the project limit. The Real-Time Deer Incidents & Wildlife-Vehicle Conflict (WVC) Hotspots map indicated the primary roadways within the BSA has zero incidents/mile-year (UC Davis 2021).

Per the following SB 857 section 156.3, this project does not require fish passage assessment, "The Department shall insure that, if the project affects a stream crossing on a stream where anadromous fish are, or historically were, found, an assessment of potential barriers to fish passage is done prior to commencing project design." Since this project will not affect streams that have potential to support anadromous fish, fish passage assessment or detailed survey is not warranted. Three streams that have potential to support anadromous fish are present within the BSA at the Santa Ana River, Talbert Marsh Inlet Channel, and Bolsa Chica Wetlands Inland Channel. No modifications to the streambed/habitat are proposed, and no barriers to fish passage would be created by the project. Therefore, there are no further assessment or impacts to anadromous fish associated with the proposed project warranted.

Implementation of the proposed project is not expected to permanently impact wildlife movement or decrease the functionality of any wildlife crossings. Active construction/maintenance activities may temporarily deter wildlife movement in select areas near aquatic resources and coastal wetlands due to increased noise and human activity, but wildlife is expected to continue to use corridors when construction work is not occurring, particularly at dawn and dusk. No permanent barriers would be placed within any known wildlife movement corridors. As such, implementation of the proposed project is not expected to permanently impact wildlife movement or decrease the functionality of any wildlife crossings and no project-specific mitigation is warranted. Therefore, implementation of the project would have a less than significant impact on wildlife movement through the BSA.

The BSA contains potentially suitable habitat for migratory birds and raptors protected under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. These species may nest in the trees and shrubs within the BSA. The adjacent Bolsa Chica Ecological Reserve, including its wetlands, mudflats, and other cover types, is a bird sanctuary and known nursery site for a variety of bird species. Impacts to nesting birds could occur in the form of direct mortality, particularly from the destruction of nests and mortality of young if construction occurs during the breeding season, or from habitat loss. Indirect temporary effects to suitable nesting habitats may include an increase or change in off-site runoff, erosion, dust, and spread of invasive species. Indirect effects to nesting birds may include increased noise, vibration, lighting, and predation during project activities. No impacts to Bolsa Chica wetlands are anticipated as part of project activities. However, if construction activities are scheduled during the breeding season, pre-construction nesting bird surveys would be required in order to prevent any impacts to nesting birds, as specified in Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13. Therefore, with implementation of Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13, potential construction-related impacts to nesting birds would be less than significant levels.

- e) **No Impact.** There are no known local policies or ordinances (e.g., tree protection regulations) applicable to the project. Therefore, the project would not conflict with such policies, and no impacts would result.
  
- a) **No Impact.** The southeastern tip of the BSA is located within the boundary of the NCCP/HCP and the entire BSA occurs within the Orange County Transportation Authority M2 NCCP/HCP. These plans represent collaborative planning efforts among a variety of parties, including landowners, developers, local governments, and resource agencies. The NCCP/HCP covers a variety of habitat types and plant and animal species, designates conservation areas, and provides regulatory processes for plan signatories (and in some cases, non-participating landowners such as Caltrans) for projects impacting covered resources within specific land designations. No project work besides lane restriping is proposed within the NCCP/HCP including those identified as designated reserve lands, special linkages, existing use areas, or other conservation areas identified in the M2 NCCP/HCP. Maintenance of existing infrastructure is an allowed activity within the areas covered by these regional plans. No impacts to any covered species or habitat types are anticipated, and project avoidance and minimization measures would be implemented to avoid take of any covered resources. As such, the proposed project would not conflict with the NCCP/HCP or M2 NCCP/HCP, and no further compliance besides that described in this document is required.

#### 2.4.2 Avoidance, Minimization and/or Mitigation Measures<sup>3</sup>:

The following project features, minimization/avoidance measures, and mitigation measures will be implemented:

- PF-BIO-1:** Delineation of Environmentally Sensitive Areas. Prior to project activities, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the project footprint/equipment access routes to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. This will include ESA fencing along jurisdictional aquatic resources located at the intersections of SR-1 at Warner Avenue, Magnolia Street, and Brookhurst Street. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones.
  
- PF-BIO-2:** Invasive Species Control. All construction equipment accessing unpaved areas will be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving to and leaving the project site.
  
- PF-BIO-3:** Erosion Control Material Sourcing. Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. Invasive species will not be used in any landscaping palettes for the project.
  
- BIO-4:** Pre-Construction Clearance Surveys. A qualified biologist will conduct pre-construction surveys to confirm the absence of sensitive biological resources within the work areas. The pre-construction surveys will take place no more than 24

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<sup>3</sup> Numbering system of BIO measures have been revised since the Draft MND

hours prior to commencement of work activities. If listed species are observed within the work area (or areas potentially indirectly affected by project activities as determined by the qualified biologist) the work can be postponed until appropriate measures are implemented and the species is no longer present.

- BIO-5:** Biological Monitoring. A qualified biologist will monitor project activities within sensitive natural communities for the duration of work activities to ensure that practicable measures are being employed to avoid and minimize incidental disturbance to habitat and covered species inside and outside the project footprint.
- BIO-6:** On-Site Training. All personnel involved in the on-site project construction will be required to participate in a pre-construction environmental training program to understand the avoidance and minimization measures and environmental regulations pertinent to the project.
- BIO-7:** Aquatic Resource Protection. Prior to project activities adjacent to jurisdictional aquatic resources located at the intersections of SR-1 at Warner Avenue, Magnolia Street, and Brookhurst Street, a barrier will be installed between the project footprint and adjacent jurisdictional aquatic resources. The barrier will be constructed of materials to prevent incidental soil discharges into adjacent jurisdictional aquatic resources such as silt fence, plywood, or similar. The barrier will be installed downslope of the ESA fencing as noted in Measure PF-BIO-1. Installation and removal of the barrier will be monitored by a qualified biologist to ensure the barrier's installation/removal does not cause incidental discharge of soils or other materials into the adjacent jurisdictional aquatic resources. The barrier will be maintained in place at each of the three locations noted until project activities have been completed at each of the respective project footprints.
- PF-BIO-8:** Equipment Staging Best Management Practices (BMPs). All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland areas. The designated upland areas will be located in such a manner as to prevent any loose soil or spill runoff from entering jurisdictional waterways or adjacent sensitive vegetation communities. All construction materials will be removed from worksites following completion of project activities.
- PF-BIO-9:** Water Quality BMPs. In order to avoid impacts to water quality during construction, stormwater and erosion control BMPs are recommended to prevent loose soil or pollutants associated with the project from inadvertently entering the aquatic resources located within and adjacent to the BSA. Example BMPs include silt fencing and straw wattle placed in such a manner that they are able to catch or filter sediment or other construction-related debris to prevent it from eroding into the nearby drainage channels.
- BIO-10:** Avoidance of Breeding and Nesting Bird Season. Project activities will occur outside the nesting season (February 1–September 30) to the fullest practicable extent.
- BIO-11:** Pre-Construction Nesting Bird Survey. If project activities with potential to indirectly disturb suitable avian nesting habitat within or adjacent to the work area during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys will conduct a nesting bird survey no more than 3 days prior to the initiation of project activities to detect the presence/absence of migratory and resident bird species occurring in suitable

nesting habitat. Project activities may begin no more than 3 days after the completion of the nesting bird survey in the absence of active bird nests. An additional nesting bird survey will be conducted if project activities fail to start within 3 days of the completion of the pre-construction nesting bird survey.

- BIO-12:** Nesting Bird Exclusionary Buffers. Should nesting birds be found during the pre-construction nesting bird survey, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction will not be conducted in this zone until the biologist determines that the young have fledged or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. No work will occur if listed or fully protected bird species are found to be actively nesting within or adjacent to the areas subject to construction activities.
- PF-BIO-13:** Trash and Waste Removal. During construction, trash and food waste will be removed from work sites on a daily basis to avoid the attraction of predators that prey on sensitive wildlife species.
- BIO-14:** Night Work Lighting. If night work (i.e., between dusk and dawn) is anticipated within 100 ft of structures where bat roosting is confirmed, night lighting will be used only in areas of active work, and focused on the direct area(s) of work and away from the culvert entrances to the greatest extent practicable.
- BIO-15:** Construction Equipment Staging. To the extent practicable, internal combustion equipment, such as generators and vehicles, is not to be parked or operated beneath or adjacent to the structures unless it is required for project-related work on that structure.
- BIO-16:** Replacement Lighting Locations. The proposed project includes the replacement of lighting in various areas. Siting of these lights should avoid overspill into bat-roosting sites to avoid permanent impacts to roosting and foraging bats.
- BIO-17:** Tree Trimming and Removal. To the greatest extent feasible, tree trimming/removal activities will be performed outside the bat maternity season (April 1–August 31) to avoid direct impacts to non-volant (flightless) young that may roost in trees within the study area. This period also coincides with the typical bird nesting season. If trimming or removal of trees during the bat maternity season cannot be avoided, a qualified biologist will monitor tree trimming and removal activities.
- BIO-18:** Pre-Construction California Legless Lizard Surveys. A qualified biologist will conduct pre-construction surveys for California legless lizards no more than 48 hours before initial grading and ground-disturbing activities in or near areas of sandy, friable soil. This survey will include systematic subsurface searching, as legless lizards are fossorial (burrowing), and staking and fencing the limits of the survey areas with small-mesh construction fencing buried to a minimum depth of 6 to 10 inches below grade would reduce the likelihood of lizards reentering the construction zone.

**Compensatory Mitigation Measures**

**CM-BIO-1: ESHA – Compensatory Mitigation.** Sensitive natural vegetation communities within the project area are documented as ESHA under the California Coastal Act and other regulatory agencies. Permanent impacts to vegetation communities (coastal sage scrub, coastal strands, disturbed coastal strands, and goldenbush scrub) that are considered as sensitive under ESHA be mitigated through contributing funds for restoration projects. There is ongoing coordination and discussions between Caltrans and the CCC regarding ESHA impacts and potential mitigation locations. Some suggested mitigation locations include, but are not limited to, the Bolsa Chica Ecological Reserve owned by State Parks and/or within parcels managed/owned by The Huntington Beach Wetlands Conservancy and are considered on-site mitigation. ESHA temporarily impacted will be hydroseeded with native seed mix at a 1:1 ratio. As the project advances to design, Caltrans, CCC, USFWS, and all other appropriate and authorized agencies will collaborate to solidify mitigation ratios and sites prior to permitting and/or construction.

**2.5 Cultural Resources**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion and analysis in this section is based on findings as documented in the Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Finding of No Adverse Effect (FNAE) for the project (October 2021).

The Area of Potential Effects (APE) is 128.61 acres and was established as all areas in which the project has the potential to directly or indirectly affect historic properties if any such properties exist. The APE is located on State Route 1 (SR-1) between the Santa Ana River Bridge (Post Mile [PM] 21.5) and Anderson Street (PM 31.1) in the City of Huntington Beach (City), in the County of Orange. The APE is set in an area previously developed for transportation and urban uses and contains limited open and undeveloped areas.

To meet the regulatory requirements of the project, the cultural resources investigation was conducted pursuant to the provisions for the treatment of cultural resources contained within Title 14, California Code of Regulations (CCR), Article 5, Section 15064.5 of the State CEQA Guidelines. A project may have a significant effect on the environment if the project would cause a substantial adverse change in the significance of a Historical Resource. Per CCR Section 15064.5, in order for a cultural resource to be considered a Historical Resource, it must meet at least one of four criteria that define eligibility for listing on either the National Register of Historic Places (National Register) (36 Code of Federal Regulations [CFR] 60.4) or the California

Register of Historical Resources (California Register) (14 CCR 15064.5(a)). Cultural resources eligible for listing on the National Register are automatically eligible for the California Register. Resources listed on or eligible for inclusion in the California Register are considered Historical Resources under CEQA (14 CCR 15064.5(a)). Impacts to a Historical Resource are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired (14 CCR 15064.5(b)).

Any project that may cause a substantial adverse change in the significance of a Historical Resource, either directly or indirectly, would require avoidance or mitigation of impacts to those affected resources.

### 2.5.1 CEQA Significance Determination for Cultural Resources

- a) **Less Than Significant Impact.** CEQA defines a Historical Resource as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and State CEQA Guidelines Section 15064.5(a)). On May 18, 2021, a records search was conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. One cultural resource was identified within the 128.61-acre Area of Potential Effects (APE) as a result of a records search; however, this resource was not actually recorded within Caltrans' right-of-way (ROW) and was incorrectly mapped as within the APE by the SCCIC. No archaeological cultural resources were identified in the APE as a result of the field survey.

A segment of SR-1 within the project's APE was assumed eligible for listing in the National Register of Historic Places (National Register) for purposes of this project only. Resources listed in the National Register are automatically listed in the California Register; as such, the segment of SR-1 in the APE is being considered a Historical Resource for purposes of this project. Subsequently, in October 2021, a Finding of Effect report was prepared for the project. The segment of SR-1 in the APE is assumed eligible for listing in the National Register in accordance with Section 106 PA Stipulation VIII.C.4 under Criterion A for the role it played in development of the coastal communities that intersect the APE. Its period of significance is 1926, when it opened, to 1971, the current end of the historic period.

The character-defining features of this property include:

- General road alignment; and
- Right-of-way (ROW) features, such as streetlights, signs, sidewalks, curbs, and gutters, constructed during the period of significance (1926-1971).

According to the Finding of Effect report, no character defining features will be physically impacted by the project. For the undertaking as a whole, Caltrans has applied the Criteria of Adverse Effect and proposes that a Finding of No Adverse Effect (FNAE) without Standard Conditions is appropriate.

The project will not have an adverse effect on the segment of SR-1 in the APE and, as such, the proposed project would not cause a substantial change in the significance of a Historical Resource as defined in State CEQA Guidelines Section 15064.5. No mitigation is required.

- b) No Impact.** As documented in the ASR, no archaeological resources were identified in the APE as a result of the SCCIC records search or archaeological field survey, and the likelihood of encountering intact buried archaeological resources during project implementation is low. As such, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. No mitigation is required; however, Caltrans standard provisions for Late Discoveries (Standard Environmental Reference [SER] Volume 2, Section 2.7.12.1) apply.
- c) No Impact.** No human remains or burial sites were identified in the APE as a result of the SCCIC record search or archaeological field survey. No mitigation is required; however, there is a possibility that unanticipated human remains may be encountered during ground-disturbing project-related activities. In such cases, State Health and Safety Code 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC 5097.98, which governs the actions Caltrans must take when Native American burials are accidentally discovered.

### 2.5.2 Avoidance, Minimization and/or Mitigation Measures:

No avoidance, minimization, and/or mitigation is required; however, the following Project Feature will be implemented.

- PF-CULT-1:** If cultural materials are discovered during construction activities, the construction Contractor will divert all earthmoving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find. At that time, coordination will be maintained with the California Department of Transportation District 12 Environmental Branch Chief or the District 12 Native American Coordinator to determine an appropriate course of action. In addition, the final disposition of archaeological, historical, and paleontological resources recovered on State land under the jurisdiction of the California State Lands Commission must be approved by the Commission.
- PF-CULT-2:** If human remains are discovered during construction activities, California State Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the Orange County Coroner shall be contacted. If the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), who pursuant to California Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At that time, the persons who discovered the remains will contact the Caltrans District 12 Environmental Branch Chief or the District 12 Native American Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of California PRC 5097.98 are to be followed as applicable.
- CULT-1:** Should any cultural resources be discovered on State land under the jurisdiction of the California State Lands Commission (SLC), Caltrans District 12 will consult with Staff Attorney Jamie Garrett of the SLC. Final disposition of archeological, historical, and paleontological resources recovered from SLC jurisdiction will be coordinated with the Commission.

## 2.6 Energy

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Traffic Operations Review of the Environmental Study Request (May 2021) and the Technical Document for Air Quality, Noise, and Hazardous Waste (March 2021) were consulted for this Energy analysis.

The California Environmental Quality Act (CEQA) Guidelines section 15126.2(b) and Appendix F, Energy Conservation, require an analysis of a project's energy use to determine if the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary use of energy resources.

### 2.6.1 CEQA Significance Determination for Energy

- a) **Less Than Significant Impact.** Regarding short-term and temporary energy consumption, construction activities would primarily consume diesel and gasoline through operation of construction activities. Energy use associated with proposed project construction is estimated to increase the short-term energy demand through related construction activities. This represents a small demand on local and regional fuel supplies that would be easily accommodated, and this demand would cease once construction is complete. Moreover, construction-related energy consumption would be temporary, and no permanent new source of energy demand would result from project construction activities. While construction would result in a short-term increase in energy use, construction-related fuel use would have no noticeable effect on peak or baseline demands for energy; and construction design features would help conserve energy. For example, recycled materials will be used where feasible. Recycled products typically have lower manufacturing and transport energy costs since they do not utilize raw materials, which must be mined and transported to a processing facility.

Regarding long-term and permanent energy consumption, the project would not contribute to additional energy needs; as the project's objective is to provide a contiguous bike lane facility throughout the project limits. The project will not increase vehicular capacity by adding lanes; therefore, post construction vehicular operation will continue to operate as existing condition and will not contribute to long term and permanent energy consumption. The proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. The impact would be less than significant, and no mitigation is required.

**b) No Impact.** The project would be consistent with regional and State energy conservation plans. Planning documents with relevant energy assessments include the 2020–2045 RTP/SCS published by SCAG and the 2018 IERP (CEC 2018). The 2020–2045 RTP/SCS includes a comprehensive assessment of regional energy consumption primarily focused on residential and commercial electricity, natural gas, and water use. The 2020–2045 RTP/SCS Draft EIR (SCAG 2015b) includes a brief analysis of transportation fuel consumption. SCAG concluded in the Draft EIR that the 2020–2045 RTP/SCS would have a less than significant impact on increasing petroleum and non-renewable fuel usage due to increases in conventional fuel efficiency and the adoption of alternative fuel vehicle will reduce overall fuel consumption. These increases in vehicle fuel efficiency is expected to reduce fuel consumption by 1 percent per year. The project would be consistent with the energy findings in the 2020-2045 RTP/SCS and would not interfere with implementation of the 2020-2045 RTP/SCS.

## 2.6.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required.

## 2.7 Geology and Soils

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A Geotechnical Design Report (May 2021) for this project was prepared and reviewed; the report was utilized for the discussion below.

The site lies on the Pacific Coast in the Peninsular Ranges geomorphic province. This province is generally characterized by northwest-southeast trending mountain ranges and valleys parallel to and associated with the San Andreas Fault. The site is located southeast of Palos Verdes Peninsula and northwest of Newport Bay. The Brookhurst Street and Magnolia Street intersections geology is mapped as Quaternary-aged eolian and dune deposits - Qe (USGS, 2006). The Warner Ave. intersection is mapped as Quaternary-aged alluvial deposits – Qal (CDMG, 1962).

Surface conditions in the project area are generally flat lying and a few feet above sea level. SR-1 runs parallel to the coast in a northwest-southeast direction. To the southwest of SR-1 are parking lots and beaches. To the northwest of Brookhurst Street and Magnolia Street intersections is a natural wetland. To the southeast of Warner Avenue intersection is a natural wetland, and to the north is commercial development and Huntington Harbor.

Huntington Beach Channel is roughly 1,000 ft northeast of Magnolia Street, 500 ft northeast of Brookhurst Street, and makes a 90° turn towards the ocean to outlet 1,200 ft southeast of Brookhurst Street. The Santa Ana River outlets to the ocean approximately 2,500 ft southeast of Brookhurst Street.

Sand from the coastal beach is blown by the strong offshore wind onto SR-1 along the project limits. At some locations, small retaining walls (approximately 2' high) have been built between the beach parking lots and SR-1, but they have been buried by the wind-blown sands. According to Maintenance, this sand intrusion onto SR-1 is an ongoing concern.

### 2.7.1 CEQA Significance Determination for Geology and Soils

- i) **No Impact:** None of the sites are mapped within a Seismic Hazard Zone by the State of California Geological Survey. Therefore, there is no risk of surface fault rupture.
- ii) **Less Than Significant Impact:** The location of the project is an area that could experience moderate seismic ground shaking from possible earthquakes. The Peak Ground Acceleration (PGA) for this site is about 0.5g. Although no new structures are proposed, due to its location, the project area could experience seismic ground shaking. Therefore, less than significant impact is anticipated, and Project Feature PF-GEO-1 will be implemented, no mitigation is necessary.
- iii) **Less Than Significant Impact:** The project is mapped within a zone that is considered susceptible to liquefaction during a seismic event by the California Geological Survey. The

traffic signals are minor structures and are usually not designed for seismic loading. Hence, there is less than significant impact and no mitigation is required.

- iv) **No Impact:** Surface conditions in the project area are generally flat lying and SR-1 runs parallel to the coast in a northwest-southeast direction. The project is not located in an area with high steep slopes that would be potentially vulnerable to deep-seated landslides. No mitigation is required.
- b) **Less Than Significant Impact:** Only three locations within the project will require grading of new embankment with slopes. These slopes are less than 10 ft in height. New slopes will be designed according to Caltrans Requirements for erosion control and would not result in substantial soil erosion or loss in topsoil.
- c) **No Impact:** The project site is located on relatively flat terrain and proposes to construct no new embankments. The potential for landslides, lateral spreading, collapse and subsidence is minimal at the project site. Based on this discussion, mitigation is not considered necessary for this project.
- d) **Less Than Significant Impact:** The underlying soil is expected to be predominantly cohesionless soil that is not prone to expansion. However, cohesive, expansive soil may be encountered mostly near the wetlands area between Warner Avenue. and Seapoint Street. Due to the shallow depth to groundwater throughout the site, any underlying expansive soils are expected to be mostly saturated and not prone to further expansion.
- e) **No Impact:** The project does not propose to install any septic or wastewater systems. Therefore, no impacts are anticipated.
- f) **No Impact:** Paleontological resources will not be impacted as a result of this project as no fossiliferous geological sediments, or soils, are within the project prism footprint. The only soils present within the project prism footprint are non-native fill material, and disturbed Holocene alluvial deposits.

## 2.7.2 Avoidance, Minimization and/or Mitigation Measures:

No avoidance, minimization, and/or mitigation is required; however, the following Project Feature will be implemented.

- PF-GEO-1:** The project will comply with the most current Caltrans procedures and design criteria regarding seismic design to mitigate any adverse effects related to seismic ground shaking. Earthwork will be performed in accordance with Caltrans Standard Specifications, Section 19, which require standardized measures related to compacted fill, over-excavation, and re-compaction, among other requirements. Moreover, Caltrans Highway Design Manual (HDM) Topic 113, requires the project engineer to review a Geotechnical Design Report, if any, to ascertain the scope of geotechnical involvement for a project.
- GEO-1:** During Design, Caltrans will seek an agreement with California State Parks about future roadway sand removal needs.

## 2.8 Greenhouse Gas Emissions

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: Assembly Bill 32 codified the 2020 GHG emissions reduction goals as outlined in State Executive Order S-3-05, while further mandating that ARB create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

CEQA Guidelines Section 15064.4 states that when assessing the significance of impacts from Greenhouse Gas (GHG) emissions on the environment, the lead agency should consider, among other factors, the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting. While comparing future build to future no-build conditions may be useful in determining significant and in establishing the extent of project-level measures to reduce GHG emissions from the project, CEQA and the CEQA Guidelines remain in focused on the comparison of future conditions with the project compared to existing conditions.

### 2.8.1 CEQA Significance Determination for Greenhouse Gas Emissions

- a) **Less Than Significant Impact:** This is a non-capacity increasing project. The purpose of this proposed safety project is to reduce vehicle and bicyclist incidents by proposing a comprehensive Class II bike lane along SR-1 from the Santa Ana River to Anderson Street in Huntington Beach, California. Based on the Office of Planning and Research (OPR)’s Technical Advisory, bicycle and pedestrian infrastructure projects generally reduce VMT and causes no increase in operational GHG emissions. Additionally, because the project would not increase the number of travel lanes along SR-1, no increase in vehicle miles traveled (VMT) would occur as result of project implementation. While some GHG emissions during the construction period is expected and would be unavoidable, no increase in operational GHG emissions is expected. Therefore, impacts to generating GHG emissions both directly and indirectly to the environment would be less than significant with the implementation of Project Feature PF-AQ-1, PF-GHG-1, and minimization measures GHG-1 though GHG –7 as stated below.
- b) **Less Than Significant Impact:** The project would incur minor emissions during construction. However, the project does not conflict with plans to reduce GHGs because

as a project supporting alternative mode of transportation, the project would not increase VMT or contribute to an increase in operational greenhouse gas emissions. The project conforms with the City of Huntington Beach Bicycle Master Plan and the Greenhouse Reduction Program; Transportation Strategy T-1 Bike Ridership of the City of Huntington Beach General Plan, which increases the capacity of bicycle lanes and bicycle infrastructure within Huntington Beach. No mitigation is required.

### 2.8.2 Avoidance, Minimization and/or Mitigation Measures:

The following project feature and minimization measures will be implemented.

- PF-AQ-1:** The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018) for reducing impacts from the construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. The proposed project would comply with SCAQMD Rule 403 requiring the implementation of best available dust control measures during active operations capable of generating fugitive dust.
- PF-GHG-1: Emissions Reduction:** Comply with Caltrans Standard Specification Section 7-1.02C.
- GHG-1: Vehicle Idle time:** Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- GHG-2: Truck Schedule:** Schedule truck trips outside of peak morning and evening commute hours.
- GHG-3: Construction Waste:** Reduce construction waste and maximize the use of recycled materials (reduces consumption of raw materials, reduces landfill waste, and encourages cost savings).
- GHG-4: Recycled Materials:** Maximize use of recycled materials (e.g., tire rubber).
- GHG-5: Earthwork Balance:** Reduce the need for transport of earthen materials by balancing cut and fill quantities.
- GHG-6: Fuel Efficiency:** Encourage Improved fuel efficiency from construction equipment:
- Maintain equipment in proper tune and working condition
  - Right size equipment for the job
- GHG-7: Construction Environmental Training:** Supplement existing training with information regarding methods to reduce GHG emissions related to construction.

## 2.9 Hazards and Hazardous Materials

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.9.1 CEQA Significance Determination for Hazards and Hazardous Materials

This discussion is based on the Initial Site Assessment (ISA) Memorandum (March 2021) and ISA Checklist (March 2021).

Hazardous materials, including hazardous substances and wastes, are regulated by state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement Resource Conservation and Recovery Act (RCRA) in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste.

California regulations address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

- a) **Less Than Significant Impact:** Although the project will require transportation and/or disposal of hazardous materials, the Contractor will be required to comply with Caltrans Standards and Special Provisions for Hazardous Waste Management. An Aerially Deposited Lead Investigation (ADL) will be conducted at areas of excavation during which soil samples will be collected, tested and analyzed for lead contamination. Therefore, PF-HAZ-1 will be implemented to address the ADL concern. Yellow traffic stripe placed prior to 2004 was considered as hazardous materials. After reviewing available information, the yellow paint was confirmed that it was placed in 2018. Based on this information, the yellow traffic stripe is not considered as an impact; and no mitigation will be required; however, PF-HAZ-2 will still be implemented for any possible presence of unknown hazardous material sources during construction.

This project proposes to remove existing wood posts for Guard Rail supports, which contain chemical preservatives; therefore, the wood is considered as treated wood wastes (TWW). Management of Treated Wood Wastes must follow Department of Toxic Substances Control (DTSC) regulations. All standard measures per PF-HAZ-3 would apply and such routine transport, use, or disposal of hazardous materials would be carried out in compliance with all Caltrans standards, practices and policies as well as State of California regulations under the authority of the CA Health and Safety Code and as also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. All relevant water quality standards also apply. Once construction is completed, there are no plans to routinely transport, use, or dispose of hazardous materials. Following construction of the proposed project in and of itself would not create a hazard to the public or the environment.

- b) **Less Than Significant Impact:** The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Contractor will comply with the requirements for unanticipated asbestos and hazardous substances discovery. Impacts will be less than significant, and no mitigation is required.
- c) **No Impact:** Record search on CalEPA Cortese List Data Resources was conducted; and a total of 10 sites were previously contaminated with hazardous waste, and cases of these sites have been closed. In addition, based on the site visual inspection on March 1, 2021, no evidence of contamination was observed at the widening improvements at the corners of Brookhurst Street, Magnolia Street; and Warner Avenue for the right-turn bike lane.

Any hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste will be temporary in nature and last only for duration of construction of the project. The contractor will adhere to Caltrans standards as discussed below.

- d) **No Impact:** The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the project would not create any significant hazard to the public or environment. There are no impacts and no mitigation required.
- e) **No Impact:** The project is not located within an airport land use plan or, where such a plan has not within two miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impacts are anticipated, and no mitigation is required.
- f) **No Impact:** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. However, during and throughout construction, travelers, including emergency responders, could experience minor, temporary delays and detours due to construction. City emergency response times could be slightly longer; however, City adopted Emergency Response Plans and Evacuation Plans would still function during an emergency event. The TMP would be closely coordinated with the City of Huntington Beach, taking into consideration approved detour routes for emergency responders. Advance message signs would be used in the event of an unplanned emergency situation, to inform and safely guide travelers to alternate routes. With the implementation of the PF-TRA-1, any impact would be temporary in nature, hence no mitigation is required.

Safety Plans. Access for Emergency Response must always be maintained throughout construction of the project, and a Traffic Management Plan (TMP; PF-TRA-1) will be updated and implemented. No impacts are anticipated to occur, and no mitigation is required.

- g) **No Impact:** The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The project will comply with Caltrans standards for Fire Protection. No impacts are anticipated, and no mitigation is required. Refer to Section 2.20 Wildfire.

## 2.9.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required; however, the following Project Features will be implemented.

**PF-TRA-1:** A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall always be provided to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts.

**PF-HAZ-1:** An Aerially Deposited Lead (ADL) Investigation will be conducted at the excavation areas for lead contamination; and then ADL report will be prepared. Based on the

ADL contain in the soil, an appropriate Special Provisions will be prepared to provide an instruction to construction contractor on how to handle the ADL impacted soil during construction.

**PF-HAZ-2:** During construction, the construction contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during project construction activities, the construction contractor will be required to cease work in the area and to have an environmental professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the Caltrans' Construction Manual.

**PF-HAZ-3:** During construction, the construction contractor is required to store treated wood waste (TWW) in metal containers approved by the US Department of Transportation for the transportation and temporary storage of hazardous waste until disposal. In addition, TWW could only be disposed at a permitted TWW Resource Conservation and Recovery Act (RCRA) Subtitle C disposal facilities.

**2.10 Hydrology and Water Quality**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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### 2.10.1 CEQA Significance Determination for Hydrology and Water Quality

The proposed project is located on Pacific Coast Highway (SR-1) and within Santa Ana Regional Water Quality Control Board (RWACB). The project is within the Lower Santa Ana River Hydrological Area (801.11) and lies within the Huntington Harbor/Anaheim Bay Watershed which includes the coastal areas between the Santa Ana River Watershed and the San Gabriel River/ Coyote Creek Watershed. Water bodies within the project limits include Talbert Marsh, Brookhurst Marsh, Magnolia Marsh and Newland Marsh at the southern limits of the project and Outer Bolsa Bay and Huntington Harbor to at the northern limits. A Water Quality Technical Memorandum (August 2021) was reviewed in order to respond to the CEQA questions.

#### a) Less Than Significant Impact

Construction: The proposed project is anticipated to have a Disturbed Soil Area (DSA) of 0.59 acres (ac). Temporary impacts to water quality that can be anticipated during construction for the Build Alternative includes soil disturbing activities such as excavation and trenching, soil compaction, cut and fill activities and grading. These type of construction activities are anticipated for the widening right turn pockets for the proposed bike lane at Warner Ave, Goldenwest Street, Huntington Street, Twin Dolphin Drive, Beach Boulevard, Magnolia Street and Brookhurst Street. Other minor soil disturbing activities will be part of the construction. The DSA created by these activities are susceptible to high rates of erosion from wind and rain that result in sediment transport during rain events via storm water runoff.

The project is in an area with high groundwater, any excavations may require the discharge of groundwater to surface waters. Construction site dewatering discharges must comply with the General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (de minimus) Threat to Water Quality (Order No. R8-2020-0006, NPDES No. CAG998001) and any subsequent updates to the permit at the time of construction. This Permit addresses temporary dewatering operations during construction. Dewatering Best Management Plans (BMPs) will be used to control sediment and pollutants, and the discharges must comply with the Waste Discharge Requirements (WDRs) issued by the Santa Ana RWQCB.

The project will also have to manage materials and wastes associated with a construction project such as oil and grease spills or leaks from heavy equipment or vehicle used for construction, trash from workers and construction waste, petroleum products from construction equipment and/or vehicles, sanitary wastes from portable toilets and any other chemicals used for construction such as coolants used for equipment and/or concrete curing compounds.

The Build Alternative will have a DSA of less than 1.0 ac and will be required to comply with the Caltrans Statewide NPDES permit and prepare and implement a Water Pollution Control Program (WPCP). The WPCP will identify temporary Best Management Practices (BMPs) to address the potential temporary impacts to water quality. The BMPs identified in the project's WPCP will include measures such as temporary soil stabilization

measures, linear sediment barriers (i.e. silt fence, gravel bag berms, fiber rolls), and construction site waste management (i.e. concrete washout, construction materials storage, litter/ waste management). The project features (PF-WQ-1, PF-WQ-2, and PF-WQ-4) would address any temporary impacts to water quality.

**Operation:** The operation of the proposed project will result in increase in impervious surface which will result in an increase in storm water runoff. The new impervious surface created by the project is 0.22 ac. This alternative does not involve any lane additions thus the increase of impervious surface will solely be from the widening of the bike lane.

To address the build alternative long-term impacts, Caltrans will incorporate Design Pollution Prevention (source control) BMPs to ensure that adequate measures are included to minimize pollutant sources such as erosion from the project improvements.

The project features (PF-WQ-3) would address any permanent impacts to water quality.

- b) Less than Significant Impact:** It is anticipated that the build alternatives may encounter groundwater during construction. The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The project is located near the Pacific Ocean where tidal flows and saltwater intrusion is likely. If project requires the discharge of groundwater encountered/ extracted during the construction, the discharge must comply with the General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (de minimus) Threat to Water Quality (Order No. R8-2020-0006, NPDES No. CAG998001) and any subsequent updates to the permit at the time of construction. This WDR addresses temporary dewatering operations during construction. Dewatering BMPs must be used to control sediment and pollutants, and the discharges must comply with the WDRs issued by the Santa Ana RWQCB. The project feature (PF-WQ-4) would minimize any temporary impact due to the discharge of groundwater to surface water.
- c) (i) Less than Significant Impact:** The project will not result in substantial erosion or siltation on-or off-site. Any erosion and siltation that can occur during construction will be from Disturbed Soil Areas (DSA) created by the project's excavation/grading. The potential erosion/siltation will be addressed by the installation and implementation of temporary Best Management Practices (BMPs) identified in the project's Water Pollution Control Program (PF-WQ-2). Post construction erosion/ siltation is addressed by the installation of permanent soil stabilization BMPs (PF-WQ-3).
- (ii) Less than Significant Impact:** The project will not substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on- or offsite. The project will increase the impervious surface by 0.22 acres based on the build alternative. This increase will not substantially increase the rate or amount of runoff in a manner that would result in flooding on or off site.
- (iii) Less than Significant Impact:** The proposed project will not exceed the capacity of the existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. As indicated previously, the project may contribute additional

sources of pollutants during construction. Potential temporary impacts to water quality that can be anticipated during construction include sediments from grading and excavation operations, trash from workers and construction waste, petroleum products from construction equipment and/or vehicles, concrete waste, sanitary wastes from portable toilets and any other chemicals used for construction such as coolants used for equipment and/or concrete curing compounds.

The project may contribute additional sources of pollutants upon completion of construction. Pollutants typically generated during the operation of a transportation facility include sediment/ turbidity, nutrients, trash and debris, bacteria and viruses, oxygen demanding substances, organic compounds, oil and grease, pesticides and metals. The project will incorporate Design Pollution Prevention (source control) BMPs as required by the Caltrans NPDES permit to ensure that adequate measures are included to minimize any potential long-term impacts.

With the implementation of a WPCP and selected temporary BMPs during construction (WQ-PF-2) as well as evaluating and implementing post construction BMP (WQ-PF-3), the project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff.

With the implementation of the Caltrans NPDES Permit, a Water Pollution Control Program (WPCP) and temporary and permanent BMPs, the project will not substantially degrade water quality (PF-WQ1, PF-WQ-2, PF-WQ-3, PF-WQ-4).

- (iv) **No Impact:** The project will not impede or redirect flood flows.
  
- d) **No Impact.** The project is located in a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. Current conditions rely on sheet flow to drain rainwater during a storm events into the Outer Bolsa Bay. Based on the Location Hydraulics Study (2021), the project does not require additional median drainage features. During a 100-year flood event, SR-1 could experience flooding at various locations within the project limit; however, the proposed project will not significantly alter the water surface elevation of the 100-year flood; therefore, the improvement will not cause additional interruption or termination of the transportation facility beyond the exiting condition.
  
- e) **No Impact:** The project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The project will comply with the Statewide Construction General Permit for temporary impacts to water quality (PF-WQ-2) and the Caltrans Statewide NPDES Storm Water Permit (PF-WQ-1).

### 2.10.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required; however, the following Project Feature will be implemented.

**PF-WQ-1:** The project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order No. 2012-0011-DWQ, NPDES No. CAS00003 and the and any subsequent permits in effect at the time of construction.

**PF-WQ-2:** A Water Pollution Control Program (WPCP) will be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential impact water quality. The WPCP will identify the sources of pollutants that may affect the quality of storm water and include BMPs to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management and non-storm water BMPs. All work must conform to the Construction Site BMP requirements specified in the latest edition of the Storm Water Quality Handbooks: Construction Site Best Management Practices Manual to control and minimize the impacts of construction and construction related activities, material and pollutants on the watershed. These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-storm water BMPs.

**PF-WQ-3:** Design Pollution Prevention Best Management Practices (BMPs) will be implemented such as preservation of existing vegetation, slope/ surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes and swales, overside drains, flared end sections, and outlet protection/ velocity dissipation devices.

**PF-WQ-4:** Construction site dewatering discharges must comply with the General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (de minimis) Threat to Water Quality (Order No. R8-2020-0006, NPDES No. CAG998001) and any subsequent updates to the permit at the time of construction. This Permit addresses temporary dewatering operations during construction. Dewatering BMPs will be used to control sediment and pollutants, and the discharges must comply with the WDRs issued by the Santa Ana RWQCB.

**2.11 Land Use and Planning**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**2.11.1 CEQA Significance Determination for Land Use and Planning**

**a) No Impact:** Existing land uses within the study area include a mix of commercial, residential, state beaches and other recreation facilities. The majority of the project is

occupied by roadway facilities, which is considered Caltrans right-of-way (ROW) and some intersections (refer to the Project Description for details), ecological reserve that is known as Bolsa Chica Ecological Reserve (owned by the California State Lands Commission and managed by CDFW), where ROW acquisition would be required due to widening. The widening of right-turn pocket at the southwest corner of SR-1 and Warner Avenue would require approximately 50 square feet (sf) of permanent easements (PE), and 5 sf of permanent easements will also be required at the southeast corner of SR-1 and Brookhurst Street and southeast corner of SR-1 and Magnolia Street for the project. In addition, construction of the Build Alternative would also require TCEs at three intersections at southeast Curb Return at SR-1 and Brookhurst Street (20 sf), southeast Curb Return at SR-1 and Warner Avenue (1,250 sf) and southwest Curb Return at SR-1 and Warner Avenue (80 sf); see table below for detailed ROW acquisitions.

**Table 2.11-1 ROW Acquisitions within the Project Limits**

Locations	Assessor Parcel Number (APN)	ROW Requirements	Area Required (sf)
Southeast (SE) Corner/ Warner Avenue	110-017-01	Temporary Construction Easement (TCE)	820
SE Corner/Warner Avenue	110-017-02	TCE	430
Southwest (SW) Corner/ Warner Avenue	110-017-03	Permanent Easement (PE)	50
		TCE	80
Magnolia Street	114-160-77	PE	5
		TCE	20
Brookhurst Street	114-160-72	PE	5
		TCE	20

Source: Final Project Report (FPR; March 2022), Caltrans.

Comparing to the planning phase of the project, ROW requirements have been reduced from 300 sf of PE and 4,000 sf of TCE, to only 5 sf of PE at southwest corner of SR-1/Magnolia Street; and reduced from 100 sf of PE and 500 sf of TCE, to 5 sf of PE at Southwest corner of SR-1/Brookhurst Street. As a result, the proposed project is not going to change the general land use of the project limits. Therefore, the land use compatibility impacts are considered to be minimal after implementation of minimization measure. These minor impacts would not physically divide an established community.

In addition, detours will be provided for any temporary impacts to access of the beach on existing public right of way as part of the PF-TRA-1. With the implementation of PF-REC-1 and PF-TRA-1, the permanent easement and temporary use of such land for construction activities would not adversely affect community character, divide existing land uses or existing communities, or create barriers between existing communities. No mitigation is required.

- b) Less than Significant Impact:** The proposed improvements are consistent with the latest Caltrans' Mission, Vision and Goals outlined in the 2020-2024 Strategic Plan. This project is also in alignment with the Caltrans' Complete Streets policy (DD 64-R2), which aims to improve the accessibility, mobility, and safety for all travelers in California. Overall, the project advances the purpose of the State's Strategic Highway Safety Plan (SHSP), which

highlights Caltrans' role in providing a safe transportation system with the goal of zero deaths—reducing bicyclist fatalities and serious injuries on the State Highway System falls under this platform. In addition, this project is consistent with the City General Plan (October 2, 2017) Goals LU-3, CIRC-4, CIRC-5 and CIRC-6.

The project limits are zoned as transportation and Bolsa Chica wetlands and that would not change as a result of the proposed improvements. The project limits are also located within the Coastal Zone and is subject to the City's Local Coastal Program as well as the California Coastal Commission's (CCC) original jurisdiction. As such, Caltrans has been coordinating with the CCC and the City to obtain a Coastal Development Permit (CDP) prior to the start of project. Furthermore, the project is considered a safety improvement project and does not conflict with any land use plan, policy, or regulation adopted for the purposes of avoiding or mitigating an environmental effect, nor will the project cause any significant environmental impact pertaining to any land use plan, policy or regulation. Implementation of CZ-1 through CZ-3, any impacts related to the coastal zone will be less than significant.

### 2.11.2 Avoidance, Minimization, and/or Mitigation Measures

The following project feature and minimization measures will be implemented.

- PF-TRA-1:** A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall always be provided to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts.
- PF-REC:** The property used for temporary construction easement will be restored to a condition at least as good as it was prior to easement being granted.
- CZ-1:** This project lies within the coastal zone. Construction or maintenance activities shall not commence until a coastal permit exemption determination or coastal development permit has been obtained from the California Coastal Commission, and/or the Certified Local Coastal Program agency(s) that hold jurisdiction. This should be completed during the PS&E phase for delivery projects.
- CZ-2:** Construction must be completed between Labor Day weekend and Memorial Day weekend to avoid impacts to coastal access during the high season.
- CZ-3:** Equipment/materials shall not be stored within unpaved areas.

## 2.12 Mineral Resources

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.12.1 CEQA Significance Determination for Mineral Resources

The Mineral Resources section is based in part on the Geotechnical Design Report for Relocated Traffic Signal Poles (May 2021) and a Preliminary Geotechnical Report (February 2021). In addition, the following references were consulted: State of California Department of Conservation State Mining and Geology Board Maps; the California Department of Conservation Division of Oil, Gas, and Geothermal Resources Well Finder; and the City of Huntington Beach General Plans and Zoning Maps,

- a) and b) No Impact:** The Resources Element of the Orange County General Plan<sup>4</sup> identified construction aggregate resources are available in undisclosed portions of San Juan Creek, Trabuco Canyon, and the Santa Ana River. No construction aggregate resources are within or immediately adjacent to the project limits. According to the California Department of Conservation Division of Oil, Gas, & Geothermal Resources Well Finder<sup>5</sup>, oil and gas fields, and wells (active, idle, plugged, multi-purpose, and waterflood wells) are highly concentrated immediately adjacent and throughout the project limits. The City of Huntington Beach General Plan<sup>6</sup> includes discussion about the preservation of mineral resources such as oil, natural gas, sand, gravel, and peatmoss either currently or historically extracted within the City of Huntington Beach. The proposed project involves the construction and operation of a contiguous 10-mile Class II bike lane facility to provide coastal bikeway continuity. The project does not involve any mining activities and is not located on a mineral resource recovery site. Therefore, the project would have no impact on the availability of known mineral resources of value to the region or state residents and to any locally important mineral resource recovery sites.

### 2.12.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required.

<sup>4</sup> County of Orange General Plan. 2013. Chapter VI. Resources Element. Accessed March 10, 2021. Webpage: <https://www.ocgov.com/civicax/filebank/blobdownload.aspx?blobid=40235>

<sup>5</sup> California Department of Conservation Division of Oil, Gas, & Geothermal Resources Well Finder. Accessed March 10, 2021. Webpage: <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-117.96141/33.69230/13>

<sup>6</sup> City of Huntington Beach General Plan. 2017. Environmental Resources and Conservation. Accessed October 4, 2022. Webpage: [https://www.huntingtonbeachca.gov/files/users/planning/environmental\\_resources\\_conservation\\_element.pdf](https://www.huntingtonbeachca.gov/files/users/planning/environmental_resources_conservation_element.pdf)

## 2.13 Noise

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels near the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.12.3 CEQA Significance Determination for Noise

This discussion is based on the technical document for Noise (March 2021):

- a) **Less Than Significant Impact:** According to FHWA 23 CFR772, this project does not qualify as a Type I project, as such a traffic noise study was not needed. Short-term construction-related noise impacts would occur during the construction of the build alternative. However, construction noise will be controlled by Caltrans' standard specifications section PF-N-1; and therefore, temporary noise impacts are also considered less than significant. No mitigation measures are required.
- b) **Less Than Significant Impact:** The project will not use high vibration causing equipment's and operation methods such as crack and seat operation, and pile driving near the buildings. These operations will have vibration effect to the older buildings if the equipment or operation methods are used at a distance of 100 ft or less. Thus, the project will not generate 0.5 in/sec of peak particle velocity (PPV) near the residential structures to cause the damage to the building structures. This indicates low potential for structural damage to the building. Residential will not experience even 0.03 in/sec of vibration that is barely to distinctly perceptible annoyance levels and would indicate that the activity will result to low level of annoyance to building occupants. This project does not generate additional vehicles in the project limits, thus there is no operational vibration and noise will be generated from this project. Therefore, ground-borne vibration and ground borne noise generated by the project and its construction would be less than significant. No mitigation measures are required.
- c) **No Impact:** The project is not located within the vicinity of a private airstrip. The closest airport is John Wayne Airport and it is located approximately 10 mi from the project; no other airport or airport land use plan is located within 2 miles from the proposed project. Therefore, implementation of the project would not expose people residing or working in the project area to excessive noise levels. No impact and no mitigation measures are required.

### 2.13.1 Avoidance, Minimization and/or Mitigation

No avoidance, minimization, and/or mitigation is required; however, the following Project Feature will be implemented.

**PF-N-1:** During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by 2018 Caltrans Standard Specification Section 14-8.02, “Noise Control,” which states the following: Control and monitor noise resulting from work activities. Do not exceed 86 dBA  $L_{max}$  at 50 feet from the job site from 9 p.m. to 6 a.m. No mitigation required.

### 2.14 Population and Housing

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.14.1 CEQA Significance Determination for Population and Housing

a) **and b) No Impact.** The Build Alternative would provide bikeway improvements along SR-1 to provide a continuous bike lane between Anderson Street to the Santa Ana River. The project will not displace people or housing, induce population growth by proposing new homes or businesses, nor indirectly through roadway infrastructure or extensions. The proposed project will require three permanent easements from State Parks [50 square feet (sf) - Accessor Parcel No. (APN) 110-017-03], Huntington Beach Wetland Conservancy at Magnolia (5sf – APN 114-160-77), and Huntington Beach Wetland Conservancy at Brookhurst (5sf – APN 114-160-72); and five TCEs, two from the State Lands Commission (820 sf at APN 110-017-01 and 430 sf at APN 110-017-02), one at State Parks (80 sf - Accessor Parcel No. (APN) 110-017-03), and two TCE’s from the Huntington Beach Wetland Conservancy (20 sf at APN 114-160-77 and 20 sf at APN 114-160-72). The permanent easements nor TCEs will displace or relocate numbers of people or houses necessitating the construction of replacement housing elsewhere. Therefore, there will be no impacts to populations and housing. No mitigation required.

#### 2.14.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required.

**2.15 Public Services**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.15.1 CEQA Significance Determination for Public Services**

Based on the City of Huntington Beach GIS files, public services within the study area, including the project limits and 0.25 mi from the project limits, are summarized in the table below. All of these public services are not located within the project limits, but within the 0.25 mi from the project limits. In addition, no medical facilities, community centers and senior centers, schools and libraries are within the study area.

**Table 2.15-1 Public Services within the Study Area**

Name	Location
<b>Fire Stations</b>	
HB Station #7	3831 Warner Ave, Huntington Beach, CA 92649
<b>Police Departments</b>	
Pacific City Substation	21010 Pacific Coast Hwy, Huntington Beach, CA 92648
South Substation	downtown area, at 5th and Walnut Streets, Huntington Beach, CA
<b>Parks and Recreation Facilities</b>	
Ron Pattison Park	6200 Palm Ave, Huntington Beach, CA 92648
Banning/Magnolia Park	22012 Magnolia Street, Huntington Beach, CA
Sunset Beach Linear Park	17084 N Pacific Ave., Huntington Beach, CA 92649
11th St Beach Park	11th Street and Pacific Coast Highway, Huntington Beach, CA
Santa Ana River Trail	Pacific Coast Hwy, Huntington Beach, CA
West Newport beach	5700 Seashore Dr, Newport Beach, CA 92663
Huntington State Beach	21601 Pacific Coast Hwy, Huntington Beach, CA 92646
Huntington City Beach	103 Pacific Coast Highway, Huntington Beach, CA 92648-5183
Bolsa Chica State Beach	17851 Pacific Coast Hwy, Huntington Beach, CA 92649
Sunset Beach	166635 Pacific Coast Hwy, Sunset Beach, CA 90742

Bluff Top Park	2201 Pacific Coast Hwy, Huntington Beach, CA
Bolsa Chica Ecological Reserve	18000 CA-1, Huntington Beach, CA 92648

Source: City of Huntington Beach GIS Files; accessed in April 2021.

- i) **Fire Protection - Less Than Significant Impact.** The proposed project will not permanently impact acceptable service ratios, response times or other performance objectives for fire protection. Due to the nature of construction activities certain lanes of the highway facility may be temporarily closed for construction. Thus, fire protection services may be temporarily impacted. However, a Transportation Management Plan (TMP) will be prepared to minimize construction activity-related delays by the effective application of traditional traffic handling practices. As part of the TMP, Caltrans District 12 would coordinate with emergency response providers to ensure the project does not interfere with emergency response times. Therefore, no mitigation is required.
- ii) **Police Protection - Less Than Significant Impact.** The proposed project will not permanently impact acceptable service ratios, response times or other performance objectives for police protection. Due to the nature of construction activities certain lanes of the highway facility may be temporarily closed for construction. Thus, fire protection services may be temporarily impacted. However, a Transportation Management Plan (TMP) will be prepared to minimize construction activity-related delays by the effective application of traditional traffic handling practices. As part of the TMP, Caltrans District 12 Orange County office would coordinate with emergency response providers to ensure the project does not interfere with emergency response times. Therefore, no mitigation is required.
- iii) **Schools - No Impact.** There are no schools within in the project limits. Therefore, no schools will be impacted. No mitigation is required.
- iv) **Parks - Less Than Significant Impact with Mitigation Incorporated.** Although there are 10 parks and recreational facilities located within the study area, the proposed project will not permanently impact these facilities. Due to the nature of construction activities certain lanes of the highway facility may be temporarily closed for construction. However, access to these recreational facilities will not be impacted. Therefore, no mitigation is required.

The proposed project would require a 1,250 sqft of TCE from the Bolsa Chica Ecological Reserve at the corner of northbound SR-1 and Warner Avenue. The Parcel impacted by the TCE managed by the California Department of Fish and Wildlife with several non-profit organizations assisting in the future ecological viability of the wetlands. The TCE would not change the underlying fee ownership of the property and duration of occupancy will be temporary and required for the construction of the Class II bike lane, right turn pocket, and revegetation efforts. As described in detail in Sections 2.4 Biological Resources and 2.16 Recreation, impacts associated with the construction and expansion of the bike facility along SR-1 would be less than significant with mitigation incorporated. Impacted areas will be restored to and near preconstruction conditions as practicable; therefore, no substantial changes would be made to the property and no adverse physical impacts would occur once mitigation measures are implemented.

- v) **Other Public Facilities - No Impact.** There are no religious facilities or health care facilities within in the project limits. Therefore, none of these facilities will be impacted. No mitigation is required.

**2.15.2 Avoidance, Minimization, and/or Mitigation Measures**

Please refer to Sections 2.4 Biological Resources and 2.16 Recreation for avoidance, minimization, and/or mitigations and project features.

**2.16 Recreation**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**2.16.1 CEQA Significance Determination for Recreation**

The potential for the Build Alternative to result in impacts related to recreation was assessed in the Section 4(f) de Minimis Determination and Resources Evaluated Relative to the Requirements of Section 4(f). The following analyses are based on the information described in those studies.

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

- a) **Less than Significant Impact** - Several public and recreational facilities/trails are located within the project area (see Table 15-1). The implementation of the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. By providing a continuous bike lane with safety improvements throughout the project corridor, the project is expected to increase usage of the proposed bike lane to connect several adjacent public parks and recreational areas. The expected usage of these facilities is expected to be nominal and will not attribute to the physical deterioration of these facilities other than wear and tear from daily and seasonal usage. During the design phase and prior to construction, Caltrans would coordinate with the

project stakeholders and implement of minimization measure PF-REC-1. With this project feature, construction impacts would be less than significant, and no mitigation is required.

- b) Less than Significant Impact** - The proposed project includes expansion of existing bike lanes to provide a continuous recreational bikeway facility along SR-1. Existing striped bike lanes along SR-1 within the project area are not contiguous and have underperforming safety features which will be enhanced by the proposed project. The proposed project would require a 1,250 sqft of TCE from the Bolsa Chica Ecological Reserve at the corner of northbound SR-1 and Warner Avenue.

As described in detail in Section 2.4 Biological Resources and with avoidance, minimization, and mitigation measures provided below, impacts associated with the construction and expansion of the bike facility along SR-1 would be less than significant. Therefore, no mitigation measures are proposed.

### **2.16.2 Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, and/or mitigation is required; however, the following project features will be implemented.

**PF-REC-1:** The property used for temporary construction easement will be restored to a condition at least as good as it was prior to easement being granted.

**PF-TRA-1:** A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall always be provided to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts.

**2.17 Transportation/Traffic**

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?  NOTE: While public agencies may immediately apply Section 15064.3 of the updated Guidelines, statewide application is not required until July 1, 2020. In addition, uniform statewide guidance for Caltrans projects is still under development. The PDT may determine the appropriate metric to use to analyze traffic impacts pursuant to section 15064.3(b). Projects for which an NOP will be issued any time after December 28 <sup>th</sup> , 2018 should consider including an analysis of VMT/induced demand if the project has the potential to increase VMT (see page 20 of OPR's updated SB 743 Technical Advisory), particularly if the project will be approved after July 2020.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**2.17.1 CEQA Significance Determination for Transportation/Traffic**

The potential for the Build Alternative to result in impacts related to transportation was assessed in the Traffic Memo (May 2021) and in the Transportation Management Plan (TMP) Data Sheet (September 2021). The following analyses are based on the information described in those documents.

- a) **No Impact.** The project is consistent with the Goals of CIRC-5 and CIRC-6 of the City of Huntington’s General Plan Circulation element; and the project is also included in the 2019 FTIP. In addition, the proposed improvements are consistent with the latest Caltrans’ Mission, Vision and Goals outlined in the 2020-2024 Strategic Plan. This project is also in alignment with the Caltrans’ Complete Streets policy (DD 64-R2), which aims to improve the accessibility, mobility, and safety for all travelers in California. Overall, the project advances the purpose of the State’s Strategic Highway Safety Plan (SHSP), which highlights Caltrans’ role in providing a safe transportation system with the goal of zero deaths—reducing bicyclist fatalities and serious injuries on the State Highway System falls under this platform.

The California Coastal Trail (CCT) is a planned continuous interconnected public trail system along the California Coastline from Mexico to Oregon led by the California Coastal Conservancy designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of nonmotorized transportation. Currently, statewide mapping of the CCT is an ongoing collaborated effort between the California Coastal Conservancy and the California Coastal Commission, with support from other state and local agencies. Preliminary mapping<sup>7</sup> of the CCT show trail alignments along the coast of Orange County within the limits of the proposed project.

The CCT is planned to provide a multi-use trail to be used as a walking and hiking trail as close to the ocean as possible and consist of various terrain types, including along dirt footpaths, paved sidewalks, and separated bicycle paths. When no other alternative exists, it could also connect along road shoulders. Although primarily for pedestrians, the CCT would accommodate a variety of additional user groups, such as bicyclists, wheelchair users, equestrians, and others as opportunities allow.

The purpose of the proposed project is to reduce high concentrations of bicycle involved collisions along SR-1. Due to additional safety concerns based on stretches along SR-1 considered high speed areas (>55mph), the lack of available right-of way to support the CCT plan of being an independent trail separated from a vehicular travel way, and close proximity of the Huntington Beach Bike Trail as an alternative option for the CCT; designating the proposed on-roadway combined Class II/ a comprehensive Class II bikeway facility as part of the CCT is not recommended as part of the scope of this project.

Based on these considerations, the proposed project will not conflict with any transportation program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, or bicycle and pedestrian facilities.

- b) No Impact.** The intent of the project is a safety bike improvement project on SR-1. The improvements are not considered capacity increasing, hence no impact on Vehicle Miles Travelled (VMT); please refer to the tables below for traffic volumes data.

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<sup>7</sup> <https://www.coastal.ca.gov/access/coastal-trail-map.pdf>

**Table 2.17-1 2018 Traffic Volumes**

PM	Location	Peak Hour (Back)	Peak Month (Back)	Annual Daily Traffic (AADT) (Back)	Peak Hourv (Ahead)	Peak Month (Ahead)	AADT (Ahead)
21.549	Santa Ana River	4,650	42,500	39,800	4,650	42,500	39,800
22.090	Brookhurst Street	4,750	43,000	40,300	4,800	43,000	40,300
23.739	Jct. SR-39 North	4,400	40,000	37,200	4,400	40,000	37,200
25.890	Goldenwest Street	4,500	41,000	38,200	4,500	41,000	38,200
29.890	Warner Avenue	5,500	49,000	45,700	4,850	44,000	41,200

Source: Caltrans. Final Project Report (FPR) (2022).

**Table 2.17-2 2018 Truck Traffic Annual Daily Traffic (AADT)**

PM	Location	Vehicle AADT (Total)	Truck AADT (Total)	% Truck
21.549	Santa Ana River	38,800	272	0.70
23.739	Jct. SR-39 North	38,300	306	0.80

Source: Caltrans. Final Project Report (FPR) (2022).

- c) **No Impact.** The project will not introduce any new or substantial hazards due to geometric design features or incompatible uses. All components of the project will meet Caltrans design standards. Therefore, no impact and no mitigation is required.
- d) **Less than Significant Impact.** See Response to 2.15 (i) and (ii) above, in addition, the project will not result in inadequate emergency access. Project feature PF-TRA-1 will be implemented so that traffic (e.g. emergency vehicles) will be appropriately managed through the project area during construction, at all times.

### 2.17.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required; however, the following project feature will be implemented.

**PF-TRA-1:** A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall always be provided to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts.

## 2.18 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion and analysis in this section is based on findings as documented in the Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Finding of No Adverse Effect (FNAE) for the project (October 2021).

### Environmental Setting

The Area of Potential Effects (APE) is 128.61 acres and was established as all areas in which the project has the potential to directly or indirectly affect historic properties if any such properties exist. The APE is located on State Route 1 (SR-1) between the Santa Ana River Bridge (Post Mile [PM] 21.5) and Anderson Street (PM 31.1) in the City of Huntington Beach (City), in the County of Orange. The APE is located within the ancestral territory of the Gabrieliño and Juaneño Indians.

### Regulatory Setting

The project is subject to compliance with Assembly Bill (AB) 52. As required under CEQA, specifically Public Resources Code (PRC) 21080.3.1 and the Chapter 532 Statutes of 2014 (i.e., AB 52), Native American consultation is required for any CEQA project that has a Notice of Preparation, a Notice of Negative Declaration, or a Notice of Mitigated Negative Declaration filed on or after July 1, 2015.

#### 2.18.1 CEQA Significance Determination for Tribal Cultural Resources

- a) **No impact.** On May 18, 2021, a records search was conducted at the South-Central Coastal Information Center (SCCIC) located at California State University, Fullerton. One cultural resource was identified within the 128.61-acre Area of Potential Effects (APE) as a result of a records search; however, this resource was not actually recorded within Caltrans' right-of-way (ROW) and was incorrectly mapped as within the APE by the SCCIC. No archaeological cultural resources were identified in the APE as a result of the field survey. The only cultural resource identified in the APE as a result of the cultural

studies for the project is built environment resource State Route 1 (SR-1), which was not identified a tribal cultural resource as a result of the cultural studies for the project.

The project will not have an adverse effect on the segment of SR-1 in the APE and, as such, the proposed project would not cause a substantial change in the significance of this built environment Historical Resource as defined in State CEQA Guidelines Section 15064.5. Additionally, no tribal cultural resources listed or eligible for listing in the California Register were identified within the APE as a result of the cultural studies for the project. No mitigation is required.

**b) No Impact.** Native American consultation per AB 52 was conducted for the project. The Native American Heritage Commission (NAHC) was contacted to conduct a Sacred Lands File (SLF) search and provide a Native American Tribal Consultation List for the project. The NAHC's results letter stated that the SLF search was completed with positive results in a letter dated April 29, 2021. The NAHC recommended that the following tribes be contacted, and letters were sent dated May 4, 2021 to the following individuals:

- Campo Band of Diegueño Mission Indians, Ralph Goff, Chairperson
- Ewiiapaayp Band of Kumeyaay Indians, Michael Garcia, Vice Chairperson
- Ewiiapaayp Band of Kumeyaay Indians, Robert Pinto, Chairperson
- Gabrieleño Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson
- Gabrieleño/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson
- Gabrieliño/Tongva Nation, Sandonne Goad, Chairperson
- Gabrieliño Tongva Indians of California Tribal Council, Robert Dorame, Chairperson
- Gabrieliño-Tongva Tribe, Charles Alvarez
- Juaneño Band of Mission Indians Acjachemen Nation – Belardes, Matias Belardes, Chairperson
- La Posta Band of Diegueño Mission Indians, Gwendolyn Parada, Chairperson
- La Posta Band of Diegueño Mission Indians, Javaughn Miller, Tribal Administrator
- Manzanita Band of Kumeyaay Nation, Angela Elliott Santos, Chairperson
- Mesa Grande Band of Diegueño Mission Indians, Michael Linton, Chairperson
- Pala Band of Mission Indians, Shasta Gaughen, Tribal Historic Preservation Officer
- Santa Rosa Band of Cahuilla Indians, Lovina Redner, Tribal Chair
- Soboba Band of Luiseño Indians, Isaiah Vivanco, Chairperson
- Sycuan Band of the Kumeyaay Nation, Cody Martinez, Chairperson

No responses were received as a result of the initial project notification letter or follow-up emails and phone calls. As such, no sacred lands or tribal cultural resources were identified as a result of the Native American consultation process. Therefore, there will be no impact to significant tribal cultural resources as a result of the proposed project. No mitigation is required.

### 2.18.2 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required.

### 2.19 Utilities and Service Systems

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) (originally (e)) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) (originally (g)) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.19.1 CEQA Significance Determination for Utilities and Service Systems

The potential for the proposed project to result in adverse impacts related to Utilities and Service Systems is assessed in the following discussions. Information from the Water Quality Assessment Report (WQAR) completed in August 2021, Utility Management Data Matrix included in Appendix G, and the Final Project Report were used to prepare the following sections. In addition, information from County and City General Plans were also used.

- a) **No Impact:** The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. There is no impact and no mitigation required.
- b) **No Impact:** The project which is construction of a bike lane would not demand any additional water supplies already available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The use of water for project during construction would be minimal and temporary and would be limited to water trucked to the site for dust control and other construction activities No mitigation is required.

- c) **No Impact:** The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments. No mitigation is required.
- d) **No Impact:** The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. No mitigation is required.
- e) **No Impact:** Any hazardous waste generated during construction of the proposed project, collected during normal waste collection activities, or collected as a result of an accidental release on SR-1 would be collected, handled, transported, and disposed of in a manner consistent with applicable federal, state, regional, and local regulations. Hazardous wastes would not be co-mingled with green waste or non-hazardous trash. No impacts are anticipated.

**2.19.2 Avoidance, Minimization, and/or Mitigation Measures**

No avoidance, minimization, and/or mitigation is required.

**2.20 Wildfire**

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.20.1 CEQA Significance Determination for Wildlife**

Senate Bill 1241 required the Office of Planning and Research, the Natural Resources Agency, and the California Department of Forestry and Fire Protection to develop amendments to the “CEQA Checklist” for the inclusion of questions related to fire hazard impacts for projects located on lands classified as very high fire hazard severity zones.

According to the California Department of Forestry and Fire Protection's (Cal Fire's) Orange County Fire Hazard Severity Zone Maps<sup>8</sup>, the proposed project is not located in or near a state responsibility area (SRA) or land classified as very high fire hazard severity zone (VHFHSZ). The proposed project is approximately 9.5 miles from a designated VHFHSZ in the SRA, within Crystal Cove State Park. The proposed project is approximately 6.5 miles from a very high fire hazard severity zone in the City of Newport Beach VHFHSZ local responsibility area (LRA)<sup>9</sup>, within and surrounding the Buck Gully Reserve and the Pelican Hill Golf Club. In addition, the project is adjacent to urbanized coastal communities and areas of open space wetlands.

- a) **No Impact.** The project site is located approximately 9.5 miles away from a designated SRA VHFHSZ and approximately 6.5 miles away from an LRA VHFHSZ in the City of Newport Beach. Access through the project area will be maintained at all times during construction and emergency response and evacuation plans will not be impeded. Therefore, the proposed project would not substantially impair an adopted state emergency response plan or state emergency evacuation plan with regards to wildfire. The project would have no impact and no mitigation is required.
- b) **No Impact.** Areas surrounding the project areas consists of urban coastal communities with no substantive fire fuel sources. Prevailing Santa Ana winds which create hot and dry conditions increases for wildfire. However, there is a potential that in the event of a wildfire, the project location contains areas of sparse vegetation and lacks suitable habitat to increase the chance of fire spreading. The project would have no impact and no mitigation is required.
- c) **No Impact:** As detailed above, the proposed is not located in a VHFHSZ under SRA or LRA. The proposed alignment does not include roads, fuel breaks, emergency water sources, power lines or other utilities that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, the proposed project would have no impact and no mitigation is required.
- d) **No Impact:** The project will not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impacts are anticipated, no mitigation is required.

### 2.20.1 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation is required.

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<sup>8</sup> Cal FIRE Fire Hazard Severity Zones in State Responsibility Areas – Orange County. Accessed March 10, 2021. Webpage: [https://osfm.fire.ca.gov/media/6737/fhszs\\_map30.pdf](https://osfm.fire.ca.gov/media/6737/fhszs_map30.pdf)

<sup>9</sup> Cal FIRE Fire Hazard Severity Zones in Local Responsibility Areas – Orange County. Accessed March 10, 2021. Webpage: [https://osfm.fire.ca.gov/media/6739/fhszl\\_map30.pdf](https://osfm.fire.ca.gov/media/6739/fhszl_map30.pdf)

**2.21 Mandatory Findings of Significance**

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The California Environmental Quality Act (CEQA) requires the analysis of a project’s mandatory findings of significance. The analysis of the mandatory findings of significance of the project is based on the findings of the project’s impacts on all the required issue areas.

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, and highway development. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, and disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines.

### 2.21.1 Discussion of Environmental Evaluation Questions

- a) **Less Than Significant with Mitigation:** As stated in Section 2.4 earlier, the project is located within the natural community (Bolsa Chica Ecological Reserve), which provides habitat and cover for movement of animals within the Orange County Central-Coastal Natural Community Conservation Plan/ Habitat Conservation Plan (NCCP/HCP) reserve areas. In addition, the project is also located within the Coastal Zone and the activities proposed are anticipated to constitute “coastal development” would require a Coastal Development Permit (CDP) or authorization under a Local Coastal Program (LCP). Temporary and permanent impacts to some biological resources are anticipated; refer to Section 2.4 for details; however, with implementation of all the listed avoidance and/or minimization measures and project features in Section 2.4, the impacts will be less than significant.
- b) **Less Than Significant Impact** Although the project may have impacts that are individually limited, these impacts will not be cumulatively considerable, and impacts will be less than significant. As summarized in Table 2.21-1, below, there are currently no capacity increasing or operational improvement projects in construction or in planning within or in the vicinity of the project limits. There are some maintenance or safety projects near or around the project location and vicinity; however, these project work activities are for maintenance purposes minimal in scale and Caltrans will coordinate with the projects within and adjacent to the project limits, impact and duration of construction would be temporary and short in nature; thus, having a less than significant impact relative to projects of the past, present in future in the project area.

**Table 2.21-1 Cumulative Projects within or in vicinity of the Proposed Project**

Project Title/Information	Address	Applicants	Status
Pierside Pavilion Expansion	300 Pacific Coast Hwy	Michael C. Adams	Under Construction
Magnolia Tank Farm	21845 Magnolia Street (west side of Magnolia Street at Banning Avenue)	Shoppoff Realty Investments	Planning
OC Water District Groundwater Replenishment System	22212 Brookhurst Street	OC Water District	Planning
Park Avenue Residential	16926 Park Ave, 92649 (terminus of Park Avenue in Huntington Harbor)	Michael C. Adams Associates	Planning
Short-Term Rentals	Citywide	City of Huntington Beach	Planning
Parkside Estates	West side of Graham St., south of Warner Ave., along the East Garden Grove Wintersburg Flood Channel	Shea Homes	Under Construction
Gisler Residential	21141 Strathmoor Lane (west side, south of Bluefield Drive)	Brookfield Residential	Planning
Autumn Care Assisted Living	9960 Garfield (southwest corner)	AMG and Associates	Planning

	of Garfield Ave. and Brookhurst St. behind Walgreens)		
Harmony Cove (Proposed Huntington Harbor Marina and Eating Establishment)	3901 Warner Ave (North side of Warner Ave, west of Weatherly Ln)- Former Percy Park	Joe Daichendt, Harmony cove, LLC	Planning
Poseidon Desalination Plant	21730 Newland Street	Poseidon Resource Corporation	Planning
PCH Mixed Use Development	602-620 Pacific Coast Highway (between 6th Street and 7th Street)	Houshang Moghimi, Euro26, Inc.	Planning
Main Street Mixed-Use	414-424 Main St.	Rhonda Neely	Plan check
Hardin Hyundai	17242 Beach Blvd.	J.C. Marvick	Plan check
Peter's Landing	16330-16470 Pacific Coast Highway	Kevin Hayes, Pendulum Property Partners	Under construction
Local Coastal Program Update	Citywide	City of Huntington Beach	Planning
Seal Beach	Seal Beach	City of Huntington Beach	Planning
2021-2029 (6th Cycle) Housing Element	Citywide	City of Huntington Beach	Planning
Sunset Beach Hotel	17145 Pacific Coast Highway	Cliff Neiman	Planning
PCH Mixed Use Building	16655 Pacific Coast Highway, 92649 (northeast corner of PCH and 18th St. – Sunset Beach)	Cheryl DeMarco	Planning
Group Homes Ordinance	Citywide	City of Huntington Beach	Planning
CAPM – resurface and rehabilitate, including stripping and bike facilities	SR-1; in City of Newport Beach on SR-1 from Jamboree Road to Santa Ana River Bridge	Caltrans	Design
Safety – traffic signal modification and safety lighting	SR-1; in Cities of Newport Beach and Huntington Beach, on SR-1 at Superior Avenue/Balboa Boulevard and Beach Boulevard	Caltrans	Completion of Design
CAPM – resurface and rehabilitate; includes striping and bike facilities	SR-1; Cities of Huntington Beach and Seal Beach, from Warner Avenue to LA County Line	Caltrans	Planning
Pedestrian Bridge Overcrossing for Coast Community College near Dover Dr.	SR-1	Caltrans	Planning; locally funded PEER project
Safety project proposes to remove and upgrade the existing traffic signals utilizing high visibility LEDs and safety lighting.	SR-1	Caltrans	Planning

Project proposes to remove and replace the Laguna Canyon Channel Bridge (Bridge No. 55-1106)	SR-1	Caltrans	Planning
Project proposes to replace the existing temporary railing (Type K) at two locations with new concrete portable Barriers (Type 60K) and to comply with both the General and the Caltrans Statewide NPDES permit regulations, and the SWRCB's Ocean Plan as legally mandated.	SR-1	Caltrans	Planning
Project proposes to upgrade Sidewalk to Americans with Disabilities Act Standards	SR-1	Caltrans	Planning
Project includes: (1) Modify signals (2) Install safety lighting (3) Update ADA to current standards (4) Refresh striping and pavement markings.	SR-1	Caltrans	Planning
Project includes repair/replace (1) the collapsed concrete slope paving at the west side of the abutment 1, and (2) the failed asphalt section of the bike path underneath the bridge and construct a cut-off wall adjacent to bike path to support and protect the bike path from tidal erosion.	SR-1	Caltrans	Planning
Project proposes to modify existing signals, install high visibility LED for improved visibility, add safety lighting, refresh pavement delineation and ADA if needed.	SR-1	Caltrans	Planning
Project proposes to resurface & Rehabilitate 14.9 lane mile	SR-1, Cities Huntington Beach and Seal Beach, from Warner Ave. to Los Angeles/Orange County Line.	Caltrans	Planning
This project proposes to modify the traffic signals, install additional lighting, refresh existing pavement stripes, align intersection stripes, update ADA features to current standards and upgrade ground mounted signs to the current required reflectivity at two locations on SR-1.	SR-1, Cities of Seal Beach and Huntington Beach	Caltrans	Under construction; the traffic signal improvement at PM 32.7 was not included during construction of the Project 0N850; and it is now part of this project.
Signals rehabilitation - Replace heads and fitter and upgrade poles due to damages caused by saltwater.	SR-1	Caltrans	Planning
Project proposes to place outer separation barrier, AC dike, shoulder rumble strip and delineators.	SR-1 at Bolsa Chica State Beach, in the City of Huntington Beach.	Caltrans	Planning
Project proposes to upgrade sidewalk, driveway, and bike lane improvements	SR-1 from Warner Ave. to the LA/OR county line	Caltrans	Planning
Project proposes to modify signals and drainage inlet as needed, refresh pavement delineation, refresh signage, and ADA Improvements.	SR-1	Caltrans	Planning
Project proposes to relocate facilities away from traffic and improve worker safety and improve storm water runoff. Multi Asset Project	SR-1	Caltrans	Planning
AC overlay and cold plane, ADA curb ramps and safety devices upgrade, pavement restripe, remove and replace traffic loops.	SR-1 from Jamboree Rd to Santa Ana River Bridge	Caltrans	Planning
Signals rehabilitation at various locations on Route 1 Pacific Coast Highway. Resurface & Rehabilitate 14.9 lane miles.	SR-1 in City of Huntington Beach and Seal Beach, from Warner Ave. to Los	Caltrans	Planning

	Angeles/Orange County Line.		
Minor B project to provide a Protected Left Turn.	SR-1	Caltrans	Planning
Add Lighting to 5 intersections in HB: Brookhurst St. Magnolia St. Newland St. 1st St. Warner Ave.	SR-1, City of Huntington Beach	Caltrans	Planning
This project will replace signal poles damaged by sea salt.	SR-1 and Seapoint	Caltrans	Planning
Install comprehensive Class II bike way facility	SR-1 between Dover and LA county line.	Caltrans	Planning
Complete Street at Doheny PARK	SR-1	Caltrans	Planning
Metrolink Project to add a 2nd track for 1 mile.	SR-1	Caltrans	Planning
Drainage Project	SR-1 to LA County Line	Caltrans	Planning

Source: City of Huntington Beach Projects List,

<https://www.huntingtonbeachca.gov/government/departments/planning/major/>; accessed in May 2021.

Caltrans, PRSM, Active Projects List along SR-1; accessed in May 2021.

- c) No Impact.** This project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Refer to the discussion in the other sections for additional information that supports this finding.

### 2.21.2 Avoidance, Minimization, and/or Mitigation Measures

Implementation of the Avoidance, Minimization and/or Mitigation measures and Project Features as stated in the previous sections would apply.

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## Chapter 3 – Climate Change

### 3.1 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 led to increased efforts devoted to GHG emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of GHGs generated by human activity, including carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF<sub>6</sub>), and various hydrofluorocarbons (HFCs). CO<sub>2</sub> is the most abundant GHG; while it is a naturally occurring component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO<sub>2</sub>.

Two terms are typically used when discussing how we address the impacts of climate change: "greenhouse gas mitigation" and "adaptation." Greenhouse gas mitigation covers the activities and policies aimed at reducing GHG emissions to limit or "mitigate" the impacts of climate change. Adaptation, on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels). This analysis will include a discussion of both.

### 3.2 Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce GHG emissions from transportation sources.

#### **Federal**

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA; therefore, supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2019). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental,

economic, and social values — “the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

Various efforts have been promulgated at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Economy (CAFE) Standards. This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy standards is determined through the CAFE program based on each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States.

Energy Policy Act of 2005, 109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) the establishment of the Office of Indian Energy Policy and Programs within the Department of Energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) is responsible for setting GHG emission standards for new cars and light-duty vehicles to significantly increase the fuel economy of all new passenger cars and light trucks sold in the United States. Fuel efficiency standards directly influence GHG emissions.

## **State**

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs) including, but not limited to, the following:

EO S-3-05 (June 1, 2005): The goal of this EO is to reduce California’s GHG emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) 32 in 2006 and Senate Bill (SB) 32 in 2016.

Assembly Bill (AB) 32, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

EO S-01-07 (January 18, 2007): This order sets forth the low carbon fuel standard (LCFS) for California. Under this EO, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by the year 2020. ARB re-adopted the LCFS regulation in

September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the governor's 2030 and 2050 GHG reduction goals.

Senate Bill (SB) 375, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.

SB 391, Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to identify strategies to address California's climate change goals under AB 32.

EO B-16-12 (March 2012) orders State entities under the direction of the Governor, including ARB, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

EO B-30-15 (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e).<sup>10</sup> Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, *Safeguarding California*, every 3 years, and to ensure that its provisions are fully implemented.

SB 32, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

SB 1386, Chapter 545, 2016, declared "it to be the policy of the state that the protection and management of natural and working lands ... is an important strategy in meeting the state's greenhouse gas reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands."

AB 134, Chapter 254, 2017, allocates Greenhouse Gas Reduction Funds and other sources to various clean vehicle programs, demonstration/pilot projects, clean vehicle rebates and projects, and other emissions-reduction programs statewide.

SB 743, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative

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<sup>10</sup> GHGs differ in how much heat each trap in the atmosphere (global warming potential, or GWP). CO<sub>2</sub> is the most important GHG, so amounts of other gases are expressed relative to CO<sub>2</sub>, using a metric called "carbon dioxide equivalent" (CO<sub>2</sub>e). The global warming potential of CO<sub>2</sub> is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO<sub>2</sub>.

methods focused on vehicle miles travelled, to promote the state's goals of reducing greenhouse gas emissions and traffic related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.

SB 150, Chapter 150, 2017, Regional Transportation Plans: This bill requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional greenhouse gas emission reduction targets.

EO B-55-18 (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.

EO N-19-19 (September 2019) advances California's climate goals in part by directing the California State Transportation Agency to leverage annual transportation spending to reverse the trend of increased fuel consumption and reduce GHG emissions from the transportation sector. It orders a focus on transportation investments near housing, managing congestion, and encouraging alternatives to driving. This EO also directs ARB to encourage automakers to produce more clean vehicles, formulate ways to help Californians purchase them, and propose strategies to increase demand for zero-emission vehicles.

EO N-79-20 (September 2020) establishes goals for 100 percent of in-state sales of new passenger cars and trucks to be zero-emissions vehicles by 2035, that the state transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible, and that 100 percent of medium- and heavy-duty vehicles in the state be zero-emissions by 2045 where feasible.

### **3.3 Environmental Setting**

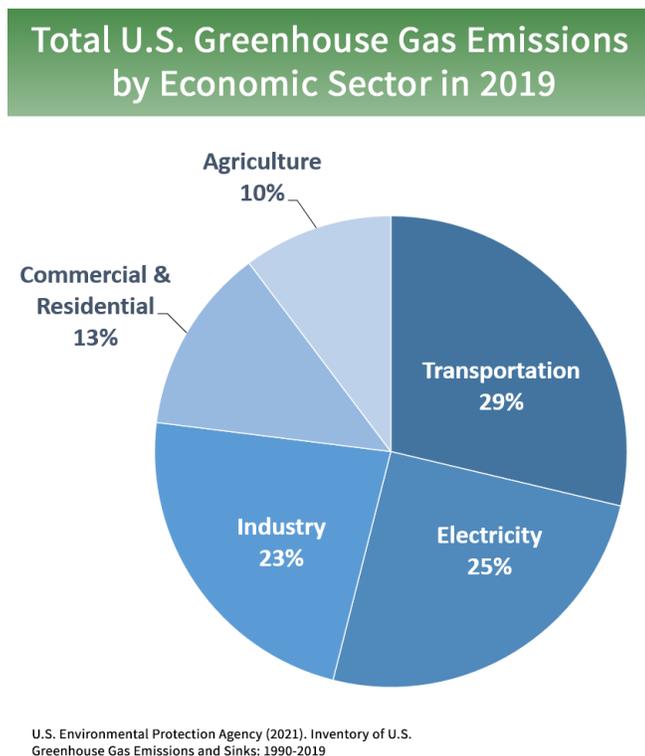
The proposed project is within the City of Huntington Beach, an urban area of Orange County with a developed road and street network. The project area includes residential and commercial buildings. Traffic congestion during peak hours and during the seasonal summer period is common within the project area as State Route 1 is a main artery serving coastal communities and beach activities in the heart of Orange County. Within project limits, SR-1 is a 4-to-6 lane highway with intermittent left and right turn pockets, varying median and shoulder widths, and intermittent street parking in both directions. NB and SB directions are separated by a combination of striped median, raised median islands, and Type 50 concrete barrier throughout the project. The Huntington Beach Bike Trail (Class I Path) also runs parallel to SR-1 along the beachfront through most of the project limits. The Southern California Association of Governments (SCAG) RTP/SCS guides transportation in the project area. The RTP/SCS sets forth a regional development pattern that addresses GHGs in the region.

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time, such as a calendar year. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4.

## **National GHG Inventory**

The U.S. EPA prepares a national GHG inventory every year and submits it to the United Nations in accordance with the Framework Convention on Climate Change. The inventory provides a comprehensive accounting of all human-produced sources of GHGs in the United States, reporting emissions of CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, perfluorocarbons, SF<sub>6</sub>, and nitrogen trifluoride. It also accounts for emissions of CO<sub>2</sub> that are removed from the atmosphere by “sinks” such as forests, vegetation, and soils that uptake and store CO<sub>2</sub> (carbon sequestration). The 1990-2019 inventory found that overall GHG emissions were 6,558 million metric tons (MMT) in 2019, down 1.7 percent from 2018 but up 1.8% from 1990 levels. Of these, 80 percent were CO<sub>2</sub>, 10 percent were CH<sub>4</sub>, and 7 percent were N<sub>2</sub>O; the balance consisted of fluorinated gases. CO<sub>2</sub> emissions in 2019 were 2.2 percent less than in 2018, but 2.8 percent more than in 1990. As shown on Figure 3.1, the transportation sector accounted for 29 percent of U.S. GHG emissions in 2019 (U.S. EPA 2021a, 2021b)

**Figure 3-1. U.S. 2019 Greenhouse Gas Emissions (Source: U.S. EPA 2021c)**



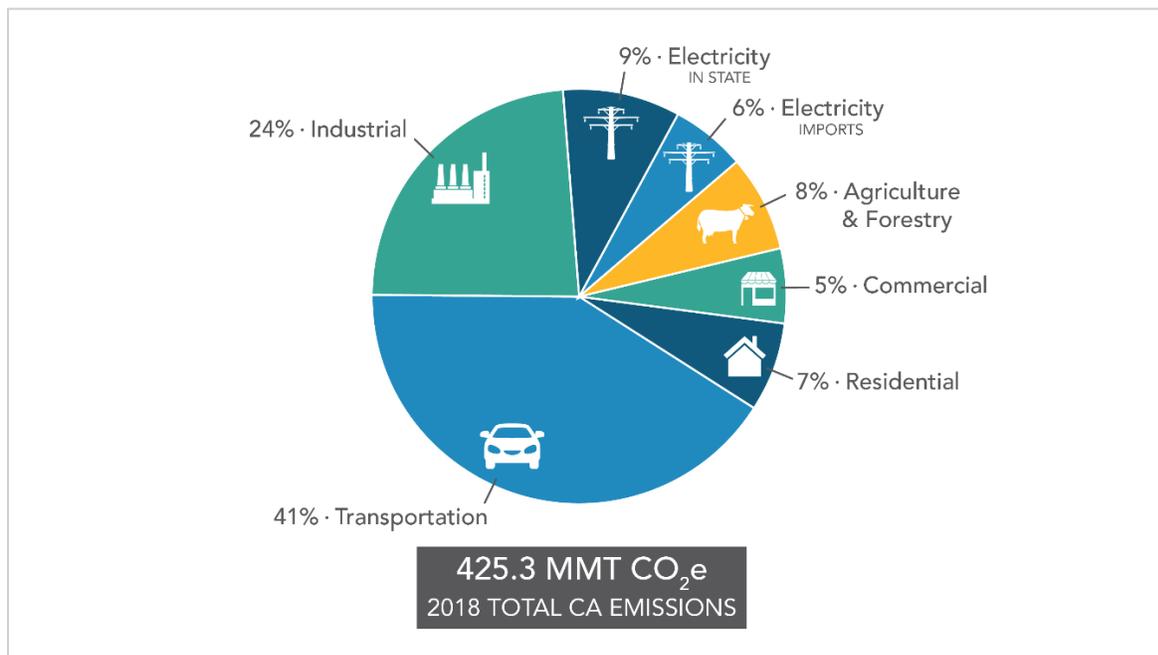
## **State GHG Inventory**

ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state’s progress in meeting its GHG reduction goals.

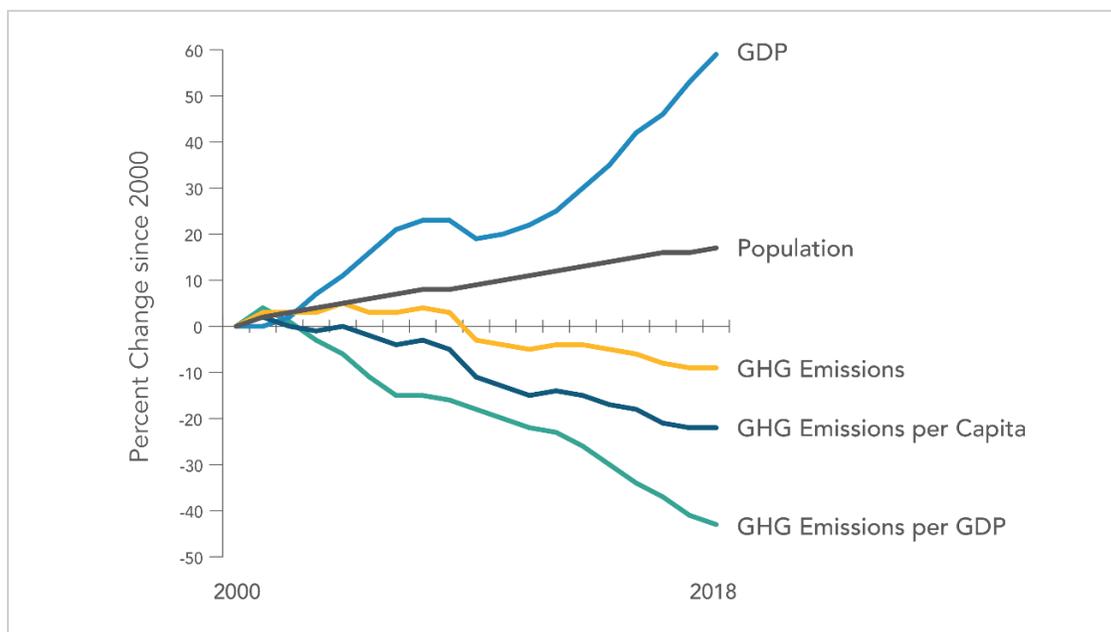
The 2020 edition of the GHG emissions inventory reported emissions trends from 2000 to 2018. It found total California emissions were 425.3 MMTCO<sub>2</sub>e in 2018, 0.8 MMTCO<sub>2</sub>e higher than 2017 but 6 MMTCO<sub>2</sub>e lower than the statewide 2020 limit of 431 MMT CO<sub>2</sub>e.

The transportation sector was responsible for 41 percent of total GHGs. Transportation emissions decreased in 2018 compared to the previous year, which is the first year over year decrease since 2013. Overall statewide GHG emissions declined from 2000 to 2018 despite growth in population and state economic output (ARB 2020a).

**Figure 3-2. California 2018 Greenhouse Gas Emissions by Economic Sector (Source: ARB 2020b)**



**Figure 3-3. Change in California GDP, Population, and GHG Emissions since 2000 (Source: ARB 2020b)**



AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California's 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce GHG emissions.

### **Regional Plans**

ARB sets regional targets for California's 18 MPOs to use in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to plan future projects that will cumulatively achieve GHG reduction goals. Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The proposed project is included in the SCAG RTP/SCS for 2016/2040. The regional reduction target for SCAG is -8% for 2020 and -19% for 2035 (ARB 2019c). Table 3.1 shows the regional and local greenhouse gas reduction plans.

The Orange County Transportation Authority and Orange County Council of Governments published the Orange County Sustainable Communities Strategy in 2011, developed to be integrated with the SCAG SCS. The Orange County SCS offers sustainability strategies to reduce GHG emissions from land use and transportation.

The City of Huntington Beach has a plan for implementing the provisions of AB-32, SB-375, and the regional Sustainable Communities Strategy (SCS) in its General Plan Update, which has goals to reduce its total GHG emissions to 15 percent below 2005 levels by 2020, and 53.33 percent below the 2020 target by 2040 to match the state's long term 2050 GHG reduction goals. These policies are included in the Environmental Resources and Conservation Element under Policy ERC-5A. The City's also has an adopted Greenhouse Gas Reduction Program (GGRP) which establishes Huntington Beach's existing, projected, and target levels of GHG emissions and identifies how the City can achieve target levels through a set of strategies. Overall strategy and goals of the GGRP are expanding upon by General Plan Policy ERC-5 E and Implementation Programs ERC-P.1, ERC-P.2, and ERC-P.3.

**Table 3-1. Regional and Local Greenhouse Gas Reduction Plans**

Plan Title	GHG Reduction Policies or Strategies
Southern California Association of Governments (SCAG) <i>2016–2040 Regional Transportation Plan/Sustainable Communities Strategy</i> (adopted April 7, 2016)	<ul style="list-style-type: none"> <li>● Congestion Management Process</li> <li>● Integrated multi-modal network</li> <li>● Strategic capacity and technology enhancements to existing highways</li> <li>● Transportation Systems Management and Transportation Demand Management</li> <li>● New Infrastructure</li> <li>● Livable Corridors/Neighborhood Mobility Areas</li> </ul>
OC Go (OCTA Measure M <i>Renewal Ordinance</i> ) (Amended March 2016)	<ul style="list-style-type: none"> <li>● Reduce congestion, improve mobility, and enhance safety in freeways</li> <li>● Synchronized traffic lights mean less stop and more go on streets and roads</li> <li>● Permanently protected open space properties and restoration projects preserve the land and ensure that valuable animal and plant species can thrive forever for future generations</li> <li>● Context-sensitive (including environment) design, for example, environmentally friendly, local, and native landscaping</li> </ul>
OCTA <i>Designing Tomorrow Long Range Transportation Plan</i> (adopted November 2018)	<ul style="list-style-type: none"> <li>● Support sustainability</li> <li>● Coordination with partner agencies on implementation of sustainability strategies</li> <li>● Explore environmental and emission reduction strategies</li> <li>● System maintenance</li> </ul>
OCTA & Orange County Council of Governments <i>Orange County Sustainable Communities Strategy</i> (SCS) (June 2011)	<ul style="list-style-type: none"> <li>● Increase regional accessibility to reduce vehicle miles traveled</li> <li>● Eliminate bottlenecks and reduce delay on freeways, toll roads, and arterials</li> <li>● Apply Transportation System Management and Complete Street practices to arterials and freeways to maximize efficiency</li> <li>● Implement near-term and long-term transportation improvements to provide mobility choices and sustainable transportation options</li> <li>● Acknowledge current local sustainability strategies that will result in or support the reduction of GHG emissions.</li> <li>● Deliver committed projects including M2</li> </ul>
City of Huntington Beach <i>2017 General Plan</i> (adopted October 2, 2017)	<ul style="list-style-type: none"> <li>● Improve pedestrian network</li> <li>● Inclusionary housing units</li> <li>● Expand bike lane network</li> <li>● Shared parking</li> <li>● Transportation Demand Management Ordinance</li> <li>● Traffic Calming</li> <li>● Traffic Signalization synchronization</li> </ul>

The proposed project is also within the jurisdiction of the Orange County Transportation Authority (OCTA) Regional Transportation Planning Agency (RTPA). The 2016/2040 RTP identifies several mitigation measures that are consistent with provisions of Section 15091 of the State CEQA Guidelines, local air districts, and lead agencies to address greenhouse gas emissions and climate change (SCAG, 2016). These measures include, but are not limited to:

- Reduce emissions from a project through project features, design, and/or other measures

- Minimize greenhouse gas emissions by incorporating Best Available Control Technology (BACT) throughout project design, construction, and operation.
- Use vehicles and equipment that are fuel and energy efficient
- Reduce energy consumption and the use of greenhouse gas emitting construction materials.

### 3.4 Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation of the SHS and those produced during construction. The primary GHGs produced by the transportation sector are CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and HFCs. CO<sub>2</sub> emissions are a product of the combustion of petroleum-based products, like gasoline, in internal combustion engines. Relatively small amounts of CH<sub>4</sub> and N<sub>2</sub>O are emitted during fuel combustion. In addition, a small amount of HFC emissions are included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

The following represents a best faith effort to describe the potential GHG emissions related to the proposed project.

#### **Operational Emissions**

The purpose of this proposed safety project is to reduce vehicle and bicyclist incidents by proposing a comprehensive continuous Class II bike lane along SR-1 from the Santa Ana River to Anderson Street in Huntington Beach, California; therefore, this project is considered a non-capacity increasing project. Based on the Office of Planning and Research (OPR)’s Technical Advisory, bicycle and pedestrian infrastructure projects generally reduce VMT and cause no increase in operational GHG emissions. Additionally, because the project would not increase the number of travel lanes along SR-1, no increase in vehicle miles traveled (VMT) would occur as result of project implementation. While some GHG emissions during the construction period are expected and would be unavoidable, no increase in operational GHG emissions is expected.

#### **Construction Emissions**

Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. These emissions will be produced at

different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities. Construction of the project is planned to commence in January 2025 and is anticipated to be completed in April 2026. The duration of construction is approximately 16 months.

Construction would occur in phases due to the scale of the project and the need to minimize traffic impacts and maintain traffic during construction. GHG emissions related to construction would be mainly from CO<sub>2</sub>, nitrous oxide (N<sub>2</sub>O), and methane (CH<sub>4</sub>) (reported together as CO<sub>2</sub>e) contained in exhaust from off-road diesel construction equipment/vehicles (e.g., idling and operation of backhoes), from on-road trucks used by vendors (to deliver materials to the site) and on-site workers, and from use of portable equipment (e.g., generators). An estimate of GHG emissions generated by construction of the Build Alternative was conducted using the Caltrans Construction Emission Tool (CAL-CET2020). Total CO<sub>2</sub>e emissions for project construction are estimated to be 286 metric tons. In accordance with SCAQMD guidance, the total emissions are amortized over a 30-year period to represent annual emissions.

**Table 3.4. Construction Greenhouse Gas Emissions for Build Alternative**

Alternative	TOG Total Emissions MT	ROG Total Emissions MT	CO Total Emissions MT	NOX Total Emissions MT	PM10 Total Emissions MT	PM2.5 Total Emissions MT	CO <sub>2</sub> e Total Emissions MT
Build Alternative	0.152	0.141	0.761	1.132	0.954	0.158	286

Source: Technical Memo for Air Quality (March 2021)

TOG = Total Organic Gases

ROG = Reactive Organic Gases

CO = Carbon Monoxide

NOX = Nitrogen Oxide

PM10 = Particulate Matter 10 microns

PM2.5 = Particulate Matter 2.5 microns

CO<sub>2</sub>e = carbon dioxide equivalent

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

The proposed project will generate GHG emissions from construction activities. Thus, to address these construction emissions the following Best management practices will be incorporated into the project as conditions for construction to reduce construction GHG emissions.

### 3.5 CEQA Conclusion

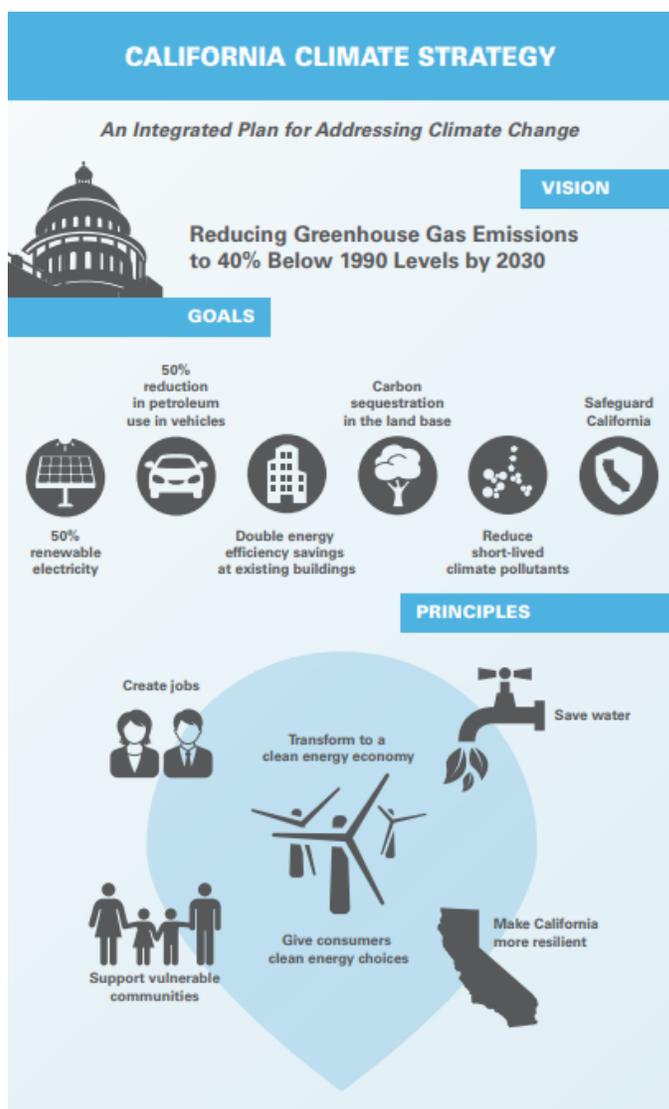
While the proposed project will result in GHG emissions during construction, it is anticipated that the project will not result in any increase in operational GHG emissions. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction GHG-reduction measures, the impact would be less than significant. Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

#### **GREENHOUSE GAS REDUCTION STRATEGIES**

##### **Statewide Efforts**

Major sectors of the California economy, including transportation, will need to reduce emissions to meet the 2030 and 2050 GHG emissions targets. Former Governor Edmund G. Brown promoted GHG reduction goals that involved (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farms and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, *Safeguarding California*.

Figure 3-4. California Climate Strategy



The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). A key state goal for reducing GHG emissions is to reduce today's petroleum use in cars and trucks by up to 40 percent by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter. Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify

and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged and vulnerable communities. Each agency is to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the State's carbon neutrality goal and build climate resilience.

### **Caltrans Activities**

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

### **California Transportation Plan**

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel, transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

SB 391 (Liu 2009) requires the CTP to meet California's climate change goals under AB 32. Accordingly, the CTP identifies the statewide transportation system needed to achieve maximum feasible GHG emission reductions while meeting the state's transportation needs. While MPOs have primary responsibility for identifying land use patterns to help reduce GHG emissions, the CTP identifies additional strategies.

### **Caltrans Strategic Plan**

The Caltrans *2020–2024 Strategic Plan* includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

### **Funding and Technical Assistance Programs**

In addition to developing plans and performance targets to reduce GHG emissions, Caltrans also administers several sustainable transportation planning grants. These grants encourage local and regional multimodal transportation, housing, and land use planning that furthers the region's RTP/SCS; contribute to the State's GHG reduction targets and advance

transportation related GHG emission reduction project types/strategies; and support other climate adaptation goals (e.g., Safeguarding California).

### **Caltrans Policy Directives and Other Initiatives**

Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. *Caltrans Activities to Address Climate Change* (April 2013) provides a comprehensive overview of Caltrans' statewide activities to reduce GHG emissions resulting from agency operations.

### **Project-Level GHG Reduction Strategies**

The following project feature will be implemented, in addition the following measures will also be implemented in the project to reduce GHG emissions and potential climate change impacts from the project.

**PF-AQ-1:** The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018) for reducing impacts from the construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. The proposed project would comply with SCAQMD Rule 403 requiring the implementation of best available dust control measures during active operations capable of generating fugitive dust.

**PF-GHG-1: Emissions Reduction.** Comply with Caltrans Standard Specification Section 7-1.02C

**GHG-1: Vehicle Idle time.** Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.

**GHG-2: Truck Schedule.** Schedule truck trips outside of peak morning and evening commute hours.

**GHG-3: Construction Waste** Reduce construction waste and maximize the use of recycled materials (reduces consumption of raw materials, reduces landfill waste, and encourages cost savings).

**GHG-4: Recycled Materials.** Maximize use of recycled materials (e.g., tire rubber).

**GHG-5: Earthwork Balance.** Reduce the need for transport of earthen materials by balancing cut and fill quantities.

**GHG-6: Fuel Efficiency.** Encourage Improved fuel efficiency from construction equipment:

- Maintain equipment in proper tune and working condition

- Right size equipment for the job

**GHG-7: Construction Environmental Training.** Supplement existing training with information regarding methods to reduce GHG emissions related to construction.

### 3.6 Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

#### **Federal Efforts**

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The U.S. Global Change Research Program (USGCRP) delivers a report to Congress and the president every 4 years, in accordance with the Global Change Research Act of 1990 (15 U.S.C. ch. 56A § 2921 et seq). The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.” Chapter 12, “Transportation,” presents a key discussion of vulnerability assessments. It notes that “asset owners and operators have increasingly conducted more focused studies of particular assets that consider multiple climate hazards and scenarios in the context of asset-specific information, such as design lifetime” (USGCRP 2018).

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions” (U.S. DOT 2011).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

## **State Efforts**

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. California's *Fourth Climate Change Assessment* (2018) is the state's effort to "translate the state of climate science into useful information for action" in a variety of sectors at both statewide and local scales. It adopts the following key terms used widely in climate change analysis and policy documents:

- *Adaptation* to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
- *Adaptive capacity* is the "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities."
- *Exposure* is the presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
- *Resilience* is the "capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience". Adaptation actions contribute to increasing resilience, which is a desired outcome or state of being.
- *Sensitivity* is the level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
- *Vulnerability* is the "susceptibility to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt." Vulnerability can increase because of physical (built and environmental), social, political, and/or economic factor(s). These factors include, but are not limited to: ethnicity, class, sexual orientation and identification, national origin, and income inequality. Vulnerability is often defined as the combination of sensitivity and adaptive capacity as affected by the level of exposure to changing climate.

Several key state policies have guided climate change adaptation efforts to date. Recent state publications produced in response to these policies draw on these definitions.

EO S-13-08, issued by then-governor Arnold Schwarzenegger in November 2008, focused on sea-level rise and resulted in the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan). The Safeguarding California Plan offers policy principles and recommendations and continues to be revised and augmented with sector-specific adaptation strategies, ongoing actions, and next steps for agencies.

EO S-13-08 also led to the publication of a series of sea-level rise assessment reports and associated guidance and policies. These reports formed the foundation of an interim *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance) in 2010, with instructions for how state agencies could incorporate "sea-level rise (SLR) projections into planning and decision making for projects in California" in a consistent way across agencies. The guidance was revised and augmented in 2013. *Rising Seas in California – An Update*

on *Sea-Level Rise Science* was published in 2017 and its updated projections of sea-level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018.

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change other than sea-level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach. Representatives of Caltrans participated in the multi-agency, multidisciplinary technical advisory group that developed this guidance on how to integrate climate change into planning and investment.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, which in 2018 released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts.

### **Caltrans Adaptation Efforts**

#### **Caltrans Vulnerability Assessments**

Caltrans conducted climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects including precipitation, temperature, wildfire, storm surge, and sea-level rise. The approach to the vulnerability assessments was tailored to the practices of a transportation agency, and involves the following concepts and actions:

- *Exposure* – Identify Caltrans assets exposed to damage or reduced service life from expected future conditions.
- *Consequence* – Determine what might occur to system assets in terms of loss of use or costs of repair.
- *Prioritization* – Develop a method for making capital programming decisions to address identified risks, including considerations of system use and/or timing of expected exposure.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of adaptation plans to reduce the likelihood of damage to the State Highway System, allowing Caltrans to both reduce the costs of storm damage and to provide and maintain transportation that meets the needs of all Californians.

#### **Project Adaptation Analysis**

Climate-change risk analysis involves uncertainties as to the timing and intensity of the potential risks. Relevant uncertainties may be documented in the project risk register to capture future consequences. Caltrans District 12 Orange County has prepared a report that

identifies priorities to address in regard to the impact of climate change stressors on the transportation assets of Caltrans. Caltrans' development of the proposed project does not conflict with any adopted plans.

The Caltrans Climate Change Vulnerability Assessment (August 2019) indicates that the project area is subject to climate change effects. Several climate stressors were evaluated in the vulnerability assessment. The vulnerability assessment evaluated climate stressors for the years 2025, 2055, and 2085 that in turn reflect the expected timing of GHG concentration in the atmosphere.

The following climate stressors identified in the Caltrans Climate Change Vulnerability Assessment for Caltrans District 12 of Orange County have been evaluated for project level contribution and resulting climate change effects:

### **Temperature**

The assessment looked at how high temperatures could impact Caltrans' selection of pavement binder grade. Binder is the "glue" used to bind the asphalt together. Thus, the selection of binder is important as asphalt in locations with anticipated higher temperatures would need a higher-temperature rated binder. The entirety of Orange County is subject to increasing high temperatures and higher 7-day averages. The proposed project is subject to the same forecasted temperature changes.

### **Precipitation**

Indicates the percentage change for the 100-year storm precipitation depth for the years 2025, 2055, and 2085. Heavy storm events can create severe impacts to the State Highway System. The project limits fall within the greater Orange County and is subject to increased 100-year storm precipitation depth ranging from 0.0% to 4.9%.

### **Wildfire**

Wildfires pose a direct concern for driver safety, State Highway System operations, and the integrity of Caltrans infrastructure. Additionally, wildfires indirectly contribute to landslide and flooding due to exposed soil from burnt vegetation as well as poor air quality and smoke that can affect visibility and health of the public. According to the California Department of Forestry and Fire Protection's (Cal Fire's) Orange County Fire Hazard Severity Zone Maps, the proposed project is not located in or near a state responsibility area (SRA) or land classified as very high fire hazard severity zone (VHFHSZ).

### **Sea Level Rise**

Sea level rise is one of the most threatening impacts of climate change for coastal areas. Caltrans District 12 includes an extensive coastline for which Caltrans facilities provide access, and sea level rise will exacerbate flooding that could occur in these areas during regular tidal or storm events and pose risks to coastal roads and bridges. Historic sea level rise in the Los Angeles area (closest tidal gauge to Orange County) has seen rates of approximately 0.33 inch per year. By the end of the century, the Los Angeles area sea level rise is projected to be anywhere from 0.7 to 6.7 ft above current sea levels. The Coastal Storm Modeling System (CoSMos) model developed by the US Geological Survey (USGS) evaluated SLR levels from 0.00 to 2.00 meters, in quarter-meter increments, and for 5.00 meters to reflect longer-term change. Analysis of the SHS in the District 12 study was

completed for all CoSMoS increments and three specific increments from the model were chosen.

Sea level rise impacts to the SHS were assessed for three scenarios of sea level rise: 1.64 ft (0.50m), 3.28 ft (1.00m), and 5.75 ft (1.75m). Under those scenarios, approximately 2.8, 5.2, and 8.7 miles, respectively, along SR-1 in Caltrans District 12 would be potentially exposed to sea level rise effects. Bridges, culverts, and roadways would be subject to sea level rise at various locations. Caltrans has also conducted a Climate Adaptation Priorities Report which prioritizes District 12 Departmental assets found to be exposed to potential future climate hazards. The prioritization considers the timing of the climate impacts, their severity and extensiveness, the condition of each asset (a measure of the sensitivity of the asset to damage), the number of system users affected, and the level of network redundancy in the area. Of the assets identified the Climate Adaptation Priorities Report, two bridges (55-001 - Santa Ana River bridge and 55-0658\_ Talbert Channel bridge) and SR-1 (excluding Beach Blvd. to Goldenwest St.) are classified Priority 1 assets found within the project limits.

### **Storm Surge**

Storm surge resulting from a warming ocean and atmosphere has the potential to affect storm intensities. Storm surge, coupled with sea level rise, has the potential to impact the SHS and related infrastructure such as bridges, culverts, and roadway. The project limits are within areas vulnerable to sea level rise with storm surge.

CoSMoS data was used to assess sea level rise and storm surge impacts to the State Highway System in District 12. The model provides outputs for a variety of storm events, including an annual storm, a 20-year storm, a 100-year storm, and a King Tide (highest high tide of the year). Storm surge impacts to SHS were also assessed with sea level rise of 1.64 ft (0.50m), 3.28 ft (1.00m), and 5.75 ft (1.75m) with added approximate height of a 100-year storm event. Those scenarios increased the number of lane miles of exposed roadway from 2.8 miles at SLR of 1.64ft to 3.7 miles, 5.2 miles at SLR of 3.28 ft to 6.2 miles and 8.7 miles at SLR of 5.75ft to 11.9 miles along the entirety of SR-1 within the County of Orange; and also includes areas within the limits of the project.

### **Cliff Retreat**

Cliff retreat poses a great concern for transportation infrastructure as the impacts from soil erosion on the soil foundation for roads and bridges are jeopardized. Given the geography of Orange County, there are limited locations where cliff retreat will impact the SHS. Under the three sea level rise scenarios (1.64 ft, 3.28 ft, and 5.74 ft), there are 1.0 mile of District 12 highway centerline miles exposed to cliff retreat if sea level rises to 5.74 ft. Cliff retreat along impacted portions of SR-1 include a northern segment near Huntington Beach and several areas between Corona Del Mar and Monarch Beach. Within the project area, District 12 has already faced ongoing issues with cliff retreat near SR-1/Seapoint Street in Huntington Beach where preventative measures have been used to protect the roadway from erosion.

## **3.7 Sea-Level Rise**

The project is entirely within the Coastal Zone with areas along SR-1 between Anderson Street (PM 31.1) and Warner Avenue (PM 29.9) designated as LCP Not Certified – Coastal Commission, a small 0.2 mile portion of SR-1 just south of Warner Avenue from PM 29.3 to

29.5 as Permit Jurisdiction CDP – Coastal Commission, and the remaining stretch of SR-1 from PM 21.7 to 29.3 designated as the City of Huntington Beach LCP. As such, a Sea Level Rise analysis is required in accordance with the California Coastal Commission, California Ocean Protection Council, and the Caltrans Sea-Level Rise Guidance. This SLR analysis was prepared in accordance with the California Ocean Protection Council's *State of California Sea-Level Rise Guidance 2018 Update*, the 2011 Caltrans Guidance on Incorporating Sea Level Rise, and the Caltrans District 12 Climate Change Vulnerability Assessment. Sea level rise visualizations for the project area available on the Cal-Adapt website, which provides a range of sea level rise scenarios and resulting coastal inundation was also referenced. The discussion of potential sea level rise impacts also relies on the 2018 California Coastal Commission's *Sea Level Rise Policy Guidance: Interpretive Guidelines for Addressing Sea Level Rise in Local Coastal Programs and Coastal Development permits*.

According to the 2011 Caltrans Guidance on Incorporating Sea Level Rise, the process to determine and document whether to incorporate SLR into Design is based on the following:

### **Determining Impact**

- Is the project located on the coast or in an area vulnerable to SLR?
- Will the project be impacted by the stated SLR?
- Is the design life of the project beyond year 2030?

### **Balancing Potential Impacts with the Level of Risk and Potential Consequences**

- **Time Frame:** For projects with timeframes beyond 2050, it is important to consider adaptive capacity, impacts and risk tolerance to guide decisions whether to use low, medium, or high SLR projections
- **Consequences = Adaptive Capacity + Impacts:** The consequences of failing to address sea level rise for a particular project will depend on both adaptive capacity and the potential impacts of sea level rise to public health and safety, public investments, and the environment.
- **Adaptive capacity:** A project that has high adaptive capacity and/or low potential impacts will experience fewer consequences. For example, an unpaved trail built within a rolling easement has high adaptive capacity (because the trail can be relocated as sea level rises); and therefore, will experience fewer harmful consequences. In contrast, a new wastewater treatment facility located on a shoreline with no space to relocate inland has low adaptive capacity and high potential impacts from flooding (related to public health and safety, public investments, and the environment). The negative consequences for such a project of failing to consider sea level rise would therefore be high.
- **Risk Tolerance:** Risk involved in a decision depending on consequences and actual impacts that may result from sea level rise. While factoring in projection uncertainties versus actual projections of SLR, agencies must base risk tolerance and balance risks with under and/or over estimating SLR in making decisions.

### **Screening**

Based on concepts in the 2011 Caltrans Guidance on Incorporating Sea Level Rise, Table 3.2 was developed to help determine when SLR poses enough of an overall threat to warrant avoiding or mitigating the identified risks. The table below is not an exhaustive list of

factors; other factors may need to be balanced based on the nature and location of the project. Although this list provides considering factors, factors other than those listed shall also be considered and balanced based on the location and nature of the project.

**Table 3-3. Factors to Consider Whether to Incorporate SLR in Project Design**

	<b>Factors</b>	<b>Towards incorporating SLR into project design</b>	<b>Towards NOT incorporating SLR into project design</b>
1	<b>Project Design Life</b>	Long (20+ years)	Short (less than 20 years)
2	<b>Redundancy/Alternative Routes</b>	No redundant/alternative route	Redundant/alternative route
3	<b>Anticipated travel delays</b>	Substantial delays	Minor or no delay
4	<b>Good and movement/interstate commerce</b>	Critical route for commercial goods movement	Non-critical route for commercial goods movement
5	<b>Evacuations/emergencies</b>	Vital for emergency evacuations; loss of route would result in major increases to emergency response time	Minor or no delay in the event of an emergency or evacuation
6	<b>Traveler safety (delaying the project to incorporate SLR would lead to on-going or new safety concerns)</b>	Safety project in which little or no delay would result; non safety project	Safety project and delay would be substantial
7	<b>Expenditure of public funds</b>	Large investment	Small investment
8	<b>Scope of project– “point” vs. “linear”</b>	Project scope is substantial– e.g. new section of roadway	Project scope is substantial– e.g. new section of roadway
9	<b>Effect of incorporating SLR on non-state highway (interconnectivity issues with local streets and roads)</b>	Minor or no effect–adjacent local street and roads would not have to be modified	Substantial interconnectivity issues
10	<b>Environmental constraints</b>	Minor or no increase in project footprint in Environmentally Sensitive Area (ESA)	Substantial increase in project footprint in ESAs

The proposed project is located within a coastal area expected to experience SLR impacts within the next 50 years, and according to the Caltrans District 12 Climate Adaptation Priorities Report, the project area along PCH, excluding the stretch between Beach Blvd. and Goldenwest Street, is classified as a Caltrans District 12 Priority 1 asset. Because the PCH is a Priority 1 asset, factors such as project type and design life were considered to determine whether SLR adaptation measures would be necessary.

To determine how Table 3.2 factors, apply to the project if SLR adaptation measures are to be incorporated, the following were considered:

**Project design life:** Projects with design life of 20+ years should be evaluated to include further SLR analysis since the likelihood of being impacted by SLR at some point during their lifespan is greater. The shorter lifespan projects may be less likely to face SLR impacts, making large-scale or long-term adaptation measures unnecessary in the near term. The proposed project has a design life of 20 years and does not propose high cost infrastructure.

**Redundancy/alternative route(s):** Traveler and goods movement are typically easily facilitated when redundant parallel routes are available. Construction activities along route without redundant routes could cause increased travel times for emergency services and goods movement throughout a given corridor. Construction duration is expected to be 1 year

and be conducted in phases. Transportation Management Plans will be administered to reduce the impact to the traveling public. Additionally, several major arterials connect to SR-1 along the project limits, which allows goods movement and travelers to navigate to and from their desired destinations during construction. The lack of a redundant/parallel route does not prohibit access to and from the project area during construction or project open year.

Anticipated travel delays: During high tides or storm events coastal roadways are subject to flooding and travel delays, especially when considering SLR projections. Historically, flooding during high tide and storm events that occurs at spot locations along SR-1 has been temporary. The Bolsa Chica Ecological Reserve, Magnolia Marsh, Brookhurst Marsh, and Talbert Marsh located immediately adjacent to SR-1 serve as water basins for water runoff, which reduces the severity of flooding along SR-1. In addition, existing vegetated sand berms along the westside of SR-1 at the Bolsa Chica State Beach, Huntington City Beach, and Huntington State Beach provides additional protection of the roadway during high tide and storm events.

Goods movement /interstate commerce: SR-1 is not a high priority route for commercial goods movement and interstate commerce. It serves as a main artery for beach going travelers and visitors to and through beach communities.

Evacuations /emergencies: SR-1 is a main artery for beach going travelers and visitors to and through beach communities. Although SR-1 serves as a primary north and south route along the coast, evacuation and emergency routes in response to SLR would be expected to travel inland and not along coastal communities impacted by SLR. Response times during an evacuation emergency could be delayed, however, existing protective features would play an important role with reducing roadway inundation that could reduce response times.

Traveler safety (delaying the project to incorporate SLR would lead to on-going or new safety concerns): The proposed project is a safety enhancement project to address Caltrans long-term goal of reducing cyclist/vehicle incidents within the City of Huntington Beach by providing a safe continuous bike lane along SR-1. Incorporation of SLR adaptation measures could delay the safety project getting to construction and incur additional project costs which could further delay project reprogramming efforts. The risk to pedestrian/traveler safety takes precedent with this project since there are existing minimizing features along SR-1.

Expenditure of public funds: Future allocation of resources should consider SLR impacts on the State Highway System and Caltrans' facilities. The goal of the proposed project is to address an immediate need for pedestrian safety along SR-1. The current expenditure of public funds is considered a small investment with high returns in terms of safety.

Scope of project "point" vs. "linear": The proposed project is a linear project with spot locations at major intersections to improve crosswalk and signal safety components, and not considered a project with substantial scope.

Effect of incorporating SLR on non-state highway (interconnectivity issues with local streets and roads): When incorporating SLR adaptation measures into projects, consideration should be given to whether the infrastructure around Caltrans' facility (adjacent local streets and roads) is being adapted for SLR. Due to close proximity of connecting local streets and roads throughout the project area to incorporate SLR adaptation measures such as elevating SR-1 would result in major infrastructure costs to provide a consistent roadway cross section. Interconnectivity would be significantly interrupted as extensive construction delays would be expected.

Environmental constraints: The portion of SR-1 within proposed project limits is surrounded by residential and sensitive environmental resources. Adapting the project to SLR may mean an increase in the environmental impacts of the project due to design adaptation features, such as more reinforced bridge structures, larger culverts, or elevated roadways. There is also the potential that adapting the project to SLR may mean modifying the hydrology in the area in ways that could be beneficial to some species while doing greater harm to others.

### **Ocean Protection Council Five Step Process**

In addition to the 2011 Caltrans Guidance on Incorporating Sea Level Rise, the California Ocean Protection Council's State of California Sea Level Rise Policy Guidance was used. This guidance outlines a five-step process to help assess risk by evaluating a range of sea-level rise projections and impacts or consequences associated with those projections. The goal of these steps is to ensure that projects are designed and built in a way that minimizes risks to the development and avoids impacts to coastal resources in light of current conditions and the changes that may arise over the life of the project.

#### Step 1: Identify the nearest tide gauge.

The nearest tide gauge to the project location is Los Angeles, approximately about 23 miles north.

#### Step 2: Evaluate project lifespan.

The project opening year is planned for 2025 and the design/horizon year is 2045. Sea Level Rise Projections for this project were considered in 2030, 2040, 2050, and 2100. Extending the planning horizon beyond 2100, was unnecessary based on a higher degree of uncertainty while considering current global trends to combat climate change, and the project's projected horizon year and design life prior to 2050.

#### Step 3: For the nearest tide gauge and project lifespan, identify range of sea-level rise projections.

A range of sea level rise projections were considered for the Los Angeles tide gauge in 2030, 2040, 2050, and 2100 for both low and high emissions scenarios in 2100, and high emission scenarios for 2030, 2040, and 2050 with low, medium/high, and extreme risk aversion approaches. Low-risk aversion values correspond to a 66 percent probability that sea level rise would be up to the specified height by the associated year. Medium high-risk aversion corresponds to a 0.5 percent probability that Sea Level Rise meets or exceeds the specified height (i.e., 99.5 percent change sea level rise will be at or below this height). The extreme risk aversion is based on a single, maximally conservative estimate of sea level rise by the associated year with no associated probability of occurrence.

- Low risk aversion scenario: the upper value for the "likely range" (has approximately 17% chance of being exceeded); may be used for projects that would have limited consequences or have a higher ability to adapt, such as sections of unpaved coastal trail, public accessways, and other small or temporary structures that are easily removable and would not have high costs if damaged.
- Medium-high risk aversion scenario: 1 in 200 chance (0.5% probability of exceedance); should be used for projects with greater consequences and/or a lower ability to adapt such as residential and commercial structures.
- Extreme risk aversion: should be used for projects with little to no adaptive capacity that would be irreversibly destroyed or significantly costly to repair, and/or would have

considerable public health, public safety, or environmental impacts should that level of sea level rise occur. In the Coastal Commission's jurisdiction, this could include new wastewater treatment plants, power stations, highways, or other critical infrastructure.

**Table 3-4. Los Angeles Sea Level Rise Projections**

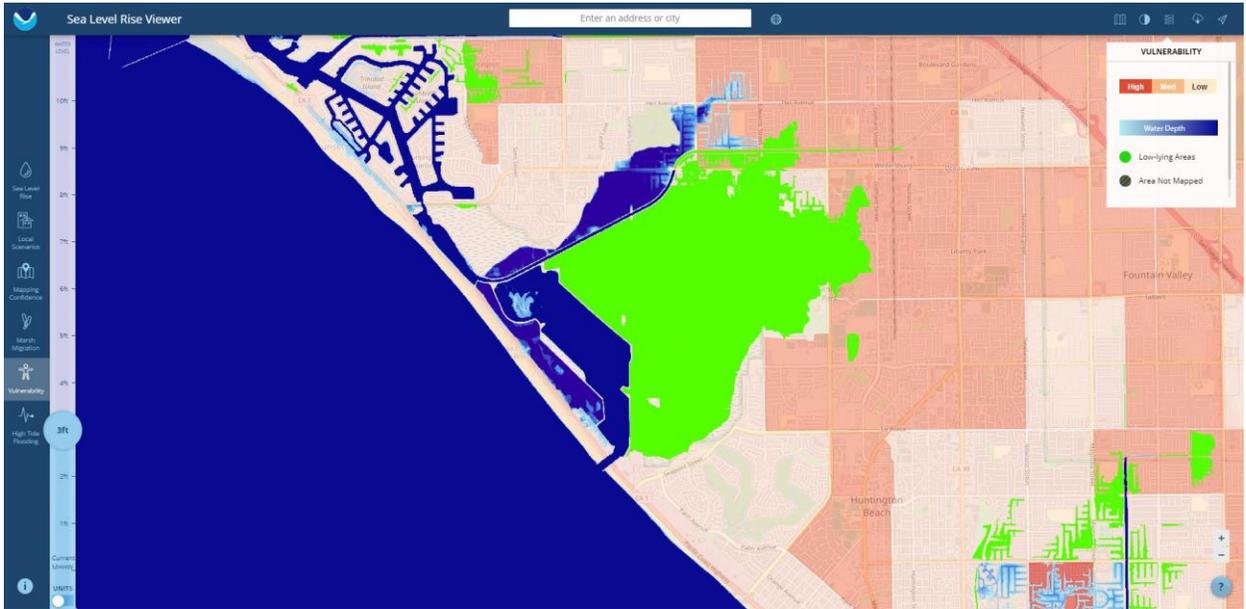
Year	Emissions Scenario	Low-Risk Aversion Sea Level Rise Projections (Feet)	Medium/High-Risk Aversion Sea Level Rise Projections (Feet)	Extreme Risk Aversion Sea Level Rise Projections (Feet)
2030	High	0.5	0.7	1.0
2040	High	0.7	1.2	1.7
2050	High	1.0	1.8	2.6
2100	High	2.1	6.7	9.9
2100	Low	3.2	5.4	Not available

Table 3.3 shows that in a high emissions scenario, sea level rise projections range from 0.5 feet to 1.0 feet in 2030, from 0.7 feet to 1.7 feet in 2040, from 1.1 feet to 2.7 feet in 2050, and from 2.3 feet to 10.1 feet in 2100, depending on the risk-aversion level selected.

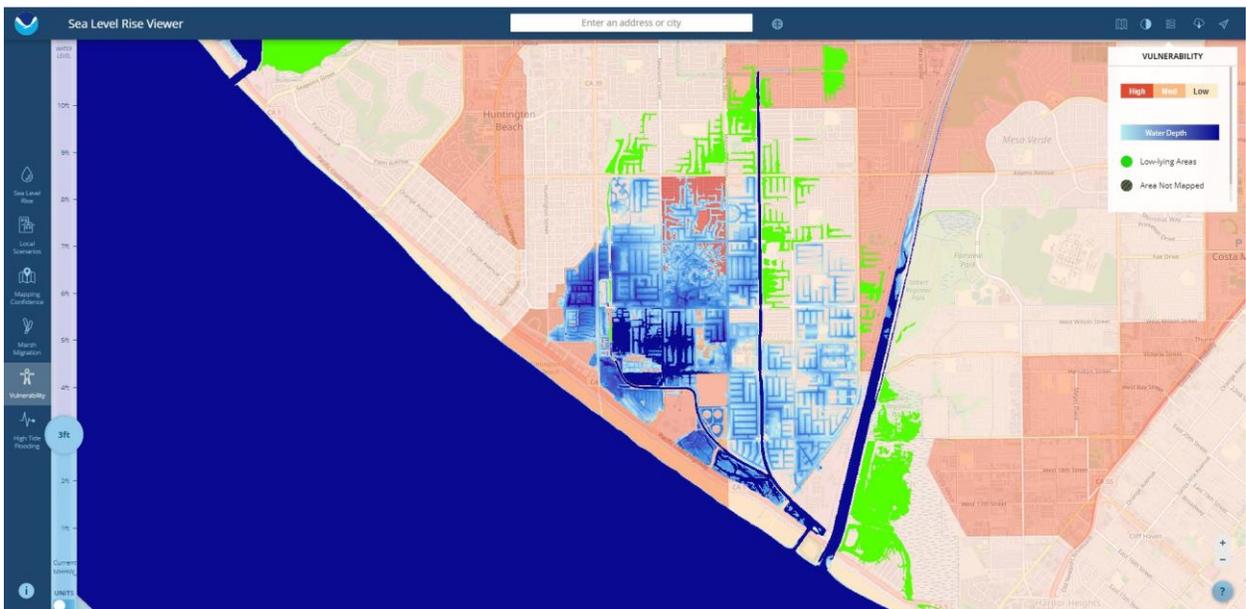
Step 4: Evaluate potential impacts and adaptive capacity across a range of sea-level rise projections and emissions scenarios.

According to the Caltrans District 12 Climate Adaptation Priorities Report, the project area along SR-1, excluding the stretch between Beach Boulevard and Goldenwest Street is classified as a Caltrans District 12 Priority 1 asset. Therefore, factors described in the screening methodology and project type were considered to determine whether SLR adaptation measures would apply

**Figure 3-5. NOAA Sea Level Rise Viewer – PCH North Portion of Project Limits**



**Figure 3-6. NOAA Sea Level Rise Viewer – PCH South Portion of Project Limits**



The National Oceanic and Atmospheric Administration Sea Level Rise Viewer identifies the project area with low vulnerability for much of the SR-1 with the exception of the area just south of the Huntington Beach Pier to Magnolia Street which is indicated as medium vulnerability to sea level rise. The Sea Level Rise Viewer shows that with about 3 feet of sea level rise, project facilities could be impacted from Sunset Beach to Warner Avenue by 2050 under high emissions and the extreme risk scenario. The Cal-Adapt web tool also identified similar areas of impact during a 100-year storm in combination with 1-meter (approximately 3 feet) of sea level rise. Under the medium-high risk aversion scenario of about 2 feet of sea level rise by 2050, the maximum sea level rise projection of 2.6 feet by 2050 falls below the

3-foot threshold where inundation is projected to occur. Therefore, the proposed project is not likely to be affected by sea level rise during its design life.

Step 5: Select Sea Level Rise projections based on risk tolerance and, if necessary, develop adaptation pathways that increase resiliency to sea level rise and include contingency plans if projections are exceeded.

Based on the range of sea level rise projections and the analytical resources available (Cal-Adapt web tool, the National Oceanic and Atmospheric Administration Sea Level Rise Viewer, 2019 Caltrans Vulnerability Assessment, and OPC's 2018 Sea Level Rise Guidance), the maximum sea level rise projection of 2.6 feet by 2050 falls below the 3 foot threshold where inundation is projected to occur. Therefore, the proposed project is not likely to be affected by sea level rise during its design life.

Although portions of SR-1 are considered a Priority 1 asset to District 12, the project would be considered low risk as it relates to potential impacts associated with projected sea level rise. As a safety project with a 20-year design life that proposes restriping and does not involve high-cost infrastructure, the project would have high adaptive capacity (e.g. the ability to restripe if pavement is damage by storms). Projects with higher adaptive capacity reduce risk as negative consequences subside with the better ability to adapt without excessive costs.

Based on the guidance and recommendations in the Caltrans Guidance on Incorporating Sea Level Rise and OPC's 2018 State of California Sea Level Rise Guidance to evaluate project level SLR, it has been determined SLR adaptation measures are not warranted for the proposed project.

The project does not increase vehicular capacity and will not worsen localized greenhouse gas emissions that contribute to climate change and sea level rise. Given the relatively low investment of public funds, short design life, and high adaptive capacity, the proposed project to restripe for a continuous bike lane and provide pedestrian safety elements does not warrant including additional adaptation measures. Additionally, existing features like the adjacent wetlands, vegetated sand berms, and sand walls along SR-1 will help protect the project from effects of sea level rise. Incorporating additional effective measure such as elevating the roadway or building high sea walls would incur additional costs and present new challenges that would delay the project to address existing safety concerns along SR-1.

### **Floodplains**

The proposed project limits are within flood zones identified on the Flood Insurance Rate Map from the Federal Emergency Management Agency's National Flood Insurance Program. SR-1 on the north end of the project limits from Anderson Street to Warner Avenue is within Zone AE, Elevation (EL) 8ft, SR-1 from the Tidal Inlet Bridge to just south out Warner Avenue is within Zone AE, EL 7.9 ft on the northbound side of SR-1. The southbound side of SR-1 is within Zone VE, EL 23ft between 0.25 mile south of Warner Avenue to 0.9 mile south of Warner Avenue (PM 29.0), and Zone VE, EL 17ft between 0.9 mile south of Warner Avenue to Seapoint Street (PM 27.55). Additionally, the Talbert Channel Bridge and Santa Ana River Bridge are within Zones, AE and A, respectively. All areas indicted above are areas subject to inundation by the 1-percent-annual-chance (100-year) flood event.

The Talbert Channel Bridge (Br. No. 55-0658) and Santa Ana River Bridge (Br. No. 55-0001\_) have been identified as Priority 1 assets in the Caltrans District 12 Adaptation Priorities Report. Of the various climate change stressors identified in the Caltrans D12 Climate Change Vulnerability Assessment, only sea level rise and storm events were identified as potential stressors for these two bridges. The District 12 Climate Change Vulnerability Assessment maps projected changes in the 100-year storm event under a high-emissions climate change scenario in 2025, 2055, and 2085. Mapping shows that 100-year storm precipitation is projected to increase by less than 5% over that entire time span. In the project area, increased storm intensity may cause storm surge that combined with sea-level rise could affect the roadway in the project area.

Current conditions rely on sheet flow to drain rainwater during a storm events into the Outer Bolsa Bay. Based on the Location Hydraulics Study (2021), the project does not require additional median drainage features. During a 100-year flood event, SR-1 could experience flooding at various locations within the project limit; however, the proposed project will not significantly alter the water surface elevation of the 100-year flood; therefore, the improvement will not cause additional interruption or termination of the transportation facility beyond the exiting condition.

### Wildfire

According to the Caltrans Vulnerability Assessment Summary Report for District 12, SR-1 within the proposed project limits is located within an area of Medium Level of concern in 2025 and 2055. In coastal areas, wildfire risk is considered limited. According to the California Department of Forestry and Fire Protection's (Cal Fire's) Orange County Fire Hazard Severity Zone Maps, the proposed project is not located in or near a state responsibility area (SRA) or land classified as a very high fire hazard severity zone (VHFHSZ). The proposed project is approximately 9.5 miles from a designated VHFHSZ in the SRA within Crystal Cove State Park. The proposed project is approximately 6.5 miles from VHFHSZ in the City of Newport Beach local responsibility area (LRA), within and surrounding the Buck Gully Reserve and the Pelican Hill Golf Club.

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## Chapter 4 – Comments and Coordination

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project is accomplished through a variety of formal and informal methods, including interagency coordination meetings, public meetings, public notices, and Project Development Team (PDT) meetings. This chapter summarizes the results of the Department's efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

### 4.1 Project Development Team Meetings

During the preparation of the environmental document for the proposed project, interdisciplinary Project Development Team (PDT) meetings were held to discuss the proposed project design, factors to be considered during the environmental study process, key issues, and project schedule. The PDT was responsible for conducting/approving of studies and the accumulation of data throughout project development. Regularly scheduled PDT meetings assisted in maintaining group dynamics and communication. Besides, focused PDT meetings were called as necessary to resolve specific project issues. More meetings were necessary during initial periods, with decreasing need during the technical studies, and increasing again during completion and analysis of results prior to completing the draft Initial Study.

### 4.2 Cultural Resources and Native American Consultation

As part of the cultural investigation, a record search was conducted in May 18, 2021 at the South-Central Coastal Information Center (SCCIC) of the California Historical Resources Information System at California State University, Fullerton. The Native American Heritage Commission (NAHC) was contacted on April 29, 2021 to conduct a Sacred Lands File (SLF) search and to request a California Environmental Quality Act Tribal Consultation List under AB 52. Consultation with a number of Native American Tribes (groups and individuals) was conducted on May 12, 2021 in compliance with Section 106 of the National Historic Preservation Act. Assembly Bill 52 (AB 52), which amended the California Environmental Quality Act (CEQA) to require consultation with Native American Tribes, became effective July 1, 2015. The consultation with the Native American Heritage Commission (NAHC) and Native American representatives is summarized in Table 4-1.

In addition, a Finding of Effect (FOE) for the proposed project was submitted to Department of Parks and Recreation Office of Historic Preservation (DPROHP) during the draft environmental document public review period. Based on the cultural studies, Caltrans, pursuant to Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (106 PA), Stipulation X.B.2, found that there will be no adverse effect to SR-1. No character defining features (CDFs) will be physically impacted by the undertaking, and changes that are being made are consistent with changes that have already occurred to the resources. On December 30, 2021, a no objections to the finding of no adverse effect memo was received from DPROHP. A copy of this memo could be found in this document.

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Table 4-1: Summary of Native American Consultation

Tribal Group	Date Letter Sent to Tribes via Certified Mail	Date Tribal Response to Letter Received	Date and Results of Follow-up Telephone Calls and/or Emails
Campo Band of Digueno Mission Indians Ralph Goff, Chairperson - <i>Diegueno</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. An automatic response was received that the email address was not found. A follow-up phone call was made and a detailed voicemail was left. No response was received.
Ewilaapaayp Band of Kumeyaay Indians Michael Garcia, Vice Chairperson - <i>Diegueno</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Ewilaapaayp Band of Kumeyaay Indians Robert Pinto, Chairperson - <i>Diegueno</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Gabrieleno Band of Mission Indians-Kizh Nation, Andrew Salas, Chairperson - <i>Gabrieleno</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Gabrieleno/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson - <i>Gabrieleno</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Gabrielino/Tongva Nation Sandonne Goad, Chairperson - <i>Gabrielino</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Gabrielino Tongva Indians of California Tribal Council Robert Dorame, Chairperson – <i>Gabrielino</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Gabrielino-Tongva Tribe Charles Alvarez – <i>Gabrielino</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Juaneño Band of Mission Indians Acjachemen Nation – Belards Matias Belardes, Chairperson - <i>Juaneño</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
La Posta Band of Diegueño Indians Gwendolyn Parada, Chairperson - <i>Diegueño</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
La Posta Band of Diegueño Indians Javaughn Miller, Tribal Administrator - <i>Diegueño</i>	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.

Tribal Group	Date Letter Sent to Tribes via Certified Mail	Date Tribal Response to Letter Received	Date and Results of Follow-up Telephone Calls and/or Emails
Manzanita Band of Kumeyaay Nation Angela Elliott Santos, Chairperson - Diegueno	5/12/2021	N/A	06/09/2021: A follow-up phone call was made and a detailed voicemail was left. No response was received.
Mesa Grande Band of Diegueño Mission Indians Michael Linton, Chairperson - Diegueno	5/12/2021	N/A	06/09/2021: A follow-up email was sent. An automatic response as received that the recipient's mailbox is full and cannot accept messages. A follow-up phone call was made and a detailed message was left. No response was received.
Pala Band of Mission Indians Shasta Gaughen, Tribal Historic Preservation Officer - Cupeño Luiseño	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Santa Rosa of Cahuilla Indians Lovina Redner, Tribal Chair - Cahuilla	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Soboba Band of Luiseño Indians Isaiah Vivanco, Chairperson – Cahuilla, Luiseño	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.
Sycuan Band of the Kumeyaay Nation Cody Martinez, Chairperson - Kumeyaay	5/12/2021	N/A	06/09/2021: A follow-up email was sent. No response was received.

### 4.3 United States Fish and Wildlife Service

Official species lists were received from the USFWS and the National Oceanic and Atmospheric Administration (NOAA) on June 8, 2021 (NES 2021). Lists of special status species were generated from the California Department of Fish and Wildlife's California Natural Diversity Database, the California Native Plant Society (CNPS) electronic inventory, current listings for special status species from the United States Fish and Wildlife Service (USFWS) electronic inventory and from the Information Planning and Consultation (IPAC) System in June and September 2021. The National Marine Fisheries Service (NMSF) Species List was downloaded in June 2021 from the National Oceanic and Atmospheric Administration. A copy of the Species List can be found in Appendix H.

### 4.4 Public Participation

On October 20, 2021, Caltrans distributed the Notice of Availability (NOA), both in English and Spanish, for the proposed project to agencies, organizations, elected officials, and other interested parties and the NOA was also posted at all the major intersections along SR-1 within the project limits. The NOA letter summarized the proposed project, stated Caltrans' completion of the IS with Proposed MND and its availability for public review, and requested comments from the agencies and the interested parties (see Attachment K). The NOA was also published on two local newspapers, the Daily Pilot and the OC Register on October 20, 2021; and a local Spanish newspaper Excelsior on October 22, 2021 (copies of the newspaper advertisements are included in this document). In addition, the NOA was mailed to the residents and businesses within 300 ft of the proposed project; and was also shared on Caltrans social medium, including Twitter, Instagram and Facebook.

The Draft Initial Study (IS)/Proposed MND was publicly circulated for review to solicit comments during the period of October 20, 2021 through November 19, 2021. The Draft IS/MND was made available to the public and circulated to regional and local agencies and all stakeholders to provide opportunity for their comments. The document was available at the City of Huntington Beach Central Library, Huntington Beach City Hall and the Caltrans District 12 office, and also at the following url: <https://www.dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-1-bike-lane-project>

The subject document is an Initial Study; however, Caltrans is also preparing a Categorical Exclusion subject to NEPA, hence triggers Section 4(f) pursuant to [23 Code of Federal Regulations \(CFR\) 774](#). As part of the analysis for potential impacts related to Section 4(f) resources, Caltrans concluded temporary impacts to these resources. The project will require temporary construction easement at the Bolsa Chica Ecological Reserve.

Caltrans sent a coordination letter to notify California State Lands Commission and California Department of Fish and Wildlife on May 5, 2021 (included at the end of the chapter) about Caltrans proposal regarding the proposed project, potential proposed permanent and temporary impacts to the Bolsa Chica Ecological Reserve, as discussed above, and its preliminary De minimis Determination prior to finalizing the IS/CE. The Section 4(f) Analysis was circulated to the public with this IS for a 30-day review period on October 20, 2021. Shortly after the start of public circulation, Caltrans followed up with an email to the California State Lands Commission and California Department of Fish and Wildlife notifying them of the project entering the public circulation period. On March 16, 2022, the California Department of Fish and Game as deferred to by the State Lands Commission provided concurrence of the Section 4f De Minimis Determination. A copy of this concurrence can be found in Attachment D of Appendix A Section 4F.

#### **4.5 City and Coastal Commission Coordination**

Caltrans has been in coordination with the City of Huntington Beach (City) and the California Coastal Commission (CCC) since the beginning of the environmental phase. On April 28, 2021, Caltrans held an introduction coastal coordination meeting via Microsoft Teams to introduce the project and discuss concerns that the City and the CCC may have. On June 30, 2021, a virtual quarterly coastal coordination meeting was held by Caltrans; the meeting focused on providing the City and the CCC updates of the project, including but not limited to project design variations, biological resources status, hydrological resources status and sea level preliminary determination. The CCC concurred with Caltrans that a Sea Level Rise study was not necessary for this project. During the public circulation period on November 11, 2021, Caltrans held a third virtual quarterly meeting attended by Caltrans, LSA Associates, City of Huntington Beach, and CCC representatives focusing on project design updates, potential coastal and biological mitigation requirements, public circulation updates, and sea level rise updates.

#### **4.6 Orange County Bicycle Coalition Coordination**

Caltrans project management and design staff have been in coordination with the Orange County Bicycle Coalition (OCBC) since July 2021. On July 28, 2021, Caltrans held a virtual meeting with OCBC to further introduce the project as being proposed and to receive any comments or concerns from OCBC.

#### **4.7 California Department of Fish and Wildlife**

During the public circulation period, Caltrans environmental staff coordinated with California Department of Fish and Wildlife (CDFW) staff regarding clarification of project design details. On November 10, 2021, Caltrans provided responses to questions posed by the CDFW.

## Chapter 5 – List of Preparers

This document has been prepared by the California Department of Transportation as the lead agency under CEQA and NEPA. The following individuals were involved in the preparation of this Initial Study:

### 5.1 California Department of Transportation, District 12

Aurasteh, Reza, Senior Environmental Engineer. P.E., Ph.D. in Engineering, Utah State University. 30 years of experience in consulting engineering, academics, transportation engineering, and environmental engineering. Contribution: Senior Review of the Initial Site Assessment (ISA), Air Quality, and Noise.

Bade, Rabindra, Environmental Engineer. Ph. D. Kumoh National Institute of Technology, South Korea, 20 years of experience in research, design, consulting, academics in the field of Environmental Engineering and Civil Engineering. Contribution: Hazardous waste, Air Quality and Noise.

Baker, Charles, Senior Environmental Planner. B.A. in Anthropology, Cal State University, Fullerton. MA in History, Cal State University, Fullerton. 20 years of experience in environmental planning. Contribution: Senior review for Biological Sciences, Cultural and Paleontological Resources.

Baker, Lynn, Associate Environmental Planner. B.A. in Sociology, Cal State University, Fullerton. 13 years of experience in environmental planning. Contribution: Assist in preparation of the environmental document.

Barker, Kristopher, Engineering Geologist. B.S. in Earth Sciences. University of Southern California. 20 years of experience. Contribution: Preparation of the Preliminary Geotechnical Assessment.

Deshpande, Smita, Senior Environmental Planner. B.A. in Geography, University of Pune, India; M.S. in Regional Planning, Indiana University of Pennsylvania, Indiana, Pennsylvania. 30 years of experience in environmental planning. Contribution: Oversight preparation and management of the IS/MND.

Dinh, Phi, Senior Transportation Engineer. MSCE, University of California, Los Angeles. 22 years of experience in Caltrans Hydraulics, Design and Construction, 3.5 years in Environmental Engineering with the Department of Navy. Contribution: Preparation of the Hydraulic Memo.

Ketsela, Kedest, Associate Environmental Planner (Natural Science). B.S. Natural Science, California State University Los Angeles, 20 years' experience with Caltrans. Contribution: Reviewer of Biological Resources Reports.

Kinaly, Steve, P.E, Senior Transportation Engineer. B.S. and M.S in Civil Engineering, California State University, Fullerton. 22 years of experience with Caltrans. Contribution: Project Manager.

Liu, Brian, Associate Environmental Planner. B.A. in Geography, California State University Long Beach. 17 years of experience in environmental planning. Contribution: Preparer of IS MND sections and the De Minimis Section 4(f).

Lo, Carmen, Associate Environmental Planner. B.A. in Environmental Analysis and Design, University of California, Irvine. 15 years of experience conducting research and preparing technical sections of environmental documents. Contribution: Preparation of the environmental document.

Mikhail, Niveen G., Transportation Engineer, Traffic Operations Northwest Unit. B.S. in Civil Engineering, California State University, Long Beach. 19 years of experience in various Traffic engineering areas. Contribution: Safety Project Initiation proposal, design, and review.

Piña-Garrett, Grace, Senior Transportation Engineer, National Pollutant Discharge Elimination System Unit. B.S. in Civil Engineering, California State University, Long Beach. 23 years of experience in engineering and water quality. Contribution: Senior review of the Water Quality Technical Memo.

Salas, Hector B., Associate Environmental Planner. B.A. in Environmental Analysis and Design, University of California, Irvine. 20 years of experience. Contribution: Preparer of the Water Quality Technical Memo.

Villanueva, Alma, Senior Right of Way Agent, Relocation Assistance Program. B.A. in International Business with a concentration in Spanish, California State University, Fullerton. 10 years of experience in Relocation Assistance of Residential, Business and Farms. Contribution: Preparer/reviewer of the Relocation Impact Document.

Wong, Ron, Landscape Associate. B.S. in Landscape Architecture, California State Polytechnic University, Pomona. 22 years of experience with Caltrans. Contribution: Preparer of the VIA Memo and reviewer of the Visual section.

Wright, Jonathan, Associate Environmental Planner. B.A. in Anthropology, San Diego State University, San Diego. 15 years of experience. Contribution: Reviewer of Historic Property Survey Report (HPSR), and Archaeological Survey Report (ASR).

## **5.2 LSA Associates, Inc.**

Canterbury, Meredith, Senior GIS Analyst, B.A. in Geography, Specialization in Environmental Analysis, California State University, Fullerton. 14 years of experience with data creation, analysis and ad-hoc mapping development. Contribution: Managed GIS data, and prepared maps and GIS exhibits for the MND.

Collison, Kerrie, Associate/Senior Cultural Resources Manager. B.S. in Social Sciences, California Polytechnic State University, San Luis Obispo; M.A. in Anthropology, California State University, Northridge. 14 years of experience in Native American consultation, conducting cultural resource surveys for cultural resources and preparing cultural resource documents including HPSRs and ASRs for Caltrans projects. Contribution: Prepared the HPSR and assisted Caltrans staff with Native American consultation.

Estores, Jazmine, Assistant Environmental Planner, B.A. in Geography, Certificate in Urban Studies/Planning, California State University, Long Beach. 2 years of experience with

environmental and transportation planning project assistance. Contribution: Provided project management assistance to process the technical studies and the MND and assistance for public circulation of the MND.

Gould, Bo, Associate Biologist. B.A., Environmental Studies and Science, Whittier College. 7 years of experience in biological monitoring; regulatory compliance documentation; environmental permitting; natural resource management and ecological research; preparation of biological impact assessments and habitat conservation plans; jurisdictional delineations; wildlife monitoring; focused insect, bird, mammal and plant surveys, habitat conservation planning; botanical surveys; construction monitoring; environmental regulatory compliance; GPS, and GIS. Contribution: Assisted with biological resource services in support of the NES, BA and responses to the CEQA checklist biological resource questions.

Harrison, Jim, Senior Biologist. B.A., Biological Sciences, California State University, Fullerton. 31 years of experience in a variety of biological resources surveys, conducting Jurisdictional Delineations, report preparation and preparing permits. Contribution: Led the Jurisdictional Delineation and plant-focused surveys, primary author of the Jurisdictional Delineation Report, assisted with the preparation of the NES, BA and responses to the CEQA checklist biological resource questions.

Inloes, Beverly, Associate/Senior Technical Editor and Word Processor. 50 years of experience editing and formatting a variety of geotechnical and environmental documentation, including BAs, BOs, BRMPs, Biological Resources Studies, HCPs, HMPs, HMMPs, JDs, MSHCPs, NESs, NES/MIs, SWDRs, and WQARs, as well as EIRs, EISs, Floodplain Evaluation Reports, IS/EAs, and Programmatic Section 4(f) Evaluations. Contribution: Performed technical editing and formatting of technical reports.

Johnson, Lauren, Technical Editor, B.A. English, University of California, Santa Barbara. 30 years of experience as an editor for technical documents, proposals, and environmental documents of various size and scope.

Krieg, Eric, Associate Biologist. B.S., Biology, Frostburg State University, Maryland; M.S., Biology (Ecology and Conservation), Illinois State University. 24 years of experience in habitat restoration and biological resource monitoring, preparing restoration plans, for contracting and overseeing all aspects of a plan's implementation, conducting Jurisdictional Delineations, and preparing permits. Contribution: Assisted with biological resource services in support of the NES, BA and responses to the CEQA checklist biological resource questions.

Lieuw, Jessica, Biologist, B.A. in Environmental Science, Minor in Urban and Regional Planning University of California, Irvine. 3 years of experience with conducting biological monitoring and qualitative assessments related to species surveys and habitat assessments. Contribution: Assisted with bat habitat assessment and nighttime bat surveys in support of the NES. Assisted with the biological surveys in support of the NES, BA and responses to the CEQA checklist biological resource questions.

Phillips, Matt, Graphic Designer, B.A. in Anthropology, California State University, Long Beach. 28 years of experience with the design and production of technical graphics for CEQA and NEPA environmental documents planning documents, land use plans, and identity branding and logo design. Contribution: Managed GIS data and prepared maps and GIS exhibits for the MND.

Pracilio, Deborah, Principal, Environmental. B.A. in Social Ecology, University of California, Irvine. 35 years of experience in environmental assessment processing procedures for CEQA/NEPA. Contribution: Quality control review of the technical studies and the MND.

Rodriguez, Lonnie, Senior Biologist, B.S. in Environmental Science, Humboldt State University. 18 years of experience with conducting biological surveys and performing biological monitoring. Specializes in performing species surveys, developing jurisdictional delineations and vegetation mapping. Contribution: Assisted with jurisdictional delineation and led the wildlife-focused surveys, assisted with the preparation of the NES, BA and responses to the CEQA checklist biological resource questions.

Roos, Justin, Associate/GIS Specialist. B.S., Geography, California Polytechnic University, Pomona. 17 years of experience in GIS project management, impacts analysis, ad-hoc mapping requests, project-specific website creation, and data creation/conversion to a Geodatabase format. Contribution: Managed GIS data and prepared maps and GIS exhibits for the MND.

Selna, Blake, Principal/Biologist. B.S. in Environmental and Resource Sciences University of California, Davis. 21 years of experience in biological resources and natural resource management. Contribution: Quality control review of the NES, BA and responses to the CEQA checklist biological resource questions.

Strudwick, Ivan, Associate/Archaeologist. B.A. in Anthropology, California State University, Long Beach; M.A. in Anthropology, Magna cum Laude, with specialization in Archaeology, California State University, Long Beach. 38 years of experience in the archaeology field, preparing cultural resource documents including ASRs for Caltrans projects. Contribution: Preparer of the Archaeological Survey Report (ASR) and conducted archaeological field survey.

Tibbet, Casey, Associate/Architectural Historian, M.A. in History/Historic Preservation, University of California, Riverside. 24 years of experience in architectural history, preparing cultural resources documents including HRERs, HPSRs, and FOEs for Caltrans projects. Contribution: Preparer of the Finding of Effect (FOE).

Thomas, King, Associate. B.A. in Social Ecology, Specialization in Environmental Health and Planning, University of California, Irvine. 32 years of experience in environmental and transportation planning. Contribution: Consultant Environmental Project Manager and conducted quality control and quality assurance review of the technical studies and the MND.

Villanueva, Ryan, Senior Biologist, B.S. in Biology, B.A. in Environmental Studies, University of California, Santa Cruz. 15 years of experience in biological resources and natural resource management which includes the preparation of Jurisdictional Delineations, Natural Environment Studies, and biological resources surveys. Contribution: Primary author of the NES, BA and responses to the CEQA checklist biological resource questions.

Virgil, Chantik, Senior Word Processor. 14 years of experience word processing and formatting reports, correspondence, proposals, Statements of Qualifications, resumes, and other documents from the Environmental Planning, Biological Resources, Cultural Resources, Traffic, and Administrative groups at the LSA Irvine office as well as LSA's other offices, as needed.

### 5.3 Advanced Civil Technologies

Cohoe, Karen, Principal/Design Engineer IV. M.S. in Civil Engineering, University of California, Irvine. 16 years of experience in civil engineering, floodplain study and transportation infrastructure projects. Contribution: Task Order Manager and conducted quality control and quality assurance review of the Location Hydraulic Study.

Kirkup, Kaitlyn, Staff Engineer. B.S. in Environmental Engineering, San Diego State University. 4 years of experience in civil engineering and transportation infrastructure projects. Contribution: Staff Engineer and collected data, prepared floodplain exhibits.

Lee, David, Staff Engineer. B.S. in Civil Engineering, University of California, Irvine. 3 years of experience in civil engineering and transportation infrastructure projects. Contribution: Staff Engineer and prepared the Location Hydraulic Study and conducted hydraulic modeling.

Nguyen, David, Staff Engineer. B.S. in Civil Engineering, Cal State University, Fullerton. 4 years of experience in civil engineering and public works projects. Contribution: Staff Engineer and prepared the Location Hydraulic Study and conducted hydraulic modeling.

Shen, David, Design Engineer III – Water Quality/Floodplain Specialist. M.S. in Civil and Environmental Engineering, Cornell University. 18 years of experience in civil engineering projects, hydrology/hydraulics reports, water quality reports and floodplain study. Contribution: Project Engineer and coordinated with FEMA and Caltrans Hydraulics, prepared the Location Hydraulics Study.

Ting, Kimberly, Staff Engineer. B.S. in Civil Engineering, University of California, Irvine. 2 years of experience in civil engineering and transportation infrastructure projects. Contribution: Staff Engineer and collected data, prepared floodplain exhibit

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## Chapter 6 – Distribution List

The following entities were notified that the Draft Initial Study (IS) was available for public review. In addition, all property owners and occupants, who are relevant to the project area, were provided the Notice of the Availability (NOA) of the Draft IS.

### 6.1 Federal Agencies

#### U.S. Fish & Wildlife Service

Scott Sobiech, Field Supervisor  
2177 Salk Avenue, Suite 250  
Carlsbad, CA 92008

#### U.S. Army Corps of Engineers

Mark Cohen, Chief Operations Division  
915 Wilshire Blvd Ste 1101  
Los Angeles, CA 9001

### 6.2 State Agencies

#### California State Lands Commission

Nicole Dobroski, Chief  
Division of Environmental Planning and  
Management  
100 Howe avenue, Suite 100  
South Sacramento, CA 95825  
[nicole.dobronski@slc.ca.gov](mailto:nicole.dobronski@slc.ca.gov)  
[christine.day@slc.ca.gov](mailto:christine.day@slc.ca.gov)

#### California Department of Fish and Wildlife

Melissa Borde, Wildlife Reserve Manger  
17783 Graham Street  
Huntington Beach, CA 92123

#### California State Parks and Recreation

Orange Coast District  
3030 Avenida del Presidente  
San Clemente, CA 92672-4433

#### California State Clearinghouse

Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814  
P.O. Box 3044  
Sacramento, CA 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

#### California Department of Fish and Wildlife

Ed Pert, Regional Manager  
South Coast Region (Region 5)  
3883 Ruffin Road  
San Diego, CA 92123

#### California Coastal Commission

Shannon Fiala, Coastal Program Manager  
301 E. Ocean Blvd, Suite 300  
Long Beach, CA 90802  
[SouthCoast@coastal.ca.gov](mailto:SouthCoast@coastal.ca.gov)

#### California Department of Fish and Wildlife

Simona Altman, Sr Environmental Scientist  
South Coast Region (Region 5)  
3883 Ruffin Road Road  
San Diego, CA 92123  
[simona.altman@wildlife.ca.gov](mailto:simona.altman@wildlife.ca.gov)

#### California Coastal Commission

Jordan Sanchez, District Analyst  
301 E. Ocean Blvd, Suite 300  
Long Beach, CA 90802  
[SouthCoast@coastal.ca.gov](mailto:SouthCoast@coastal.ca.gov)

#### California Department of Fish and Wildlife

Robin Madrid, Northern Lands Supervisor  
Back Bay Science Center  
600C Shellmaker Road  
Newport Beach, CA 92660

#### California Highway Patrol

13200 Goldenwest Street  
Westminster, CA 92683

### 6.3 Regional Agencies

#### **South Coast Air Quality Management District**

Debra Ashby  
21865 Copley Drive  
Diamond Bar, CA 91765  
[dashby@aqmd.gov](mailto:dashby@aqmd.gov)

#### **Santa Ana Regional Water Quality Control Board**

Hope Smythe, Ombudsman  
3737 Main St. Ste 500  
Riverside, CA 92501-3348  
[santana@waterboards.ca.gov](mailto:santana@waterboards.ca.gov)

#### **Department of Toxic Substance Control**

Perry Myers, P.E., Project Manager  
Engineering & Special Office Projects Office  
8800 Cal Center Drive  
Sacramento, CA 95826

#### **Orange County Flood Control District (OCFCD)**

Orange County Public Works, Development Services/Planning  
Cindy Salazar, Senior Planner  
300 N. Flower Street  
Santa Ana, CA 92703

### 6.4 Local Agencies

#### **City of Huntington Beach**

Community Development Department  
Hayden Beckman, Senior Planner  
2000 Main Street  
Huntington Beach, CA 92648  
[Hayden.Beckman@surfcity-hb.org](mailto:Hayden.Beckman@surfcity-hb.org)

#### **City of Huntington Beach**

Public Works Department  
Darren Sam, Senior Traffic Engineer  
2000 Main Street  
Huntington Beach, CA 92648

#### **County of Orange**

OC Development Services, Land Development  
601 North Ross Street  
Santa Ana, CA 92701

#### **Orange County Clerk-Recorder**

County Administration South Building  
601 N. Ross Street  
Santa Ana, CA 92701

#### **City of Seal Beach**

City Administration Building  
211 8<sup>th</sup> Street  
Seal Beach, CA 90740

#### **Orange County Transportation Authority**

Fernando Chavarria, Manager of Public Outreach  
550 S. Main Street  
Orange, CA 92868  
P.O. Box 14184  
Orange, CA 92863-1584  
[fchavarria@octa.net](mailto:fchavarria@octa.net)

#### **Orange County Fire Authority**

1 Fire Authority Road  
Irvine, CA 92602

#### **City of Huntington Beach Fire Department**

2000 Main Street  
Huntington Beach, CA 92648  
[Fire.department@surfcity-hb.org](mailto:Fire.department@surfcity-hb.org)

**City of Huntington Beach Police  
Department**

2000 Main Street  
Huntington Beach, CA 92648  
[hbpinfo@hbdp.org](mailto:hbpinfo@hbdp.org)

**6.5 Libraries**

**Huntington Beach Central Library**

7111 Talbert Ave  
Huntington Beach, CA 92648  
[library@hbpl.org](mailto:library@hbpl.org)

**6.6 Federal Legislators**

**United States Senate**

Dianne Feinstein, Member  
11111 Santa Monica Blvd., Suite 915  
Los Angeles, CA 90025-3343

**48<sup>th</sup> Congressional District**

Michelle Steel, Member  
17011 Beach Boulevard, Suite 570  
Huntington Beach, CA 92647

**United States Senate**

Alex Padilla, Member  
11845 West Olympic Blvd, Suite 1250W  
Los Angeles, CA 90064  
5011 Street, Suite 7-800  
Sacramento, CA 95814

**6.7 State Legislators**

**34<sup>th</sup> Assembly District**

Thomas Umberg, Member  
1000 E. Santa Ana Blvd., Ste. 220B  
Santa Ana, CA 92701  
[Christy.Le@sec.ca.gov](mailto:Christy.Le@sec.ca.gov)

**37<sup>th</sup> Senate District**

Dave Min  
PO Box 5959  
Irvine, CA 92616-5959  
[Kelly.Jones@sen.ca.gov](mailto:Kelly.Jones@sen.ca.gov)

**74<sup>th</sup> Assembly District**

Cottie Petrie-Norris, Member  
19712 MacArthur Boulevard  
Irvine, CA 92612  
[Alexander.kim@asm.ca.gov](mailto:Alexander.kim@asm.ca.gov)  
[Robbie.LaBounty@asm.ca.gov](mailto:Robbie.LaBounty@asm.ca.gov)

**6.8 Local Elected Officials**

**Huntington Beach City Council**

Kim Carr, Mayor  
2000 Main Street,  
Huntington Beach, CA 92648  
[Kim.Carr@surfcity-hb.org](mailto:Kim.Carr@surfcity-hb.org)  
[CFikes@surfcity-hb.org](mailto:CFikes@surfcity-hb.org)

Erik Peterson, Council Member  
2000 Main Street,  
Huntington Beach, CA 92648  
[erik.peterson@surfcity-hb.org](mailto:erik.peterson@surfcity-hb.org)

Dan Kalmick, Council Member  
2000 Main Street,  
Huntington Beach, CA 92648  
[Dan.Kalmick@surfcity-hb.org](mailto:Dan.Kalmick@surfcity-hb.org)

Mike Posey, Council Member  
2000 Main Street,  
Huntington Beach, CA 92648  
[mike.posey@surfcity-hb.org](mailto:mike.posey@surfcity-hb.org)

Barbara Delgleize, Mayor Pro  
Tem  
2000 Main Street,  
Huntington Beach, CA 92648  
[barbara.delgleize@surfcity-hb.org](mailto:barbara.delgleize@surfcity-hb.org)

Natalie Moser, Council Member  
2000 Main Street,  
Huntington Beach, CA 92648  
[Natalie.Moser@surfcity-hb.org](mailto:Natalie.Moser@surfcity-hb.org)

## **Orange County Board of Supervisors**

### **2<sup>nd</sup> District**

Katrina Foley  
Hall of Administration  
333 W. Santa Ana Blvd.  
Santa Ana, CA 92701  
[Katrina.Foley@ocgov.com](mailto:Katrina.Foley@ocgov.com)

## **6.9 Interested Groups, Organizations, Utilities, Services, Businesses, and Individuals**

### **Huntington Beach Wetlands Conservancy**

21900 PCH (corner of PCH and Newland)  
Huntington Beach, CA 92646  
PO Box 5903  
Huntington Beach, CA 92615  
[info@hbwetlands.org](mailto:info@hbwetlands.org)

### **Orange County Bicycle Coalition**

Bill Sellin  
2400 Calle Monte Carlo  
San Clemente, CA 92672

### **Bolsa Chica Conservancy**

3842 Warner Ave  
Huntington Beach, CA 92649  
[info@bolsachica.org](mailto:info@bolsachica.org)

### **Orange Coast Velo**

P.O. Box 15  
Huntington Beach, CA 92648  
[info@ocvelo.com](mailto:info@ocvelo.com)

### **Bolsa Chica Land Trust**

Jennifer Thomas, President  
5200 Warner Ave, Suite 108  
Huntington Beach, CA 92649  
[info@BCLandTrust.org](mailto:info@BCLandTrust.org)

### **Bicycle Club of Irvine**

P.O. Box 50206  
Irvine, CA 92619-0206  
[info@bikeirvine.org](mailto:info@bikeirvine.org)

### **Amigos de Bolsa Chica**

PO Box 1563  
Huntington Beach, CA 92647  
[Info@amigosdebolsachica.org](mailto:Info@amigosdebolsachica.org)

### **AT&T California**

3939 E. Coronado Street, 2<sup>nd</sup> Floor  
Anaheim, CA 92807

### **Orange County Business Council**

2 Park Plaza Suite 100  
Irvine, CA 92614

### **Metropolitan Water District, Orange County**

Attn: Substructures Team/MWD  
Environmental Planning  
700 N. Alameda St  
Los Angeles, CA 90012  
[ep@mwdh2o.com](mailto:ep@mwdh2o.com)

**Orange County Sanitation District**

P.O Box 8127  
Fountain Valley, CA 92728  
10844 Ellis Avenue  
Fountain Valley, CA 92708  
[cega@ocsd.com](mailto:cega@ocsd.com)

**Kevin Johnston**

2288 Buena Vista Avenue  
Livermore, CA 94550

**Huntington Beach Chamber of Commerce**

President  
16787 Beach Blvd #202  
Huntington Beach, CA 92647

**Orange County Association of Realtors**

Dave Stefanides  
25552 La Paz Road  
Laguna Hills, CA 92653

**Sunset Beach Community Association**

President  
PO Box 215  
Sunset Beach, CA 90742

**Jackson Hurst**

4216 Cornell Crossing  
Kennesaw, Georgia 30114

**Huntington Beach Tomorrow**

President  
PO Box 865  
Huntington Beach, CA 92648

**Huntington Beach Coastal Communities Association**

David Guido  
143 E. Meats Avenue  
Orange, CA 92865

**Huntington Beach Residents Association**

412 Olive Ave #493  
Huntington Beach, CA 92648

**Sam Hanna**

PO Box 591  
Tustin, CA 92781

**Third Party Environmental Review**

Southern California Edison Company  
2244 Walnut Grove Ave, GO-1, Quad 2  
Rosemead, CA 91770

**Downtown Business Association**

Mr. Steve Daniels  
200 Main Street #106  
Huntington Beach, CA 92648

**Hearthside Homes**

17361 Wareham Lane  
Huntington Beach, CA 92649

**Coastkeepers**

Garry Brown  
3151 Airway Ave. Suite F-110  
Costa Mesa, CA 92663

**Huntington Harbor POA**

16899 Algonquin St, Suite C  
Huntington Beach, CA 92649

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## Appendix A - Section 4(f)

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**SECTION 4(F) DE MINIMIS FINDING**

***State Route 1 Bike Lane Facility Improvements***

State California Department of Transportation

12-0S140\_SR-1 (PM 21.5/31.1; 32.7)



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 the California Department of Transportation (Caltrans) under its assumption of responsibility pursuant to 23 United States Code (USC) 327.

March 2022

*Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)*

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## Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)

## 1.1 INTRODUCTION

The purpose of this report is to describe the potential impacts on public resources protected under Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 USC 303, that may be associated with the proposed State Route 1 Class II Bike Lanes Project. The project is proposed by the California Department of Transportation – District 12 Orange County and would receive funding from the State Highway Operational and Protection Program, which are funds from the U.S. Department of Transportation, Federal Highway Administration (FHWA), as administered by the California Department of Transportation (Caltrans); therefore, documentation of compliance with Section 4(f) is required.

Section 4(f) declares that

*"[I]t 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."*

*The Secretary [of Transportation] may approve a transportation program or project...requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance – as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site – only if:*

- *There is no prudent and feasible alternative to using that land; and*
- *The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.*

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development, in developing transportation projects and programs that use lands protected by Section 4(f).

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA), a federal transportation reauthorization bill signed into law in 2005, simplified the procedures for projects that would have de minimis impacts on Section 4(f) properties. An analysis is not required, and the Section 4(f) evaluation is complete once it is determined that the use of a Section 4(f) property would result in de minimis impacts. The definition of a de minimis impact, as set forth in 23 Code of Federal Regulation (CFR) §774.17, is as follows:

*For parks, recreation areas, and wildlife and waterfowl refuges, a de minimis impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).*

Responsibility for compliance with Section 4(f) has been assigned to Caltrans pursuant to the National Environmental Policy Act (NEPA) (23 USC 327) and CE Assignment (23 USC 326) Memorandum of Understanding (MOU).

## 1.2 SECTION 4(F) DE MINIMIS DETERMINATION(S)

A de minimis impact to a Section 4(f) resource is a nominal impact that would not be adverse. De minimis impacts to a historic property under Section 4(f) would be either no impact to the property or a “no adverse effect” finding under 36 CFR Part 800. For other Section 4(f) protected resources including publicly owned parks, recreation areas, and wildlife and waterfowl refuges, de minimis impacts are defined when the transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, or attributes of the Section 4(f) resource. To reach a de minimis finding, the official(s) with jurisdiction over the Section 4(f) resource must provide written concurrence that the project would not adversely affect the activities, features, or attributes that qualify the property for protection under Section 4(f). The public must be afforded the opportunity to review and comment on the effects of the project on the identified Section 4(f) resource(s).

## 1.3 PROPOSED ACTION

### 1.3.1 Project Purpose and Need

The purpose of this project originated from the Bicyclist Safety Improvement Monitoring Program which identified and addressed bicyclist-involved high collision concentration locations and corridors with the long-term goal of substantially reducing bicyclist fatalities and serious injuries on the California State Highway System. Caltrans HQ initiated Traffic Safety investigations in late 2018, which concluded a higher than state average incidents involving cyclists at various locations along State Route 1 in the cities of Newport Beach, Huntington Beach, and Seal Beach, California. The purpose of this proposed safety project is to reduce vehicle versus bicyclist incidents by proposing a comprehensive and continuous Class 2 bike lane along State Route 1 from the Santa Ana River to Anderson Street in Huntington Beach, California.

### 1.3.2 Project Description

The California Department of Transportation (Caltrans) proposes a safety improvement project on State Route 1 (SR-1) between the Santa Ana River Bridge (PM 21.5) and Anderson Street (PM 31.1) in the City of Huntington Beach (City) and (PM 32.7) in the City of Seal Beach in the County of Orange. The project proposes to add a comprehensive Class II bike lane in both directions along SR-1 within the stated limits to move towards Caltrans’ Complete Streets directive. Additional proposed safety elements for bicyclists are widening of right-turn pockets, widening of existing shoulders, and reducing median island widths to accommodate bike lane treatments; replacing and refreshing lane and shoulder striping; implementing bicyclist detection sensors at signalized intersections; upgrading curb side grated inlets to be bike-rated; and installing signage. Other elements proposed include upgraded guardrail at spot locations. There are 2 alternatives, Build and No Build Alternatives.

The Build Alternative proposes to address bicyclist safety throughout the corridor by introducing various improvements involving new delineation, signage, and other roadway modifications.

- Install a continuous Class II bike lane in both directions of SR-1 within project limits. These improvements will provide bicyclists riding on the highway with more continuity in using designated bike travelled ways. Accommodation of new bike lanes and routes will require

## Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)

modifying delineation, signage, and existing roadway sections (e.g. reducing existing raised median width, widening existing roadway section at spot locations).

- Existing raised median width on SR-1 from Twin Dolphin Drive to Beach Boulevard will be reduced by approximately 2' in each direction.
- Additional roadway section will be added on SB SR-1 after the Warner Avenue intersection to accommodate the proposed buffered Class II bike lane.
- Widen right-turn pockets on NB SR-1 at three intersections (SR-1 and Brookhurst Street, SR-1 and Magnolia Street and SR-1 and Warner Avenue) to accommodate new bike lane treatments. Proposed bike lane treatments will further improve the continuity for cyclists using bike lane facilities on SR-1, as well as improve safety at the following major intersections:
  - Warner Avenue; Goldenwest Street; Huntington Street; Twin Dolphin Drive; Beach Boulevard; Magnolia Street; and Brookhurst Street

Widening at these intersections will require right-of-way (ROW) acquisitions involving property owned by California State Lands Commission (CSLC) and Huntington Beach Wetlands Conservancy. In addition, combined bike and right-turn lanes are proposed at right-turn locations, where there is insufficient space for a dedicated bike lane treatment.

- Install bike detection sensors at signalized intersections within the project limit. This addition falls under the Complete Streets initiative in providing bicyclists with an improved experience in using state highway facilities.
- Relocate traffic signal poles and reconstruct Americans with Disabilities Act (ADA) facilities at locations affected by the Class II bike lane improvements. The following locations that will require further reconfiguration as a result of the bike facility improvements.
  - **Southeast curb return of SR-1 and Warner Avenue intersection.** Curb ramp reconstruction will be required at this intersection as a result of the proposed bike lane treatment and widening will be required at this intersection;
  - **Southwest curb return of SR-1 and Warner Avenue intersection.** Curb ramp and sidewalk reconstruction, as well as traffic signal and lighting pole relocations to accommodate installation of buffered Class II bike lane in SB SR-1 direction;
  - **Southeast curb return of SR-1 and Magnolia Street intersection.** Curb ramp and sidewalk reconstruction, as well as traffic signal and lighting pole relocations as a result of the proposed bike lane treatment and widening.
  - **Southeast curb return of SR-1 and Brookhurst Street intersection.** Curb ramp and sidewalk reconstruction, as well as traffic signal and lighting pole relocations will be required at this intersection as a result of the proposed bike lane treatment and widening.
- Refresh bike lane delineations where needed and added signage. In addition to the striping, marking, and signage accompanying the Class II bike lanes, this project proposes safety measures through enhancing visibility for bike facilities on SR-1. Proposed improvements include green bike-lane treatment areas between through-lane and right-turn-lanes as mentioned previously, green merging zones to identify potential areas of conflict. At high speed segments of SR-1, there is proposed green block spacing on bike lanes to further promote visibility for bicyclists; "Emergency Parking Only" signage is also to be added in these segments to discourage illegal parking that would compromise the proposed bike facilities.
- Other safety elements proposed include upgraded bike-friendly grates for curb side inlets, high visibility crosswalks at heavily used pedestrian crossings from Anderson Street to Santa Ana River Bridge, and guardrail upgrade at the Bolsa Chica Ecological Reserve to meet current standards.

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- Existing sand deposits along Beach Boulevard to Brookhurst Street and Warner Avenue to Seapoint Street will be cleaned up to prevent accumulation of sand and debris onto the roadway that may interfere with the movement of bicyclists on SB SR-1.
- Install two additional traffic census stations at the intersection of SR-1 at Goldenwest Street and SR-1 at Warner Avenue.

#### 1.4 APPLICABILITY OF SECTION 4(F)

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 United States Code (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 U.S. Department of Transportation (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 Code of Federal Regulations (CFR) 774.3 and CFR 774.17.

Responsibility for compliance with Section 4(f) has been assigned to the Department 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.

This section describes and analyzes how the project would affect the Bolsa Chica Ecological Reserve, a Section 4(f) resource. The analysis determines whether any permanent or temporary occupation of a property would occur and whether the proximity of the project would cause any access disruption, noise, vibration, or aesthetic effects that would substantially impair the features or attributes that qualify the resource for protection under Section 4(f).

##### 1.4.1 Bolsa Chica Ecological Reserve

The Bolsa Chica Ecological Reserve has been identified as a Section 4(f) resource owned by the California State Lands Commission in conjunction with the California Department of Fish and Wildlife (CDFW) as the managing state agency; and is the only Section 4(f) resource.

##### 1.4.1.1 Description of Activities, Features, and Attributes

The Bolsa Chica Ecological Reserve (Reserve) is an approximately 1,300-acre coastal estuary reserve natural public land, owned and governed by the state of California located in the Orange County with local, state, and regional importance; established to protect and preserve wetland habitat. Boundaries of the reserve are Warner Avenue to the north, Seapoint Avenue to the south, State Route 1 (SR-1) to the west, and residential developments to the east. The reserve has been designated by the California Department of Fish and Wildlife (CDFW) to protect a coastal wetland, with migratory and resident threatened and endangered species of wildlife. Habitats include open water, mudflats, salt marsh, coastal dunes, seabird nesting islands, riparian, and freshwater marsh; and home to year-round residents and thousands of birds using the Reserve as a rest stop during their long migrations along the Pacific flyway from their nesting grounds in the Arctic to their wintering grounds in South America.

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Various public activities are allowed at the reserve which include wildlife viewing, hiking, photography, fishing, and nature tours. The Reserve includes an approximate 4-mile network of public hiking trails open from 6am to 8pm Monday through Sunday, include various scenic overlooks, restrooms, and interpretive maps. An interpretive center operated by the Bolsa Chica Conservancy is located at the north end of the reserve at Warner and provides public parking for visitors. Additional parking is provided along SR-1 across from the Bolsa Chica State Beach. Free docent-led tours are provided by three non-government organizations: Amigos de Bolsa Chica, Bolsa Chica Conservancy and Bolsa Chica Land Trust. Each parking lot features educational interpretive signs and trail information.

#### 1.4.1.2 Bolsa Chica Ecological Reserve - Proposed "Use"

Project construction activities would occur immediately adjacent to and within the Bolsa Chica Ecological Reserve and will require temporary access within the Reserve to build the Class II bike lane along northbound SR-1 and provide a standard geometric right turn lane at the northbound SR-1 to eastbound Warner Avenue transition.

The proposed project will require approximately 1,250 sqft of Temporary Construction Easement from the Bolsa Chica Ecological Reserve (Attachment A – Bolsa Chica Wetland Temporary Construction Easement Figure). The temporary construction easement would not change the underlying fee ownership of the property and duration of occupancy will be temporary and required for the construction of the Class II bike lane, right turn pocket, and revegetation efforts. The estimated duration of construction for work within and adjacent to the Bolsa Chica Ecological Reserve is approximately 10 working days. Staging areas for vehicle parking and equipment storage will be located within the existing roadway and in previously disturbed areas; and access to the Reserve, the northern reserve parking lot, and the Bolsa Chica Wetland Conservancy Interpretive Center will be maintained throughout construction. Advance signage will be provided along SR-1, Warner Avenue, and along adjacent streets during construction.

Impacts to vegetation within the Reserve is anticipated, however, to offset impacts from the temporary construction easement, minimization, avoidance, and mitigation is proposed and further defined in Section 1.6. Impacts within the Reserve are expected to be minimal and construction will not interfere with the use of, or the activities, features, and attributes of the Reserve as a whole. The affected portions of the Reserve that are within the project limits will be fully restored and the resource returned to its existing condition and revegetation of the temporarily disturbed area would occur where feasible.

#### 1.4.1.3 Bolsa Chica Ecological Reserve – Preliminary "De Minimis Finding"

As discussed above the proposed project would result in 1,250 sqft of temporary construction easement (TCE) adjacent to the Department Right of Way within the Bolsa Chica Ecological Reserve. The parcel impacted by the temporary construction easement belongs to the California State Lands Commission and managed by the California Department of Fish and Wildlife with several non-profit organizations assisting in the future ecological viability of the wetlands. The biological ecology within the 1,250 sqft TCE contains areas classified as goldenbush scrub. This area although predominately goldenbush scrub, has a noticeable level of weedy plants including sea rocket (*Cakile maritima*) and black mustard (*Brassica nigra*). A disturbed variety of this community occurs within the biological study area and has been altered in some way or contains a higher amount of non-native vegetation cover. A total of up to 0.06 acre of permanent and 0.03 acre of temporary impact to goldenbush scrub is proposed as part of the project associated with

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paving activities and staging; therefore, compensatory mitigation is required as it is considered an environmentally sensitive habitat area (ESHA) under the California Coastal Act. Temporary impacts to Goldenbush scrub will be treated the same as other permanent impacts to ESHA.

Impacted areas will be restored to and near preconstruction conditions as practicable, therefore no substantial changes would be made to the park property and no adverse physical impacts would occur. Based on the measures proposed, the impacted areas will not adversely affect or diminish its functional use. Vehicular and pedestrian detours will be required during construction, however all recreational use and public access to the Bolsa Chica Ecological Reserve will be maintained throughout construction activities.

For traffic noise analysis purposes, within the Bolsa Chica Ecological Reserve, no sensitive receptors or frequent human use receptors are recognized within 100 feet of the vicinity of the proposed project. The projected noise level increase attributable to the proposed project on noise sensitive Section 4(f) activities such as recreation and picnic use is 0.4 dBA and thus "barely perceptible. Also, projected vibration levels are not anticipated to have a substantial impairment on recreational activities within the proposed area of acquisition because of the infrequent nature of the activities within that specific area.

Based on the above considerations, temporary use will not diminish the function of the Bolsa Chica Ecological Reserve and its associated facilities; therefore, there will be no impacts that adversely affect the recreational activities, features, or attributes that qualify the property for protection under Section 4(f). The avoidance, minimization, and mitigation measures discussed below would be implemented prior to, during, and post construction to ensure impacts to the Reserve are fully reciprocated. Based on this, a Preliminary De Minimis Determination has been made.

#### **1.4.1.4 Bolsa Chica Ecological Reserve - Public Notice Process**

This Preliminary Section 4(f) de minimis Finding and Notice of Intent to Adopt a *de minimis* Finding was publicly circulated for review to solicit comments for a 30-day public review period. It was made available to the public and circulated to regional and local agencies and all stakeholders to provide opportunity for their comments. The availability of the Preliminary Section 4(f) de minimis Finding was published in a newspaper of local circulation (including Orange County Register) and direct mailers were sent. In addition, the document was available at the City of Huntington Beach Central Library, Huntington Beach City Hall and the Caltrans District 12 office, and also at the following url: <https://www.dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-1-bike-lane-project>

#### **1.4.1.5 Bolsa Chica Ecological Reserve - Avoidance, Minimization and Mitigation Measures/Environmental Commitments Record (ECR)**

The following avoidance, minimization, and mitigation measures are needed to make this a 'De minimis Finding'. The project contains several standardized project measures that are employed on most, if not all, Caltrans projects. Standardized measures are indicated as Project Features (PF). For example, a Project Feature applicable to air quality would be titled and listed as PF-AQ-1, etc. Other measures listed not identified as (PF) are minimization measures.

PF-AQ-1: The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018) for reducing impacts from the construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and

## Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)

regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. The proposed project would comply with SCAQMD Rule 403 requiring the implementation of best available dust control measures during active operations capable of generating fugitive dust.

- PF-TRA-1: A Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall always be provided to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts
- PF-HAZ-2: During construction, the construction contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during project construction activities, the construction contractor will be required to cease work in the area and to have an environmental professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the Caltrans' Construction Manual.
- PF-REC-1: The property used for temporary construction easement will be restored to a condition at least as good as it was prior to easement being granted.
- PF-WQ-1: The project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California Department of Transportation, Order No. 2012-0011-DWQ, NPDES No. CAS000003 and any subsequent permits in effect at the time of construction.
- PF-WQ-2: A Water Pollution Control Program (WPCP) will be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential impact water quality. The WPCP will identify the sources of pollutants that may affect the quality of storm water and include BMPs to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management and non-storm water BMPs. All work must conform to the Construction Site BMP requirements specified in the latest edition of the Storm Water Quality Handbooks: Construction Site Best Management Practices Manual to control and minimize the impacts of construction and construction related activities, material and pollutants on the watershed. These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-storm water BMPs.
- PF-WQ-3: Design Pollution Prevention Best Management Practices (BMPs) will be implemented such as preservation of existing vegetation, slope/ surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes and swales, overside drains, flared end sections, and outlet protection/ velocity dissipation devices.
- PF-WQ-4: Construction site dewatering discharges must comply with the General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant

*Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)*

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- (DE MINIMUS) Threat to Water Quality (Order No. R8-2020-0006, NPDES No. CAG998001) and any subsequent updates to the permit at the time of construction. This Permit addresses temporary dewatering operations during construction. Dewatering BMPs will be used to control sediment and pollutants, and the discharges must comply with the WDRs issued by the Santa Ana RWQCB.
- PF-N-1: During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by 2018 Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following: Control and monitor noise resulting from work activities. Do not exceed 86 dBA Lmax at 50 feet from the job site from 9 p.m. to 6 a.m.
- PF-BIO-1: Delineation of Environmentally Sensitive Areas. Prior to project activities, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the project footprint/equipment access routes to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. This will include ESA fencing along jurisdictional aquatic resources located at the intersections of SR-1 at Warner Avenue, Magnolia Street, and Brookhurst Street. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones.
- PF-BIO-2: Invasive Species Control. All construction equipment accessing unpaved areas will be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving to and leaving the project site.
- PF-BIO-3: Erosion Control Material Sourcing. Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. Invasive species will not be used in any landscaping palettes for the project.
- BIO-4: Pre-Construction Clearance Surveys. A qualified biologist will conduct pre-construction surveys to confirm the absence of sensitive biological resources within the work areas. The pre-construction surveys will take place no more than 24 hours prior to commencement of work activities. If listed species are observed within the work area (or areas potentially indirectly affected by project activities as determined by the qualified biologist) the work can be postponed until appropriate measures are implemented and the species is no longer present.
- BIO-5: Biological Monitoring. A qualified biologist will monitor project activities within sensitive natural communities for the duration of work activities to ensure that practicable measures are being employed to avoid and minimize incidental disturbance to habitat and covered species inside and outside the project footprint.
- BIO-6: On-Site Training. All personnel involved in the on-site project construction will be required to participate in a pre-construction environmental training program to understand the avoidance and minimization measures and environmental regulations pertinent to the project.
- BIO-7: Aquatic Resource Protection. Prior to project activities adjacent to jurisdictional aquatic resources located at the intersections of SR-1 at Warner Avenue, Magnolia Street, and Brookhurst Street, a barrier will be installed between the project footprint

## Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)

- and adjacent jurisdictional aquatic resources. The barrier will be constructed of materials to prevent incidental soil discharges into adjacent jurisdictional aquatic resources such as silt fence, plywood, or similar. The barrier will be installed downslope of the ESA fencing as noted in Measure PF-BIO-1. Installation and removal of the barrier will be monitored by a qualified biologist to ensure the barrier's installation/removal does not cause incidental discharge of soils or other materials into the adjacent jurisdictional aquatic resources. The barrier will be maintained in place at each of the three locations noted until project activities have been completed at each of the respective project footprints.
- PF-BIO-8: Equipment Staging Best Management Practices (BMPs). All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland areas. The designated upland areas will be located in such a manner as to prevent any loose soil or spill runoff from entering jurisdictional waterways or adjacent sensitive vegetation communities. All construction materials will be removed from worksites following completion of project activities.
- PF-BIO-9: Water Quality BMPs. In order to avoid impacts to water quality during construction, stormwater and erosion control BMPs are recommended to prevent loose soil or pollutants associated with the project from inadvertently entering the aquatic resources located within and adjacent to the BSA. Example BMPs include silt fencing and straw wattle placed in such a manner that they are able to catch or filter sediment or other construction-related debris to prevent it from eroding into the nearby drainage channels.
- BIO-10: Avoidance of Breeding and Nesting Bird Season. Project activities will occur outside the nesting season (February 1–September 30) to the fullest practicable extent.
- BIO-11: Pre-Construction Nesting Bird Survey. If project activities with potential to indirectly disturb suitable avian nesting habitat within or adjacent to the work area during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys will conduct a nesting bird survey no more than 3 days prior to the initiation of project activities to detect the presence/absence of migratory and resident bird species occurring in suitable nesting habitat. Project activities may begin no more than 3 days after the completion of the nesting bird survey in the absence of active bird nests. An additional nesting bird survey will be conducted if project activities fail to start within 3 days of the completion of the pre-construction nesting bird survey.
- BIO-12: Nesting Bird Exclusionary Buffers. Should nesting birds be found during the pre-construction nesting bird survey, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction will not be conducted in this zone until the biologist determines that the young have fledged or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. No work will occur if listed or fully protected bird species are found to be actively nesting within or adjacent to the areas subject to construction activities.
- PF-BIO-13: Trash and Waste Removal. During construction, trash and food waste will be removed from work sites on a daily basis to avoid the attraction of predators that prey on sensitive wildlife species.

*Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)*

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- BIO-14: **Night Work Lighting.** If night work (i.e., between dusk and dawn) is anticipated within 100 ft of structures where bat roosting is confirmed, night lighting will be used only in areas of active work, and focused on the direct area(s) of work and away from the culvert entrances to the greatest extent practicable.
- BIO-15: **Construction Equipment Staging.** To the extent practicable, internal combustion equipment, such as generators and vehicles, is not to be parked or operated beneath or adjacent to the structures unless it is required for project-related work on that structure.
- BIO-16: **Replacement Lighting Locations.** The proposed project includes the replacement of lighting in various areas. Siting of these lights should avoid overspill into bat-roosting sites to avoid permanent impacts to roosting and foraging bats.
- BIO-17: **Tree Trimming and Removal.** To the greatest extent feasible, tree trimming/removal activities will be performed outside the bat maternity season (April 1–August 31) to avoid direct impacts to non-volant (flightless) young that may roost in trees within the study area. This period also coincides with the typical bird nesting season. If trimming or removal of trees during the bat maternity season cannot be avoided, a qualified biologist will monitor tree trimming and removal activities.
- BIO-18: **Pre-Construction California Legless Lizard Surveys.** A qualified biologist will conduct pre-construction surveys for California legless lizards no more than 48 hours before initial grading and ground-disturbing activities in or near areas of sandy, friable soil. This survey will include systematic subsurface searching, as legless lizards are fossorial (burrowing), and staking and fencing the limits of the survey areas with small-mesh construction fencing buried to a minimum depth of 6 to 10 inches below grade would reduce the likelihood of lizards reentering the construction zone.
- CM-BIO-1: **ESHA – Compensatory Mitigation.** Sensitive natural vegetation communities within the project area are documented as ESHA under the California Coastal Act and other regulatory agencies. Permanent impacts to vegetation communities (coastal sage scrub, coastal strands, disturbed coastal strands, and goldenbush scrub) that are considered as sensitive under ESHA be mitigated through contributing funds for restoration projects. There is ongoing coordination and discussions between Caltrans and the CCC regarding ESHA impacts and potential mitigation locations. Some suggested mitigation locations include, but are not limited to, the Bolsa Chica Ecological Reserve owned by State Parks and/or within parcels managed/owned by The Huntington Beach Wetlands Conservancy and are considered on-site mitigation. ESHA temporarily impacted will be hydroseeded with native seed mix at a 1:1 ratio. As the project advances to design, Caltrans, CCC, USFWS, and all other appropriate and authorized agencies will collaborate to solidify mitigation ratios and sites prior to permitting and/or construction.
- CZ-1: This project lies within the coastal zone. Construction or maintenance activities shall not commence until a coastal permit exemption determination or coastal development permit has been obtained from the California Coastal Commission, and/or the Certified Local Coastal Program agency(s) that hold jurisdiction. This should be completed during the PS&E phase for delivery projects.
- CZ-2: Construction must be completed between Labor Day weekend and Memorial Day weekend to avoid impacts to coastal access during the high season.
- CZ-3: Equipment/materials shall not be stored within unpaved areas.

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 Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)
 

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- 4(F)-1: CDFW and State Lands Commission shall be notified at least seven business days prior to commencing operations within BCER and no more than five days after terminating operations with BCER.
- 4(F)-2: No activities shall occur within the TCE during the bird nesting season (March 1 to September 1; January 1 for raptors).
- 4(F)-3: Activities shall be limited to two consecutive weeks of operations within the TCE.
- 4(F)-4: A Biological Monitor shall be onsite daily during operations within BCER.

#### 1.4.1.6 Consultation and Coordination with the Official Jurisdiction and Concurrence Process

Caltrans has initiated consultation with the California State Lands Commission (SLC) and California Department of Fish and Game (CDFW) with regards to the characterization of effects of the project in the context of this Section 4(f) analysis, consistent with 49 USC 303(d)(3)(B). Caltrans sent a Preliminary Section 4(f) Resource Analysis coordination letter to the California State Lands Commission (agency with official jurisdiction) and the California Department of Fish and Wildlife on May 25, 2021. The Draft Environmental Document and Section 4(f) preliminary De Minimis Determination was sent to the SLC and CDFW for a 30-day period for review and comment. After completion of the public review period and prior to the approval of the Categorical Exclusion, a request will be sent to the SLC and CDFW for concurrence on this de minimis determination. This Section 4(f) De minimis documentation will be included as an attachment of NEPA Categorical Exclusion.

All letters referenced in this section are included in Attachment B (Consultation Correspondence).

#### 1.5 RESOURCES EVALUATED RELATIVE TO THE REQUIREMENTS OF SECTION 4(F): NO-USE DETERMINATION(S)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 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."

Table 1 below discusses parks, recreational facilities, wildlife refuges, and historic properties found within or next to the project area within 0.25 mile of the project area that do not trigger Section 4(f) protection because: 1) they are not publicly owned, 2) they are not open to the public, 3) they are not eligible historic properties, or 4) the project does not permanently use the property and does not hinder the preservation of the property (See Attachment C – Section 4(f) Resources Map).

## Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)

Table 1: Properties Subject to Section 4(f) within 0.25 mile of the Study Area

No	Property	Address	City	Facilities	Use
1	11 <sup>th</sup> Street Beach Park	16884 SR-1, Huntington Beach	Huntington Beach, CA	Coastal access beach. Primary use is for launching kayaks and paddleboards.	No Use will occur
2	Sunset Beach Linear Park	N/A	Huntington Beach, CA	City public park with playground grass green belt, bike path restrooms and public parking.	No Use will occur
3	Sunset Beach	N/A	Huntington Beach, CA	Public beach for various beach activities that includes public restrooms, outdoor showers and a playground.	No Use will occur
4	Bolsa Chica State Beach	NA	Huntington Beach, CA	Public beach for various beach activities. Amenities include a visitor center, parking, fishing, volleyball courts, bonfire pits, Huntington Beach Pier, RV camping, picnic tables, public restrooms, outdoor showers, and the Huntington Beach Bike Trail.	No Use will occur
5	Ron Pattinson Park	6200 Palm Ave.	Huntington Beach, CA	Public neighborhood park that includes a parking lot, playground, picnic shelter with tables, various picnic tables through the park and a basketball court.	No Use will occur
6	Huntington City Beach	N/A	Huntington Beach, CA	Beach activities with parking, volleyball courts, bonfire pits, Huntington Beach Pier, RV camping, public restrooms, outdoor showers, and the Huntington Beach Bike Trail.	No Use will occur
7	Bluff Top Park	2201 SR-1, Huntington Beach, CA	Huntington Beach, CA	City park with walking path along the beach with park benches and picnic tables	No Use will occur
8	Huntington State Beach	21601 SR-1, Huntington Beach, CA	Huntington Beach, CA	Beach activities with parking, volleyball courts, bonfire pits, RV camping, surf fishing, picnic ramadas, basketball courts, barbecue grills, public restrooms, outdoor showers, and the Huntington Beach Bike Trail.	No Use will occur
9	Banning/Magnolia Park	22012 Magnolia St.	Huntington Beach, CA	City owned minipark consisting of green space with several walkways.	No Use will occur
10	West Newport Beach	N/A	Newport Beach, CA	Beach activities with public parking and a multi-use sports complex.	No Use will occur
11	Santa Ana River Trail	N/A	Huntington Beach, CA	30-mile multi-use Class 1 trail.	No Use will occur

There will be no use of land from these properties under Section 4(f) (permanent incorporation of land from the property into the transportation facility), and there are no TCEs or other temporary occupancies within the boundaries of all the above mentioned in Table 1 under the Build Alternative.

#### 1.5.1 Cultural Resources Relative to Section 4(f)

One cultural resource was identified within the 128.61-acre Area of Potential Effects (APE) as a result of a records search at the South Central Coastal Information Center (SCCIC); however, this resource was not actually recorded within Caltrans' right-of-way (ROW) and was incorrectly mapped as within the APE by the SCCIC. No archaeological cultural resources were identified

*Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)*

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in the APE as a result of the field survey. No input on tribal cultural resources was received as a result of Native American consultation.

In terms of proximity or constructive use impacts, no staging areas or vehicular access near these resources are proposed, no substantial short-term or long term visual impacts will occur, no adverse effects to water quality from construction activities are anticipated, project construction activities would not produce substantial operational air quality impacts, and no long-term substantial noise impacts are anticipated. Due to geographic distances, including intervening natural and built features, and because of the limited nature of construction activities, there would be no impacts that would rise to the level of substantial impairment. The properties listed above are Section 4(f) properties, but no "use" will occur. Therefore, the provisions and requirements for protection under Section 4(f) are not triggered.

*Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)*

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**ATTACHMENT A**  
**(BOLSA CHICA WETLAND TEMPORARY CONSTRUCTION EASEMENT FIGURE)**

*Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)*

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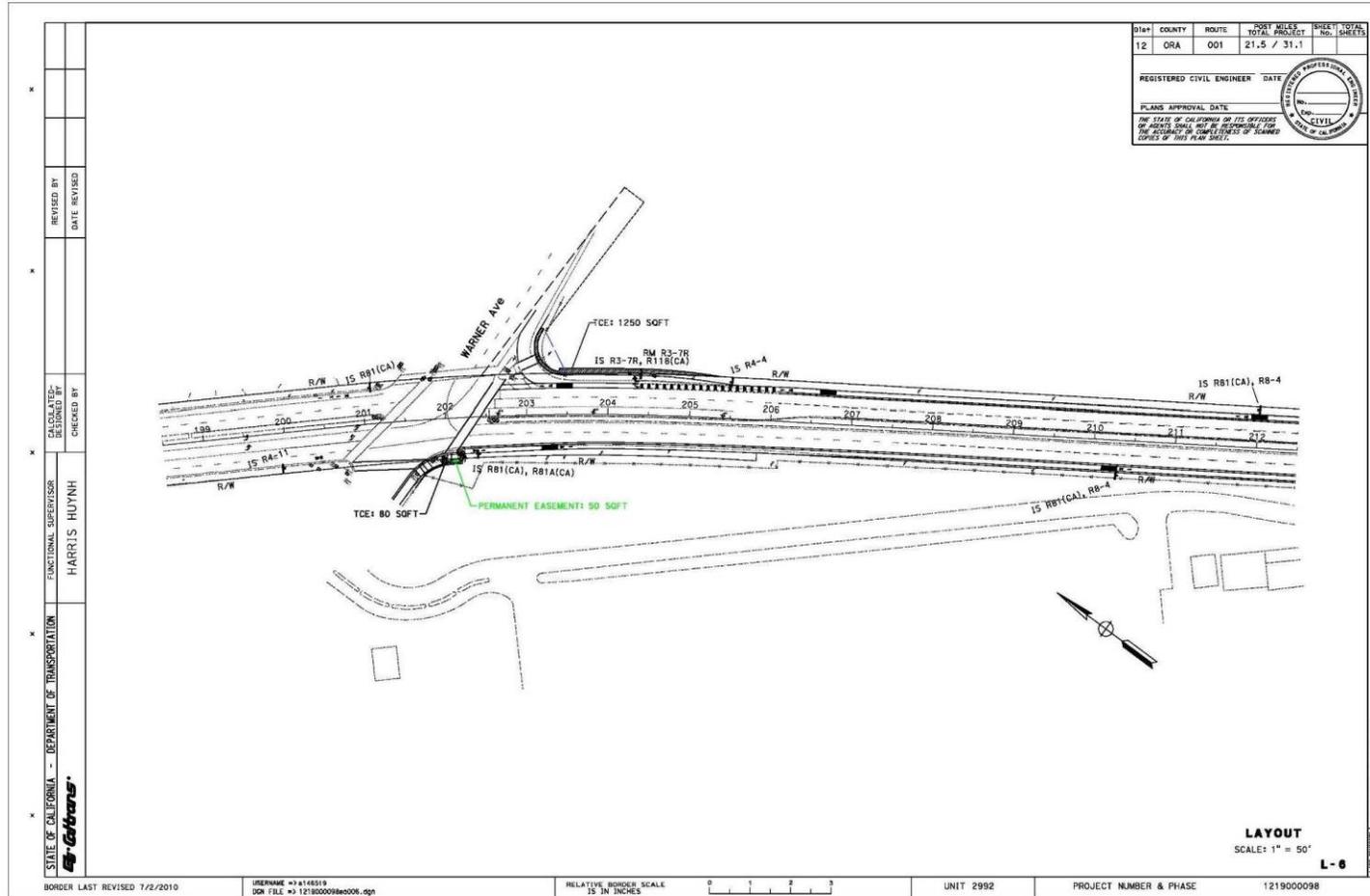
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*Section 4(f) De Minimis Finding  
State Route 1 Bike Lane Facility Improvements*

*March 2022  
12-0S140*

Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)

Attachment A



Section 4(f) De Minimis Finding  
State Route 1 Bike Lane Facility Improvements

12-0S140

March 2022

*Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)*

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**ATTACHMENT B**  
**(CONSULTATION CORRESPONDENCE)**

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12  
1750 EAST 4<sup>TH</sup> STREET, SUITE 100  
SANTA ANA, CA 92705  
PHONE (657) 328-6000  
FAX (657) 328-6522  
TTY 711  
[www.dot.ca.gov/caltrans-near-me/district12](http://www.dot.ca.gov/caltrans-near-me/district12)



Making Conservation  
a California Way of Life.

May 25, 2021

Ms. Nicole Dobroski  
Chief of Environmental Planning and Management Division  
California State Lands Commission  
100 Howe Avenue, Suite 100 South  
Sacramento, CA 95825

**Subject: State Route 1 Class II Bike Lane Facility Improvements Project – Section 4(f) Resource Coordination Letter**

Dear Ms. Dobroski:

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) [as assigned by the Federal Highway Administration (FHWA)] is in the process of preparing a CEQA Initial Study (IS) (with/proposed Mitigated Negative Declaration [MND]) and NEPA Categorical Exclusion (CE) for a Class II Bike Lane Facility Improvements Project (Project) along State Route 1 (SR-1) between post miles (PM 21.5/31.1) – Santa Ana River to Anderson Street within the City of Huntington Beach, County of Orange. (see Figure 1 - Project Vicinity Map). The purpose of this letter is to share information about the draft Preliminary Section 4(f) Resource Analysis process and start early dialogue/coordination efforts in hope to streamline the projects' environmental process while protecting and enhancing the environment and ultimately receiving Section 4(f) concurrence from the California State Lands Commission.

Since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that have a federal nexus (i.e. receive federal funding). These responsibilities have been assigned to Caltrans by FHWA pursuant to two Memorandum of Understandings (MOU) signed by FHWA. The 23 USC 326 MOU allows Caltrans to approve 326 Categorical Exclusions (CEs); the 23 USC 327 MOU allows Caltrans to approve Environmental Assessments (EA) and Environmental Impact Statements (EIS), and Categorical Exclusions that cannot be approved as 326 CE. As part of the

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23 USC 327 MOU, Caltrans has also been assigned responsibility for compliance under 23 USC 138 and 49 U.S.C 303 as they pertain to Section 4(f) of the Department of Transportation Act (DOT Act) of 1966.

Section 4(f) declares that:

*"[I]t 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."*

*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.*

The Project may receive federal funding and/or discretionary approvals through the U.S. Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. Section 4(f) of the federal Department of Transportation Act of 1966 ( 49 U.S.C. § 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."

#### Project Description

Based on the Caltrans 2018 Bicyclist Safety Improvement Monitoring Program, spot locations and corridors along SR-1 within the project limits experienced high concentrations of bicyclist-involved collisions. To rectify, the Project was developed to address this safety issue and reduce bicyclist fatalities and serious injuries along SR-1.

The Project proposes to add Class II bike lanes and Class III bike routes in both directions along SR-1 within the stated limits to provide additional safety and move towards Caltrans' Complete Streets directive. Proposed safety elements

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for bicyclists are widening of right-turn pockets, widening of existing shoulders, and reducing median island widths to accommodate bike lane treatments; constructing new sand wall along bike lanes; replacing and refreshing lane and shoulder striping; implementing bicyclist detection sensors at signalized intersections; upgrading curb side grated inlets to be bike-rated; and installing signage. Other elements proposed include upgraded guardrail at spot locations. There are 2 alternatives, Build and No Build Alternatives.

#### Potential Project Impacts

Project construction activities would occur immediately adjacent to and within the Bolsa Chica Ecological Reserve. Based on the current project design and information, the Project will potentially require a permanent easement (approximately 450 square feet [sqft]) and a temporary construction easement (TCE) (approximately 2,200 sqft) within the Reserve to construct the Class II bike lane along northbound SR-1 and provide a standard geometric right turn lane at the northbound SR-1 to eastbound Warner Avenue transition.

While the extent of project improvements are currently under review, and options to reduce the proposed permanent and temporary impacts to the Bolsa Chica Ecological Reserve currently underway; based on the current project design, permanent and temporary use will not diminish the function of the Bolsa Chica Ecological Reserve and its associated facilities; therefore, there will be no impacts that adversely affect the recreational activities, features, or attributes that qualify the property for protection under Section 4(f). As such, Caltrans has made a preliminary determination that permanent and temporary impacts to the Bolsa Chica Ecological Reserve will be considered *de minimis* per 49 U.S.C 303(d).

Based on the current project design, Caltrans District 12 has made a preliminary determination that impacts to 4(f) resources will not adversely affect the activities, features, and attributes that qualify the property for protection under the requirements of Section 4(f). Accordingly, a Preliminary Section 4(f) *de minimis* Analysis is currently being prepared by Caltrans. During the public review period of the Initial Study/CE (September 2021), and in accordance with 49 U.S.C 303(d), a public notice and an opportunity for public review and comment on Caltrans preliminary Section 4(f) *de minimis* determination will be provided. Caltrans will need your concurrence for the *de minimis* determination prior to finalizing the CE. Hence, upon completion of the public review period,

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Caltrans will send a follow-up letter to the public agency with ownership/jurisdiction over the Section 4(f) resource, which is the California State Lands Commission, asking for concurrence to the determination made of the resource. The Section 4(f) Analysis will be included as an attachment to the CE per FHWA and Caltrans guidelines.

If you have any questions about this letter, please contact Brian Liu, Associate Environmental Planner at (657) 328-6135, or I can be reached at (657) 328-6151.

Sincerely,

*Smita Deshpande*

SMITA DESHPANDE  
Senior Environmental Planner  
Division of Environmental Analysis

Enclosures

Figure – Project Area and Limits Map

c. Kyle Rice, California Department of Fish and Wildlife

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Figure – Project Area and Vicinity Map

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### Project Area and Vicinity Map



STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12  
1750 EAST 4<sup>TH</sup> STREET, SUITE 100  
SANTA ANA, CA 92705  
PHONE (657) 328-6000  
FAX (657) 328-6522  
TTY 711  
www.dot.ca.gov/caltrans-near-me/district12



Making Conservation  
a California Way of Life.

February 9, 2022

Ms. Nicole Dobroski  
Chief of Environmental Planning and Management Division  
California State Lands Commission  
100 Howe Avenue, Suite 100 South  
Sacramento, CA 95825

**Subject: State Route 1 Class II Bike Lane Facility Improvements Project – Section 4(f) De Minimis Concurrence related to the Bolsa Chica Ecological Reserve**

Dear Ms. Dobroski:

The California Department of Transportation (Caltrans), as the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) [as assigned by the Federal Highway Administration (FHWA)] is in the process of preparing a CEQA Initial Study (IS) (with/proposed Mitigated Negative Declaration [MND]) and NEPA Categorical Exclusion (CE) for a Class II Bike Lane Facility Improvements Project (Project) along State Route 1 (SR-1) between post miles (PM 21.5/31.1) – Santa Ana River to Anderson Street within the City of Huntington Beach; and (PM 32.7) – Seal Beach Boulevard within the City of Seal Beach, County of Orange. (see enclosed - Project Vicinity Map).

The purpose of this letter is to provide you responses to your comments dated November 19, 2021 and to request concurrence from the public agency with ownership and/or jurisdiction over the Section 4(f) resource (Bolsa Chica Ecological Reserve) of Caltrans's Section 4(f) de minimis Finding (see enclosed). Your concurrence is appreciated by February 28, 2022.

Since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under NEPA for highway projects in California that have a federal nexus (i.e. receive federal funding). These responsibilities have been assigned to Caltrans by FHWA pursuant to two Memorandum of Understandings (MOU) signed by FHWA. The 23 USC 326 MOU allows Caltrans to approve 326 Categorical Exclusions (CEs); the 23 USC 327 MOU allows Caltrans to approve Environmental Assessments (EA) and Environmental Impact Statements (EIS), and Categorical Exclusions that cannot be approved as 326 CEs. As part of the 23 USC 327 MOU, Caltrans has also been assigned responsibility for compliance under 23 USC 138 and 49 U.S.C 303 as they pertain to Section 4(f) of The Department of Transportation Act (DOT Act) of 1966.

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State Route 1 Bike Lane Facility Improvements

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Section 4(f) declares that:

"[I]t 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."

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.

The Project may receive federal funding and/or discretionary approvals through the U.S. Department of Transportation (i.e., FHWA); therefore, documentation of compliance with Section 4(f) is required. Section 4(f) of the federal Department of Transportation Act of 1966 ( 49 U.S.C. § 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."

#### Project Description

Based on the Caltrans 2018 Bicyclist Safety Improvement Monitoring Program, spot locations and corridors along SR-1 within the project limits experienced high concentrations of bicyclist-involved collisions. To rectify, the Project was developed to address this safety issue and reduce bicyclist fatalities and serious injuries along SR-1.

The Project proposes to add Class II bike lanes and Class III bike routes in both directions along SR-1 within the stated limits to provide additional safety and move towards Caltrans' Complete Streets directive. Proposed safety elements for bicyclists are widening of right-turn pockets, widening of existing shoulders, and reducing median island widths to accommodate bike lane treatments; replacing and refreshing lane and shoulder striping; implementing bicyclist detection sensors at signalized intersections; upgrading curb side grated inlets to be bike-rated; and installing signage. Other elements proposed include upgraded guardrail at spot locations. There are 2 alternatives, Build and No Build Alternatives.

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Potential Project Impacts

Project construction activities would occur immediately adjacent to and within the Bolsa Chica Ecological Reserve (Reserve). Based on the current project design and information, the Project will potentially require a temporary construction easement (TCE) (approximately 1,250 sqft) within the Reserve to construct the Class II bike lane along northbound SR-1 and provide a standard geometric right turn lane at the northbound SR-1 to eastbound Warner Avenue transition; see enclosed - TCE at SR-1/Warner – Layout Sheet.

During the project's development process and after the previous coordination letter sent to the California State Lands Commission (SLC) on May 25, 2021, Caltrans Design was able to incorporate alternative design features to reduce right-of-way needs at the Reserve. The previous letter disclosed to potentially require a permanent easement (approximately 450 square feet [sqft]) and a temporary construction easement (TCE) (approximately 2,200 sqft) within the Reserve. Caltrans District 12 Design staff were able to eliminate the 450 sqft permanent easement and reduce TCE needs by approximately 1,000 sqft; totaling 1,250 sqft of TCE needs.

Based on the current project design and the enclosed Preliminary Section 4(f) *de minimis* Finding, temporary use of the Reserve accompanied with the avoidance, minimization, and mitigation measures will not diminish the function of the Bolsa Chica Ecological Reserve and its associated facilities; therefore, the project will not adversely affect the recreational activities, features, or attributes that qualify the property for protection under Section 4(f). As such, Caltrans has made the determination that temporary impacts to the Bolsa Chica Ecological Reserve will be considered *de minimis* per 49 U.S.C 303(d).

During the public review period of the Initial Study with Proposed Mitigated Negative Declaration (October 2021), Caltrans received public comments related to the *de minimis* finding from the California Department of Fish and Wildlife (CDFW) on November 19, 2021. CDFW's expressed concern that the letter dated May 25, 2021 (sent to both SLC and CDFW) did not provide supporting documentation or explanation that the Project, "will not diminish the function of the Bolsa Chica Ecological Reserve and its associated facilities". The Preliminary Section 4f *de minimis* Finding was in the process of being prepared at the time of the May 25, 2021 coordination letter. Please refer to the enclosed Preliminary Section 4f *de minimis* Finding to assist in this concurrence review.

The Preliminary Section 4f *de minimis* Finding concludes with avoidance, minimization, and mitigation proposed (Section 1.4.1.5) implanted prior to, during, and post construction, 1,250 sqft of temporary use of the Reserve will not diminish the Reserves function and its associated facilities; therefore, there will be no impacts that adversely

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Ms. Nicole Dobroski  
February 9, 2022  
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affect the recreational activities, features, or attributes that qualify the property for protection under Section 4(f).

Responses to SLC comments dated November 19, 2021 are also enclosed.

As a result, Caltrans respectfully requests your concurrence for the *de minimis* determination as the public agency with ownership/jurisdiction over the Bolsa Chica Ecological Reserve. Unless stated otherwise, your concurrence with Caltrans Section 4(f) documentation includes concurrence with all analysis and determinations for which concurrence from your agency is required. A sample return letter is also enclosed containing concurrence language you can use in response to this request.

If you have any questions about this letter, please contact Brian Liu, Associate Environmental Planner at (657) 328-6135, or I can be reached at (657) 328-6151.

Sincerely,

*Smita Deshpande*

SMITA DESHPANDE  
Senior Environmental Planner  
Division of Environmental Analysis

Enclosures

Sample Concurrence Letter  
Project Area and Limits Map  
TCE at SR-1/Warner – Layout Sheet  
Preliminary Section 4f *de minimis* Finding  
Response to SLC comments dated November 19, 2021  
Revised Environmental Commitment Record

- c. Wendy Hall, California State Lands Commission
- Kyle Rice, California Department of Fish and Wildlife
- Steve Kinaly, Caltrans Project Management

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State Lands Commission (SLC) appreciates the opportunity to participate in the Section 4(f) concurrence process. The SLC understands that the California Department of Transportation (Caltrans) District 12 is proposing Class II bike lane safety improvements along State Route 1 in Huntington Beach, California.

Caltrans has determined that the *de minimis* finding is appropriate and would be maintained with regards to the potential impacts to the activities, features, and attributes that qualify the Bolsa Chica Ecological Reserve for protection under Section 4(f) of the USDOT Act.

My signature below represents written concurrence on the *de minimis* finding by Caltrans that the State Route 1 Class II Bike Lane Facility Improvement Project will not adversely affect the activities, features, and attributes that qualify the Bolsa Chica Ecological Reserve for protection under Section 4(f). The use of the Section 4(f) resource during construction in conjunction with the 4(f) impact avoidance, minimization, and/or mitigation measures incorporated into the safety project, ensures the activities, features, and attributes of the park will not be adversely affected. The public has been afforded the opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource. The signature is conditioned upon the Section 4(f) impacts and avoidance, minimization, and/or mitigation measures as previously referenced.

\_\_\_\_\_  
Nicole Dobroski  
Chief of Environmental Planning and Management Division  
California State Lands Commission  
100 Howe Avenue, Suite 100 South  
Sacramento, CA 95825

\_\_\_\_\_  
Date

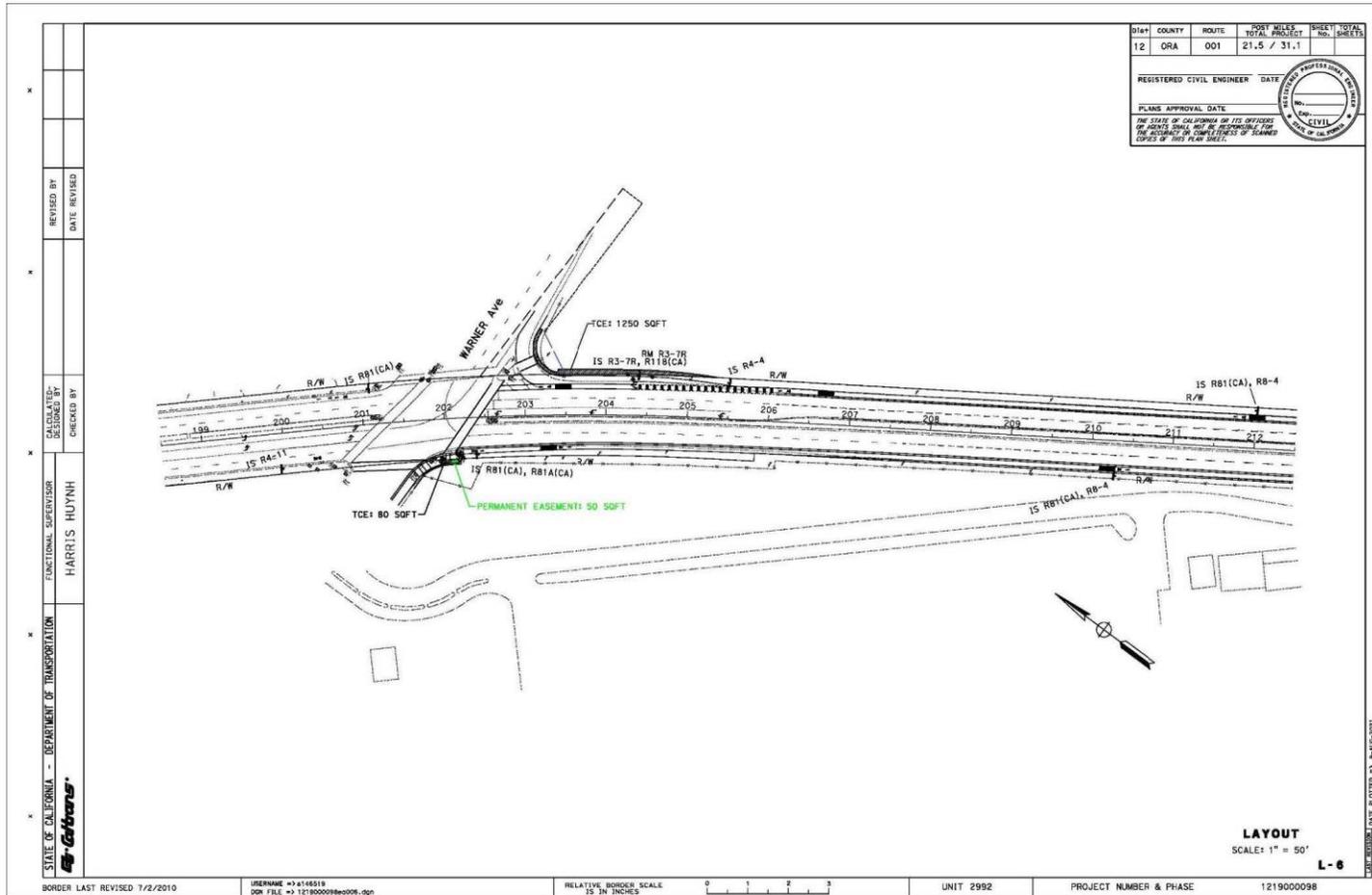
### Project Area and Vicinity Map



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Section 4(f) De Minimis Finding and Resources Evaluated to Requirements of Section 4(f)

Attachment B



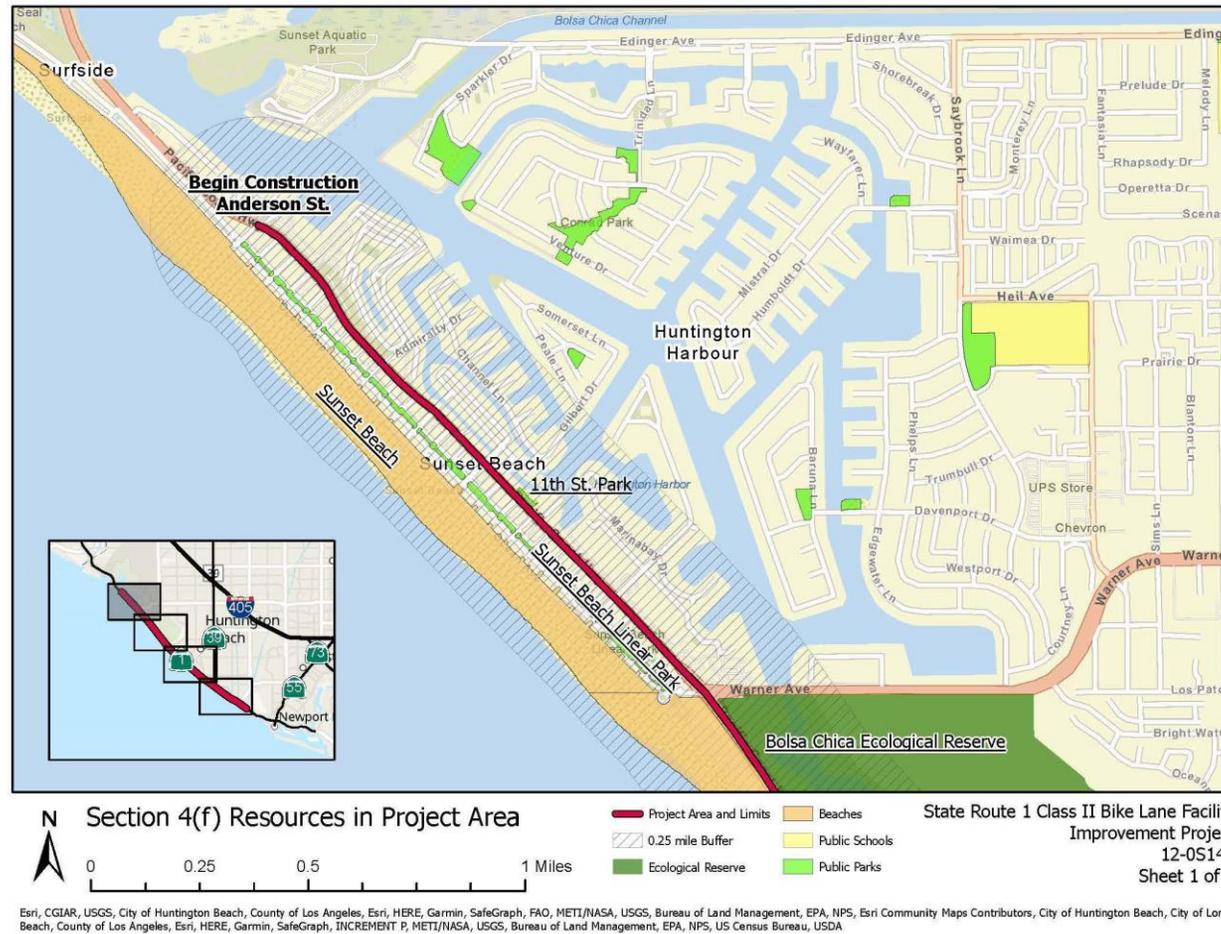
Section 4(f) De Minimis Finding  
State Route 1 Bike Lane Facility Improvements

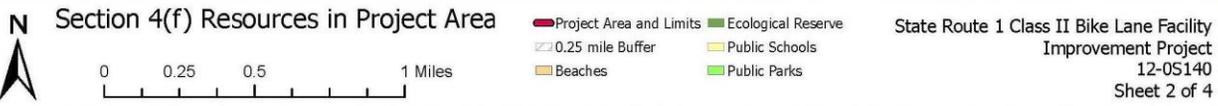
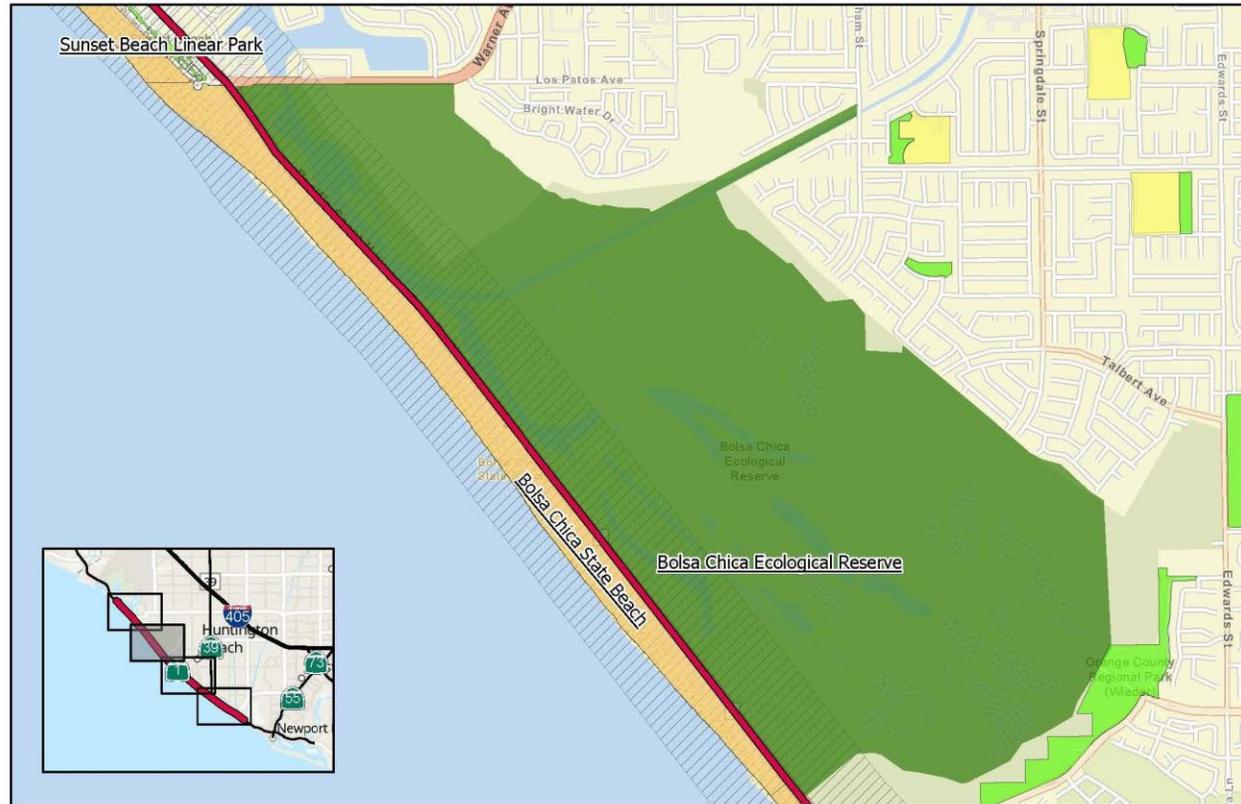
March 2022  
12-0S140

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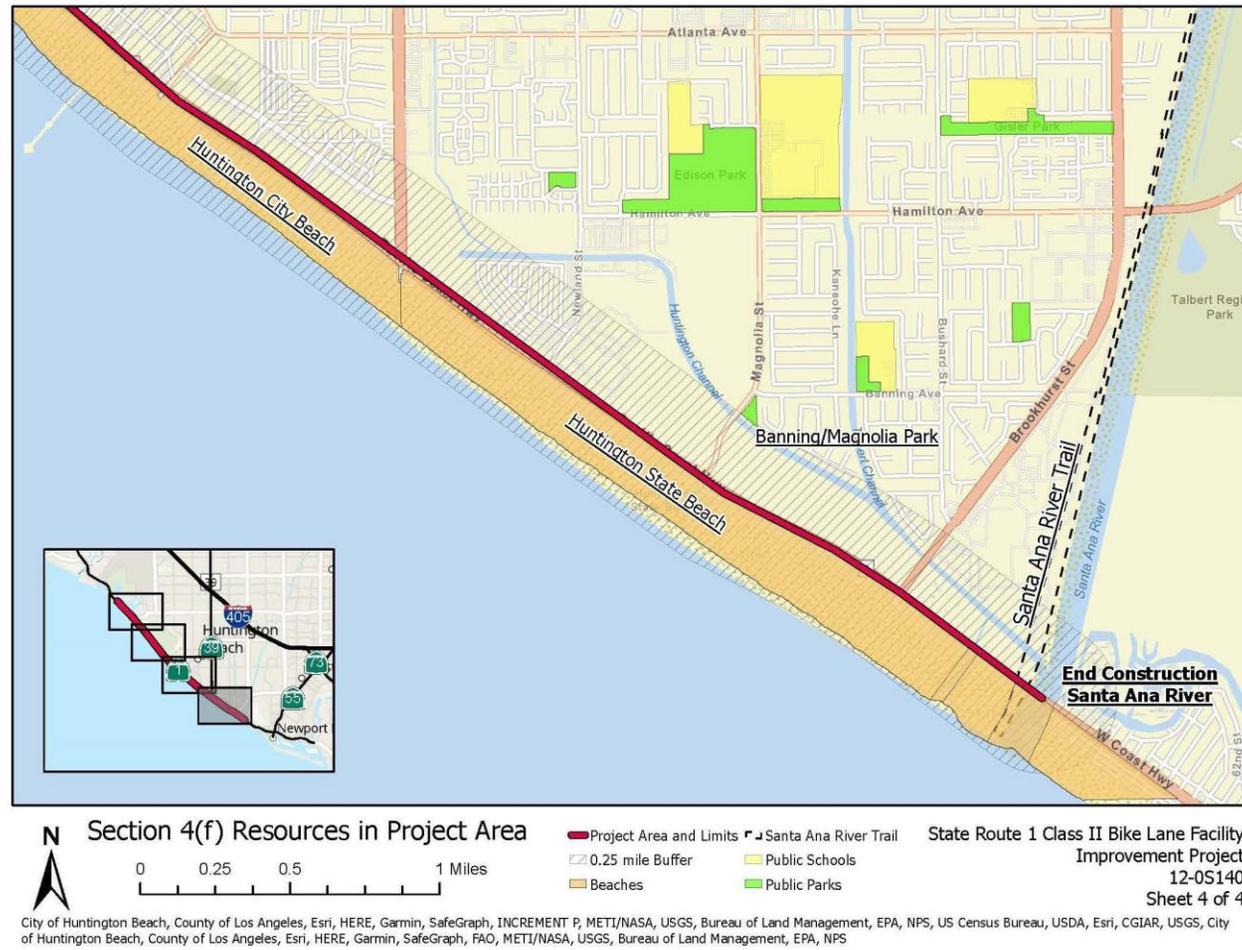
**ATTACHMENT C**  
**(SECTION 4(F) RESOURCES MAP)**

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City of Huntington Beach, County of Los Angeles, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, Esri, CGIAR, USGS, City of Huntington Beach, County of Los Angeles, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS





**Section 4(f) Resources in Project Area**

█ Project Area and Limits   
 █ Ecological Reserve   
 █ State Route 1 Class II Bike Lane Facility Improvement Project  
█ 0.25 mile Buffer   
 █ Public Schools   
 12-0S140  
█ Beaches   
 █ Public Parks   
 Sheet 3 of 4

City of Huntington Beach, County of Los Angeles, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, Esri, CGIAR, USGS, City of Huntington Beach, County of Los Angeles, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS

**ATTACHMENT D**

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE  
SECTION 4F DE MINIMIS CONCURRENCE LETTER**



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State of California – Natural Resources Agency  
**DEPARTMENT OF FISH AND WILDLIFE**  
 Director's Office  
 P. O. Box 944209  
 Sacramento, CA 94244-2090  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

**GAVIN NEWSOM, Governor**  
**CHARLTON H. BONHAM, Director**



March 16, 2022

Smita Deshpande  
 Branch Chief, Division of Environmental Analysis  
 California Department of Transportation District 12  
 1750 East Fourth Street, Suite 100  
 Santa Ana, CA 92705  
[Smita.Deshpande@dot.ca.gov](mailto:Smita.Deshpande@dot.ca.gov)

**Subject: 0S140 Caltrans State Route 1 Class II Bike Lane Facility Improvements Project – Section 4(f) *De Minimis* Concurrence Related to the Bolsa Chica Ecological Reserve**

Dear Ms. Deshpande:

The California Department of Fish and Wildlife (CDFW) appreciates the opportunity to participate in the section 4(f) *de minimis* concurrence process. CDFW understands that the California Department of Transportation (Caltrans) District 12 proposes to implement a 1,250-square foot temporary construction easement (TCE) in the northwest corner of Bolsa Chica Ecological Reserve (BCER) at the corner of State Route 1 and Warner Avenue for approximately ten working days. On 3/7/2022, in an email from Brian Liu, Caltrans informed CDFW that the TCE will be used to allow additional space for the contractor to access the roadway and that the area within BCER will not be used for vehicle parking or equipment staging or storage. In a 3/9/2022 letter from State Lands Commission to Caltrans, they deferred to CDFW as land manager to issue this letter of concurrence. It is important to note, prior to project commencement, Caltrans is required to obtain a Right of Entry Permit from State Lands Commission.

BCER is a protected resource under section 4(f) of the federal Department of Transportation Act and Caltrans is responsible for compliance with this regulation. According to section 4(f), Caltrans may approve a transportation project requiring the use of qualifying lands, provided they meet certain conditions. A streamlining process signed into law in 2005 simplifies the procedures for projects that would result in *de minimis* impacts, defined as "one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)." Caltrans has made the *de minimis* finding for the TCE proposed in BCER.

Staff from CDFW's South Coast Region Habitat Conservation Planning and Lands programs concur with the section 4(f) *de minimis* determination, provided the following conditions are met.

Conditions of Concurrence

As a condition of concurrence with the section 4(f) *de minimis* finding for this project, Caltrans shall implement the following conditions of concurrence to avoid or minimize impacts to the activities, features, and attributes that qualify BCER for protection under section 4(f):

*Conserving California's Wildlife Since 1870*

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Smita Deshpande  
Page 2 of 3

- **Biological Resource Protection**

- CDFW and State Lands Commission shall be notified at least seven business days prior to commencing operations within BCER and no more than five days after terminating operations with BCER.
- CDFW Lands staff will conduct a survey of plants and animal species present within the TCE area and surrounding 500-foot buffer in the BCER seven days prior to Caltrans initiating activities in the TCE.
- No activities shall occur within the TCE during the bird nesting season (March 1 to September 1; January 1 for raptors).
- Activities shall be limited to two consecutive weeks of operations within the TCE.
- A Biological Monitor shall be onsite daily during operations within BCER.

- **Impact Restoration**

- Submit a restoration plan to CDFW for written approval which includes but is not limited to the following:
  - Replanting of coastal strand/sand dune and sage scrub vegetation species;
  - Species to be planted; CDFW recommends expanding the suggested plant list/habitat type (post-restoration) with a variety of the following options:

Coastal strand/sand dune species may include beach evening primrose (*Camissonia cheiranthifolia*), beach morning glory (*Calystegia soldanella*), and pink sand verbena (*Abronia umbellata*);

Coastal sage scrub may include black sage (*Salvia mellifera*), sea cliff buckwheat (*Eriogonum parvifolium*), California buckwheat (*Eriogonum fasciculatum*), California sagebrush (*Artemisia californica*), \*coast goldenbush (*Isocoma menziesii*), bush sunflower (*Encelia californica*), quailbush/big saltbush (*Atriplex breweri*), white sage (*Salvia apiana*);

\*Note: The coastal goldenbush (*Isocoma menziesii*) is a weedy native plant and is already abundant near the proposed area. Due to the nature of this plant, CDFW recommends planting less than 20% goldenbush and instead emphasize a mix of other native plants listed above.

- Description of the planting technique(s);
- Identification of the source of plants and seeds; CDFW recommends purchasing plants from an established native nursery (potted plants). If established or potted plants are not a practicable option, a native seed mix from the above list would improve habitat quality and maximize the biodiversity.
- Soil grading and/or a decompaction plan, as appropriate;

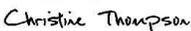
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Smita Deshpande  
Page 3 of 3

- Removal of non-native species, including within a 50-foot buffer around the area within the BCER, to protect the impacted area from invasive species intrusion;
- Discussion of whether irrigation will be necessary, and if so, an irrigation plan shall be provided;
- Restoration success criteria, including but not limited to minimum limit for native vegetation cover, maximum limit for non-native vegetation cover, and identification of highly invasive species which will not be allowed; and,
- Monitoring, maintenance, and reporting plan to include 3 years.

My signature below represents written concurrence on the section 4(f) *de minimis* finding by Caltrans, subject to the above-referenced conditions, that the State Route 1 Class II Bike Lane Facilities Improvement Project TCE will not adversely affect the activities, features, and attributes that qualify the BCER for protection under section 4(f). The use of the section 4(f) resource during construction in conjunction with the 4(f) impact avoidance, minimization, and mitigation measures incorporated into the safety project, ensure that the activities, features, and attributes of the Reserve will not be adversely affected. The public has been afforded the opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the section 4(f) resource.

Sincerely,

DocuSigned by:  
  
D6559A7866E340D...

Christine Thompson  
Acting Environmental Program Manager Wildlife/Lands  
South Coast Region

Ec: California Department of Fish and Wildlife  
Robin Madrid  
[Robin.Madrid@wildlife.ca.gov](mailto:Robin.Madrid@wildlife.ca.gov)

David Mayer  
[David.Mayer@wildlife.ca.gov](mailto:David.Mayer@wildlife.ca.gov)

Simona Altman  
[Simona.Altman@wildlife.ca.gov](mailto:Simona.Altman@wildlife.ca.gov)

State Lands Commission  
Nicole Dobroski  
[Nicole.Dobroski@slc.ca.gov](mailto:Nicole.Dobroski@slc.ca.gov)

Wendy Hall  
[Wendy.Hall@slc.ca.gov](mailto:Wendy.Hall@slc.ca.gov)

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## **Appendix B - Title VI Policy Statement**

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**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
FAX (916) 653-5776  
TTY 711  
www.dot.ca.gov



Making Conservation  
a California Way of Life.

August 2020

**NON-DISCRIMINATION POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:  
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; (916) 324-8379 (TTY 711); or at [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov).

*Original signed by*  
Toks Omishakin  
Director

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-6130  
FAX (916) 653-5776  
TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



Making Conservation  
a California Way of Life.

Agosto de 2020

**DECLARACIÓN DE POLÍTICA  
DE NO DISCRIMINACIÓN**

El Departamento de Transporte de California, bajo el Título VI de la Ley de Derechos Civiles de 1964, asegura que *"Ninguna persona en los Estados Unidos, debido a su raza, color u origen nacional, será excluida de participar, ni se le negarán los beneficios, o será objeto de discriminación, en ningún programa o actividad que reciba ayuda financiera federal."*

Caltrans hará todos los esfuerzos para asegurar que no exista discriminación en ninguno de sus servicios, programas y actividades, ya sea que reciban fondos del gobierno federal o no, y que los servicios y beneficios sean justamente distribuidos a todas las personas sin importar su raza, color, u origen nacional. Adicionalmente, Caltrans facilitará la participación significativa en el proceso de planeación de los programas de transporte de manera no discriminatoria.

Los estatutos federales relacionados, los remedios, y la ley estatal refuerzan estas protecciones para incluir el sexo, la discapacidad, la religión, la orientación sexual y la edad.

Para información u orientación sobre cómo presentar una queja o para obtener más información relacionada con el Título VI, por favor comuníquese con el Gerente del Título VI al teléfono (916) 324-8379 o visite la siguiente página de Internet: <https://dot.ca.gov/programs/civil-rights/title-vi>.

Para obtener esta información en un formato alternativo como el Braille o en un lenguaje diferente al inglés, por favor póngase en contacto con la Oficina de Derechos Civiles del Departamento de Transporte de California, al 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811; al teléfono (916) 324-8379 (Teléfono de Texto TTY: 711); o al email: [Title.VI@dot.ca.gov](mailto:Title.VI@dot.ca.gov)

*Original signed by*  
Toks Omishakin  
Director

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

## Appendix C - RTP-FTIP

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ALONG FIRST STREET, 1.1 MILE CORRIDOR.					
ORANGE	LOCAL HIGHWAY	ORA170803	0	CITY OF SANTA ANA - WEST WILLITS STREET PROTECTED BICYCLE LANES - INSTALL MEDIAN AND PARKING PROTECTED BICYCLE LANES ALONG WEST WILLITS STREET, AND SEPARATE BICYCLE ONLY PHASE WILL BE INSTALLED WITH DEDICATED BIKE SIGNAL HEADS AT THE INTERSECTION OF WILLITS AND SULLIVAN. ATP TOLL CREDITS.	\$2,970
ORANGE	LOCAL HIGHWAY	ORA170804	0	CITY OF SANTA ANA - SRTS DAVIS ELEMENTARY ADA COMPLIANCE - INSTALLATION OF BULB-OUTS AT CROSSINGS ADJACENT TO DAVIS ELEMENTARY, RECONSTRUCTION AND INSTALLATION OF ADA COMPLIANT CURB RAMPS, SECTIONS OF SIDEWALK AND DRIVEWAYS ALONG THE SAFE ROUTES TO SCHOOL. ATP TOLL CREDITS.	\$5,754
ORANGE	LOCAL HIGHWAY	ORA171602	0	BUENA PARK SCHOOL DISTRICT SRTS IMPROVEMENTS - PLANNING, OUTREACH, DEVELOPMENT OF SRTS MAPS, IMPROVE PEDESTRIAN INFRASTRUCTURE AROUND SCHOOLS AND BUS STOPS	\$1,654
ORANGE	LOCAL HIGHWAY	ORA172202	0	OC LOOP EL CAJON BIKEWAY GAP CLOSURE (SEGMENT H) - INSTALL CLASS II, III & IV BIKEWAY FACILITIES WITHIN THE CITY OF YORBA LINDA, ANAHEIM & UNINCORPORATED ORANGE COUNTY SPANNING 1.2 MILES FROM FAIRLYNN BLVD TO THE TERMINUS OF THE EXISTING SANTA ANA RIVER REGIONAL RIDING & HIKING TRAIL AND BIKEWAY.	\$2,395
ORANGE	LOCAL HIGHWAY	ORA172203	0	NEWPORT BEACH BICYCLE AND PEDESTRIAN BRIDGE PROJECT - CITY PROPOSES TO CONSTRUCT A BICYCLE AND PEDESTRIAN BRIDGE OVER THE EIGHT-LANE SUPERIOR AVENUE AT THE INTERSECTION OF PACIFIC COAST HIGHWAY AND BALBOA AVENUE. PROPOSED BRIDGE DECK WILL BE APPROXIMATELY 240 FEET LONG AND STRIPED FOR BICYCLE AND PEDESTRIAN USE. IMPROVEMENTS WILL ALSO INCLUDE SIGNAGE AND STRIPING; TRAFFIC SIGNAL MODIFICATIONS; AND BICYCLE NODE AMENITIES.	\$2,937
ORANGE	STATE HIGHWAY	10254	73	SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR (SJHTC - SR 73). 15 MI TOLL RD BETWEEN 1-5 IN SAN JUAN CAPISTRANO & RTE 73 IN IRVINE, CONSISTENT WITH SCAG/TCA MOU 4/5/01. EXISTING 3 M/F EA DIR. 1 ADDITIONAL M/F EA DIR. PLUS CLIMBING & AUX LANES BY 2020.	\$351,188
ORANGE	STATE HIGHWAY	ORA000820	57	SR 57 TRUCK CLIMBING AUX LANE FROM LAMBERT TO LA CO. LINE (PE ONLY) PPN0 3847A)	\$124,600
ORANGE	STATE HIGHWAY	ORA001102	999	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP COLLISION REDUCTION PROGRAM SCOPE: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - RAILROAD/HIGHWAY CROSSING, SHOULDER IMP, TRAFFIC CONTROL DEVICES, OPS ASSISTANCE, INTERSECTION SIGNALIZATION PROJECTS PAVEMENT MARKING, LIGHTING IMPROVEMENTS	\$206,186
ORANGE	STATE HIGHWAY	ORA001103	999	GROUPED PROJECTS FOR PAVEMENT RESURFACING AND/OR REHABILITATION - SHOPP ROADWAY PRESERVATION PROGRAM. SCOPE: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 CATEGORIES - PAVEMENT RESURFACING AND/OR REHABILITATION, EMERGENCY RELIEF (23 U.S.C. 125), WIDENING NARROW PAVEMENTS OR RECONSTRUCTING BRIDGES (NO ADDITIONAL TRAVEL LANES)	\$94,293
ORANGE	STATE HIGHWAY	ORA001104	999	GROUPED PROJECTS FOR SHOULDER IMPROVEMENTS - SHOPP ROADSIDE PRESERVATION PROGRAM. SCOPE: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 CATEGORIES - FENCING, SAFETY ROADSIDE REST AREAS	\$1,260
ORANGE	STATE HIGHWAY	ORA001105	999	GROUPED PROJECTS FOR SAFETY IMPROVEMENTS - SHOPP MOBILITY PROGRAM. SCOPE: PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126 EXEMPT TABLES 2 AND TABLE 3 CATEGORIES - RAILROAD/HIGHWAY CROSSING, SAFER NON-FEDERAL AID SYSTEM ROADS, SHOULDER IMP, TRAFFIC CONTROL DEVICES OPS ASSISTANCE, INTERSECTION SIGNALIZATION PROJECTS, PAVEMENT MARKING DEMO, LIGHTING	\$180,188

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### State Highway Operation and Protection Program

Orange County  
Document Year 2020, Version Number 2  
PPNO: 2385A  
(Dollars in Thousands)

DIST: 12	PPNO: EA: 2385A 0S140	CTIPS ID: 109-0000-4652	TCRP NO.:	TITLE (DESCRIPTION): (In and near Newport Beach, Huntington Beach, and Seal Beach, from Dover Drive to north of Seal Beach Boulevard. Construct and upgrade bicycle facilities to improve safety.)	ELEMENT: SHOPP Major Const.	MPO ID: LAW: 9 20
CT PROJECT ID: 1219000098					SPONSOR: Caltrans	
COUNTY: ROUTE: PM: Orange County 1 R18.500 / 32.800					MPO: Southern California Association of Governments	
					CORRIDOR: PRJ MGR: Steve Kinaly PHONE: (949) 279-8800 EMAIL: steve.kinaly@dot.ca.gov	

ASSEMBLY: 72.74  
SENATE: 34.37  
CONGRESS: 48

IMPLEMENTING AGENCIES:

PAED  
PSE

RW  
CON

Program Code	Quantity	Performance Measure	Asset Class
201.010	264.0	Collision(s) reduced	N/A
	<u>Unit</u>	<u>Good/operational</u>	<u>Fair</u>
	<u>Poor/non-operational</u>	<u>Quantity</u>	
Existing Condition			
Post Condition			

**PROJECT VERSION HISTORY** (Printed Version is Shaded) (Last 9 versions displayed)

Programmed Dollars in Thousands - Total for Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
2	Official	01/27/2021	RSTONE	Allocation - CTC Vote	FP-20-44	1,430		8,110	1,515	1,430	1,700	400	1,100
1	Official	01/27/2021	RSTONE	Amendment - New Project	20H-005			8,110	1,515	1,430	1,700	400	1,100

**Fund Source 1 of 1 SHOPP - Collision Reduction**

VOTE	DATE	AMOUNT
PAED	01/27/2021	1,430

20.XX.201.010 - Safety Improvements

**Fund Type**  
Surface Transportation Program  
**Funding Agency**

	PRIOR	20-21	21-22	22-23	23-24	24-25	25-26	FUTURE	TOTAL
PA&ED		1,430							1,430
PS&E			1,700						1,700
RW SUP			400						400
CON SUP					1,100				1,100
RW					1,515				1,515
CON					8,110				8,110
<b>Total:</b>		1,430	2,100		10,725				14,255

**HQ Comments:**

1/28/21 Made COS allocation (PA&ED) official. -RS  
\*\*\*\*\* Version 2 - 01/28/2021 \*\*\*\*\*  
Entered COS allocation (PA&ED) ? RW  
1/25/21 Made new SHOPP project official. -RS  
\*\*\*\*\* Version 1 - 01/25/2021 \*\*\*\*\*  
Entered new 2020 SHOPP project - RW

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## Appendix D - List of Technical Studies

The technical studies listed below were used in the preparation of this Initial Study with Proposed Mitigated Negative Declaration.

Air Quality, Noise, and Hazardous Waste Memorandum (March 2021)  
Prepared by Caltrans District 12

Air Quality, Noise, and Hazardous Waste Update Memorandum; EA 0S140 Update Memo due to Median Barrier Removal (February 2022)  
Prepared by Caltrans District 12

Draft Project Report (September 2021)  
Prepared by Caltrans District 12

Final Project Report (March 2022)  
Prepared by Caltrans District 12

Draft Relocation Impact Document (May 2021)  
Prepared by Caltrans District 12

Final Relocation Impact Document (December 2021)  
Prepared by Caltrans District 12

Right of Way Update Memorandum, Update due to Median Barrier Removal (February 2022)  
Prepared by Caltrans District 12

Geotechnical Design Report for Relocated Traffic Signal Poles (May 2021)  
Prepared by Caltrans District 12

Historic Property Survey Report and Archaeological Survey Report (ASR) (October 2021)  
Prepared by LSA, Associates (LSA)

Cultural Update Memorandum; Update due to Median Barrier Removal (February 2022)  
Prepared by Caltrans District 12

ISA memo for the project 0S140 (March 2021)  
Prepared by Caltrans District 12

Location Hydraulic Study (August 2021)  
Prepared by Advanced Civil Tech

Hydraulics Update Memorandum Update due to Median Barrier Removal (February 2022)  
Prepared by Caltrans District 12

Natural Environment Study (NES) (October 2021)  
Prepared by LSA

Supplemental Natural Environment Study (SNES) (December 2021)  
Prepared by LSA

Supplemental Natural Environment Study (SNES) (February 2022)  
Prepared by LSA

Traffic Operations Review of Environmental Study Request (May 2021)  
Prepared by Caltrans District 12

Traffic Operations Update Memorandum; Traffic Operations Response Regarding Removal of proposed median concrete barrier on SR-1 from Warner Ave to Seapoint St - Project EA 0S1400 (February 2022)  
Prepared by Caltrans District 12

Visual Impact Assessment Memorandum (March 2021)  
Prepared by Caltrans District 12

Landscape Architecture Update Memorandum; Update due to Median Barrier Removal (February 2022)  
Prepared by Caltrans District 12

Water Quality Technical Memorandum (August 2021)  
Prepared by Caltrans District 12

Water Quality Update Memorandum; WQ Review for Removal of Median Barrier (February 2022)  
Prepared by Caltrans District 12

## **Appendix E - Avoidance, Minimization, and/or Mitigation Summary**

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and /or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

Note: Mitigation measures are used to lessen a significant impact under CEQA

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### Avoidance, Minimization, and/or Mitigation Measures Summary

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
PF-AQ-1	Air Quality	The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2018) for reducing impacts from the construction activities. Section 14-9.02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. The proposed project would comply with SCAQMD Rule 403 requiring the implementation of best available dust control measures during active operations capable of generating fugitive dust.	Caltrans Project Engineer and Resident Engineer/ Construction Contractor	During PS&E and construction	No
PF-BIO-1	Biological Resources	<b>Delineation of Environmentally Sensitive Areas.</b> Prior to project activities, highly visible barriers (e.g., orange construction fencing) will be installed along the boundaries of the project footprint/equipment access routes to designate Environmentally Sensitive Areas (ESAs) that are to be preserved. This will include ESA fencing along jurisdictional aquatic resources located at the intersections of SR-1 at Warner Avenue, Magnolia Street, and Brookhurst Street. No project activity of any type will be permitted within these ESAs. In addition, heavy equipment, including motor vehicles, will not be allowed to operate within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within these protected zones.	Caltrans Resident Engineer/ Construction Contractor	During construction	No
PF-BIO-2	Biological Resources	<b>Invasive Species Control.</b> All construction equipment accessing unpaved areas will be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving to and leaving the project site.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
PF-BIO-3	Biological Resources	<b>Erosion Control Material Sourcing.</b> Only certified weed-free straw, mulch, and/or fiber rolls will be used for erosion control. Invasive species will not be used in any landscaping palettes for the project.	Caltrans Project Biologist	During PS&E and construction	No
BIO-4	Biological Resources	<b>Pre-Construction Clearance Surveys.</b> A qualified biologist will conduct pre-construction surveys to confirm the absence of sensitive biological resources within the work areas. The preconstruction surveys will take place no more than 24 hours prior to commencement of work activities. If listed species are observed	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No

**Avoidance, Minimization, and/or Mitigation Measures Summary**

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		within the work area (or areas potentially indirectly affected by project activities as determined by the qualified biologist) and the work can be postponed until the species is no longer present.			
<b>BIO-5</b>	Biological Resources	<b>Biological Monitoring.</b> A qualified biologist will monitor project activities with sensitive natural communities for the duration of work activities to ensure that practicable measures are being employed to avoid and minimize incidental disturbance to habitat and covered species inside and outside the project footprint.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
<b>BIO-6</b>	Biological Resources	<b>On-Site Training.</b> All personnel involved in the on-site project construction will be required to participate in a pre-construction environmental training program to understand the avoidance and minimization measures and environmental regulations pertinent to the project.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
<b>BIO-7</b>	Biological Resources	<b>Aquatic Resource Protection.</b> Prior to project activities adjacent to jurisdictional aquatic resources located at the intersections of SR-1 at Warner Avenue, Magnolia Street, and Brookhurst Street, a barrier will be installed between the project footprint and adjacent jurisdictional aquatic resources. The barrier will be constructed of materials to prevent incidental soil discharges into adjacent jurisdictional aquatic resources such as silt fence, plywood, or similar. The barrier will be installed downslope of the ESA fencing as noted in Measure BIO-1. Installation and removal of the barrier will be monitored by a qualified biologist to ensure the barrier's installation/removal does not cause incidental discharge of soils or other materials into the adjacent jurisdictional aquatic resources. The barrier will be maintained in place at each of the three locations noted until project activities have been completed at each of the respective project footprints.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
<b>PF-BIO-8</b>	Biological Resources	<b>Equipment Staging Best Management Practices (BMPs).</b> All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland areas. The designated upland areas will be located in such a manner as to prevent any loose soil or spill runoff from entering jurisdictional waterways or adjacent sensitive vegetation communities. All construction materials will be removed from worksites following completion of project activities.	Resident Engineer/ Caltrans Project Biologist	During PS&E and prior to construction	No

### Avoidance, Minimization, and/or Mitigation Measures Summary

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
<b>PF-BIO-9</b>	Biological Resources	<b>Water Quality BMPs.</b> In order to avoid impacts to water quality during construction, stormwater and erosion control BMPs are recommended to prevent loose soil or pollutants associated with the project from inadvertently entering the aquatic resources located within and adjacent to the BSA. Example BMPs include silt fencing and straw wattle placed in such a manner that they are able to catch or filter sediment or other construction-related debris to prevent it from eroding into the nearby drainage channels.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
<b>BIO-10</b>	Biological Resources	<b>Avoidance of Breeding and Nesting Bird Season.</b> Project activities will occur outside the nesting season (February 1–September 30) to the fullest practicable extent.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
<b>BIO-11</b>	Biological Resources	<b>Pre-Construction Nesting Bird Survey.</b> If project activities with potential to indirectly disturb suitable avian nesting habitat within or adjacent to the work area during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys will conduct a nesting bird survey no more than 3 days prior to the initiation of project activities to detect the presence/ absence of migratory and resident bird species occurring in suitable nesting habitat. Project activities may begin no more than 3 days after the completion of the nesting bird survey in the absence of active bird nests. An additional nesting bird survey will be conducted if project activities fail to start within 3 days of the completion of the pre-construction nesting bird survey.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
<b>BIO-12</b>	Biological Resources	<b>Nesting Bird Exclusionary Buffers.</b> Should nesting birds be found during the pre-construction nesting bird survey, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction will not be conducted in this zone until the biologist determines that the young have fledged or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. No work will occur if listed or fully protected bird species are found to be actively nesting within or adjacent to the areas subject to construction activities.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No

**Avoidance, Minimization, and/or Mitigation Measures Summary**

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
PF-BIO-13	Biological Resources	<b>Trash and Waste Removal.</b> During construction, trash and food waste will be removed from work sites on a daily basis to avoid the attraction of predators that prey on sensitive wildlife species	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
BIO-14	Biological Resources	<b>Night Work Lighting.</b> If night work (i.e., between dusk and dawn) is anticipated within 100 ft of structures where bat roosting is confirmed, night lighting will be used only in areas of active work, and focused on the direct area(s) of work and away from the culvert entrances to the greatest extent practicable.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
BIO-15	Biological Resources	<b>Construction Equipment Staging.</b> To the extent practicable, internal combustion equipment, such as generators and vehicles, is not to be parked or operated beneath or adjacent to the structures unless it is required for project-related work on that structure.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
BIO-16	Biological Resources	<b>Replacement Lighting Locations.</b> The proposed project includes the replacement of lighting in various areas. Siting of these lights should avoid overspill into bat-roosting sites to avoid permanent impacts to roosting and foraging bats.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
BIO-17	Biological Resources	<b>Tree Trimming and Removal.</b> To the greatest extent feasible, tree trimming/removal activities will be performed outside the bat maternity season (April 1–August 31) to avoid direct impacts to non-volant (flightless) young that may roost in trees within the study area. This period also coincides with the typical bird nesting season. If trimming or removal of trees during the bat maternity season cannot be avoided, a qualified biologist will monitor tree trimming and removal activities.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
BIO-18	Biological Resources	<b>Pre-Construction California Legless Lizard Surveys.</b> A qualified biologist will conduct pre-construction surveys for California legless lizards no more than 48 hours before initial grading and ground-disturbing activities in or near areas of sandy, friable soil. This survey will include systematic subsurface searching, as legless lizards are fossorial (burrowing), and staking and fencing the limits of the survey areas with small-mesh construction fencing buried to a minimum depth of 6 to 10 inches below grade would reduce the likelihood of lizards reentering the construction zone.	Resident Engineer/ Caltrans Project Biologist	During PS&E and construction	No
Compensatory Mitigation	Biological Resources	<b>ESHA – Compensatory Mitigation.</b> Sensitive natural vegetation communities within the project area are documented as ESHA under the California Coastal Act and other regulatory agencies.	Resident Engineer/ Caltrans Project Biologist	During PS&E, construction, and post construction	No

### Avoidance, Minimization, and/or Mitigation Measures Summary

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
<b>BIO-CM-1</b>		Permanent impacts to vegetation communities (coastal sage scrub, coastal strands, disturbed coastal strands, and goldenbush scrub) that are considered as sensitive under ESHA be mitigated through contributing funds for restoration projects. There is ongoing coordination and discussions between Caltrans and the CCC regarding ESHA impacts and potential mitigation locations. Some suggested mitigation locations include, but are not limited to, the Bolsa Chica Ecological Reserve owned by State Parks and/or within parcels managed/owned by The Huntington Beach Wetlands Conservancy and are considered on-site mitigation. ESHA temporarily impacted will be hydroseeded with native seed mix at a 1:1 ratio. As the project advances to design, Caltrans, CCC, USFWS, and all other appropriate and authorized agencies will collaborate to solidify mitigation ratios and sites prior to permitting and/or construction.			
<b>PF-CULT-1</b>	Cultural Resources	If cultural materials are discovered during site preparation, grading, or excavation, the construction Contractor will divert all earthmoving activity within and around the immediate discovery area until a qualified archaeologist can assess the nature and significance of the find. At that time, coordination will be maintained with the California Department of Transportation (Caltrans) District 12 Environmental Branch Chief or the District 12 Native American Coordinator to determine an appropriate course of action. In addition, the final disposition of archaeological, historical, and paleontological resources recovered on State land under the jurisdiction of the California State Lands Commission must be approved by the Commission.	Caltrans Project Engineer and Resident Engineer	During PS&E and construction	No
<b>PF-CULT-2</b>	Cultural Resources	If human remains are discovered during site preparation, grading, or excavation, California State Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the Orange County Coroner shall be contacted. If the remains are thought to be Native American, the Coroner will notify the Native American Heritage Commission (NAHC), who pursuant to California Public Resources Code (PRC) Section 5097.98, will then notify the Most Likely Descendant (MLD). At that time, the persons who discovered the remains will contact the Caltrans District 12 Environmental Branch Chief or the District 12 Native American	Caltrans Project Engineer and Resident Engineer	During PS&E and construction	No

**Avoidance, Minimization, and/or Mitigation Measures Summary**

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
		Coordinator so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of California PRC 5097.98 are to be followed as applicable.			
<b>CULT-1</b>	Cultural Resources	Should any cultural resources be discovered on State land under the jurisdiction of the California State Lands Commission (SLC), Caltrans District 12 will consult with Staff Attorney Jamie Garrett of the SLC. Final disposition of archeological, historical, and paleontological resources recovered from SLC jurisdiction will be coordinated with the Commission.	Caltrans Project Engineer and Resident Engineer	During PS&E and construction	No
<b>PF-GEO-1</b>	Geology	The project will comply with the most current Caltrans procedures and design criteria regarding seismic design to mitigate any adverse effects related to seismic ground shaking. Earthwork will be performed in accordance with Caltrans Standard Specifications, Section 19, which require standardized measures related to compacted fill, over-excavation, and re-compaction, among other requirements. Moreover, Caltrans Highway Design Manual (HDM) Topic 113, requires the project engineer to review a Geotechnical Design Report, if any, to ascertain the scope of geotechnical involvement for a project.	Caltrans Project Engineer and Resident Engineer	During PS&E and construction	No
<b>GEO-1</b>	Geology	During Design, Caltrans will seek an agreement with California State Parks about future roadway sand removal needs.	Caltrans Project Engineer and Traffic Maintenance	During PS&E	No
<b>PF-GHG-1</b>	Greenhouse Gas	<b>Emissions Reduction.</b> Comply with Caltrans Standard Specification Section 7-1.02C	Caltrans Project Engineer/Caltrans Project Engineer	During PS&E and construction	No
<b>GHG-1</b>	Greenhouse Gas	<b>Vehicle Idle time.</b> Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.	Caltrans Project Engineer/Caltrans Project Engineer	During construction	No
<b>GHG-2</b>	Greenhouse Gas	<b>Truck Schedule.</b> Schedule truck trips outside of peak morning and evening commute hours.	Caltrans Project Engineer/Caltrans Project Engineer	During construction	No

### Avoidance, Minimization, and/or Mitigation Measures Summary

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
<b>GHG-3</b>	Greenhouse Gas	<b>Construction Waste.</b> Reduce construction waste and maximize the use of recycled materials (reduces consumption of raw materials, reduces landfill waste, and encourages cost savings).	Caltrans Project Engineer/Caltrans Project Engineer	During construction	No
<b>GHG-4</b>	Greenhouse Gas	<b>Recycled Materials.</b> Maximize use of recycled materials (e.g., tire rubber).	Caltrans Project Engineer/Caltrans Project Engineer	During PS&E and construction	No
<b>GHG-5</b>	Greenhouse Gas	<b>Earthwork Balance.</b> Reduce the need for transport of earthen materials by balancing cut and fill quantities.	Caltrans Project Engineer/Caltrans Project Engineer	During construction	No
<b>GHG-6</b>	Greenhouse Gas	<b>Fuel Efficiency.</b> Encourage Improved fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>- Maintain equipment in proper tune and working condition</li> <li>- Right size equipment for the job</li> </ul>	Caltrans Project Engineer/Caltrans Project Engineer	During construction	No
<b>GHG-7</b>	Greenhouse Gas	<b>Construction Environmental Training.</b> Supplement existing training with information regarding methods to reduce GHG emissions related to construction.	Caltrans Project Engineer/Caltrans Project Engineer	During construction	No
<b>PF-HAZ-1</b>	Hazardous Waste	An Aerially Deposited Lead (ADL) Investigation will be conducted at the excavation areas for lead contamination; and then ADL report will be prepared. Based on the ADL contain in the soil, an appropriate Special Provisions will be prepared to provide an instruction to construction contractor on how to handle the ADL impacted soil during construction.	Caltrans Project Engineer, Certified Specialist	During PS&E	No
<b>PF-HAZ-2</b>	Hazardous Waste	During construction, the construction contractor will monitor soil excavation for visible soil staining, odor, and the possible presence of unknown hazardous material sources. If hazardous material contamination or sources are suspected or identified during project construction activities, the construction contractor will be required to cease work in the area and to have an environmental professional evaluate the soils and materials to determine the appropriate course of action required, consistent with the Unknown Hazards Procedures in Chapter 7 of the Caltrans' Construction Manual.	Caltrans Project Engineer, Certified Specialist	During PS&E	No

**Avoidance, Minimization, and/or Mitigation Measures Summary**

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
<b>PF-HAZ-3</b>	Hazardous Waste	During construction, the construction contractor is required to store treated wood waste (TWW) in metal containers approved by the US Department of Transportation for the transportation and temporary storage of hazardous waste until disposal. In addition, TWW could only be disposed at a permitted TWW Resource Conservation and Recovery Act (RCRA) Subtitle C disposal facilities.	Construction Contractor	During PS&E and construction (if necessary)	No
<b>PF-WQ-1</b>	Water Quality	The project will comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for the State of California, Department of Transportation, Order No. 2012-0011-DWQ, NPDES No. CAS00003 and the and any subsequent permits in effect at the time of construction.	Caltrans Resident Engineer/ Construction Contractor	Prior to construction	No
<b>PF-WQ-2</b>	Water Quality	A Water Pollution Control Program (WPCP) will be prepared and implemented to address all construction-related activities, equipment, and materials that have the potential impact water quality. The WPCP will identify the sources of pollutants that may affect the quality of storm water and include BMPs to control the pollutants, such as sediment control, catch basin inlet protection, construction materials management and non-storm water BMPs. All work must conform to the Construction Site BMP requirements specified in the latest edition of the Storm Water Quality Handbooks: Construction Site Best Management Practices Manual to control and minimize the impacts of construction and construction related activities, material and pollutants on the watershed. These include, but are not limited to temporary sediment control, temporary soil stabilization, scheduling, waste management, materials handling, and other non-storm water BMPs.	Caltrans Resident Engineer/ Construction Contractor	Prior to construction	No
<b>PF-WQ-3</b>	Water Quality	Design Pollution Prevention Best Management Practices (BMPs) will be implemented such as preservation of existing vegetation, slope/ surface protection systems (permanent soil stabilization), concentrated flow conveyance systems such as ditches, berms, dikes and swales, overside drains, flared end sections, and outlet protection/ velocity dissipation devices.	Caltrans Resident Engineer/ Construction Contractor	Prior to and during construction	No

### Avoidance, Minimization, and/or Mitigation Measures Summary

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
PF-WQ-4	Water Quality	Construction site dewatering discharges must comply with the General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (de minimis) Threat to Water Quality (Order No. R8-2020-0006, NPDES No. CAG998001) and any subsequent updates to the permit at the time of construction. This Permit addresses temporary dewatering operations during construction. Dewatering BMPs will be used to control sediment and pollutants, and the discharges must comply with the WDRs issued by the Santa Ana RWQCB.	Caltrans Resident Engineer/ Construction Contractor	Prior to and during construction	No
CZ-1	Coastal Zone	This project lies within the coastal zone. Construction or maintenance activities shall not commence until a coastal permit exemption determination or coastal development permit has been obtained from the California Coastal Commission, and/or the Certified Local Coastal Program agency(s) that hold jurisdiction. This should be completed during the PS&E phase for delivery projects.	Caltrans Project Engineer/Resident Engineer/ Construction Contractor	Prior to and during construction	No
CZ-2	Coastal Zone	Construction must be completed between Labor Day weekend and Memorial Day weekend to avoid impacts to coastal access during the high season.	Caltrans Project Engineer/Resident Engineer/ Construction Contractor	Prior to and during construction	No
CZ-3	Coastal Zone	Equipment/materials shall not be stored within unpaved areas.	Caltrans Project Engineer/Resident Engineer/ Construction Contractor	Prior to and during construction	No
PF-N-1	Noise	During construction of the Project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by 2018 Caltrans Standard Specification Section 14-8.02, "Noise Control," which states the following: Control and monitor noise resulting from work activities. Do not exceed 86 dBA L <sub>max</sub> at 50 feet from the job site from 9 p.m. to 6 a.m. No mitigation required.	Caltrans Project Engineer/Caltrans Resident Engineer/ Construction Contractor	During PS&E and construction	No

**Avoidance, Minimization, and/or Mitigation Measures Summary**

Measure	Resource Area	Task and Brief Description	Responsible Branch, Staff	Timing / Phase	NSSP Required
PF-REC-1	Recreation	The property used for temporary construction easement will be restored to a condition at least as good as it was prior to easement being granted.	Caltrans Project Engineer/Caltrans Resident Engineer/ Construction Contractor	During PS&E and construction	No
PF-TRA-1	Traffic	Transportation Management Plan (TMP) shall be included in the design plans for implementation by the contractor prior to and during construction of any improvements. The TMP shall consist of prior notices, adequate sign posting, detours, phased construction, and temporary driveways where necessary. The TMP shall specify implementation timing of each plan element (e.g., prior notices, sign posting, detours) as determined appropriate by Caltrans. Adequate local emergency access shall always be provided to adjacent uses. Proper detours and warning signs shall be established to ensure public safety. The TMP shall be devised so that construction shall not interfere with any emergency response or evacuation plans. Construction activities shall proceed in a timely manner to reduce impacts.	Caltrans Project Engineer/Resident Engineer/ Construction Contractor	Prior to and during construction	No
4F-1	Section 4(f)	CDFW and State Lands Commission shall be notified at least seven business days prior to commencing operations within BCER and no more than five days after terminating operations with BCER.	Caltrans Project Engineer/Resident Engineer/ Construction Contractor	Prior to and post construction	No
4F-2	Section 4(f)	No activities shall occur within the TCE during the bird nesting season (March 1 to September 1; January 1 for raptors).	Caltrans Project Engineer/Resident Engineer/ Construction Contractor	Prior to and during construction	No
4F-3	Section 4(f)	Activities shall be limited to two consecutive weeks of operations within the TCE.	Caltrans Project Engineer/Resident Engineer/ Construction Contractor	Prior to and during construction	No
4F-4	Section 4(f)	A Biological Monitor shall be onsite daily during operations within BCER.	Caltrans Project Engineer/Resident Engineer/ Construction Contractor	Prior to and during construction	No

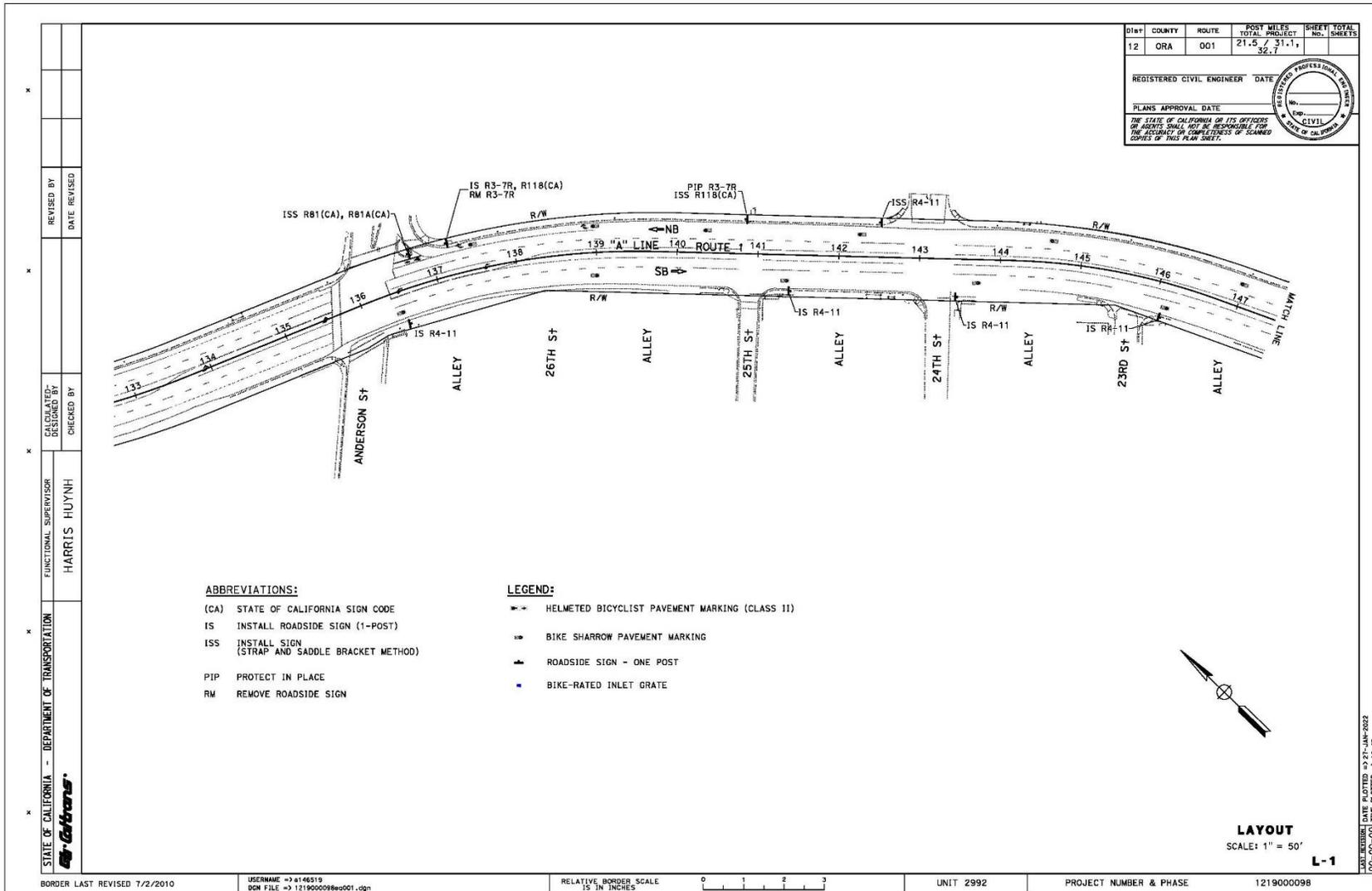
NSSP = Non-Standard Special Provision

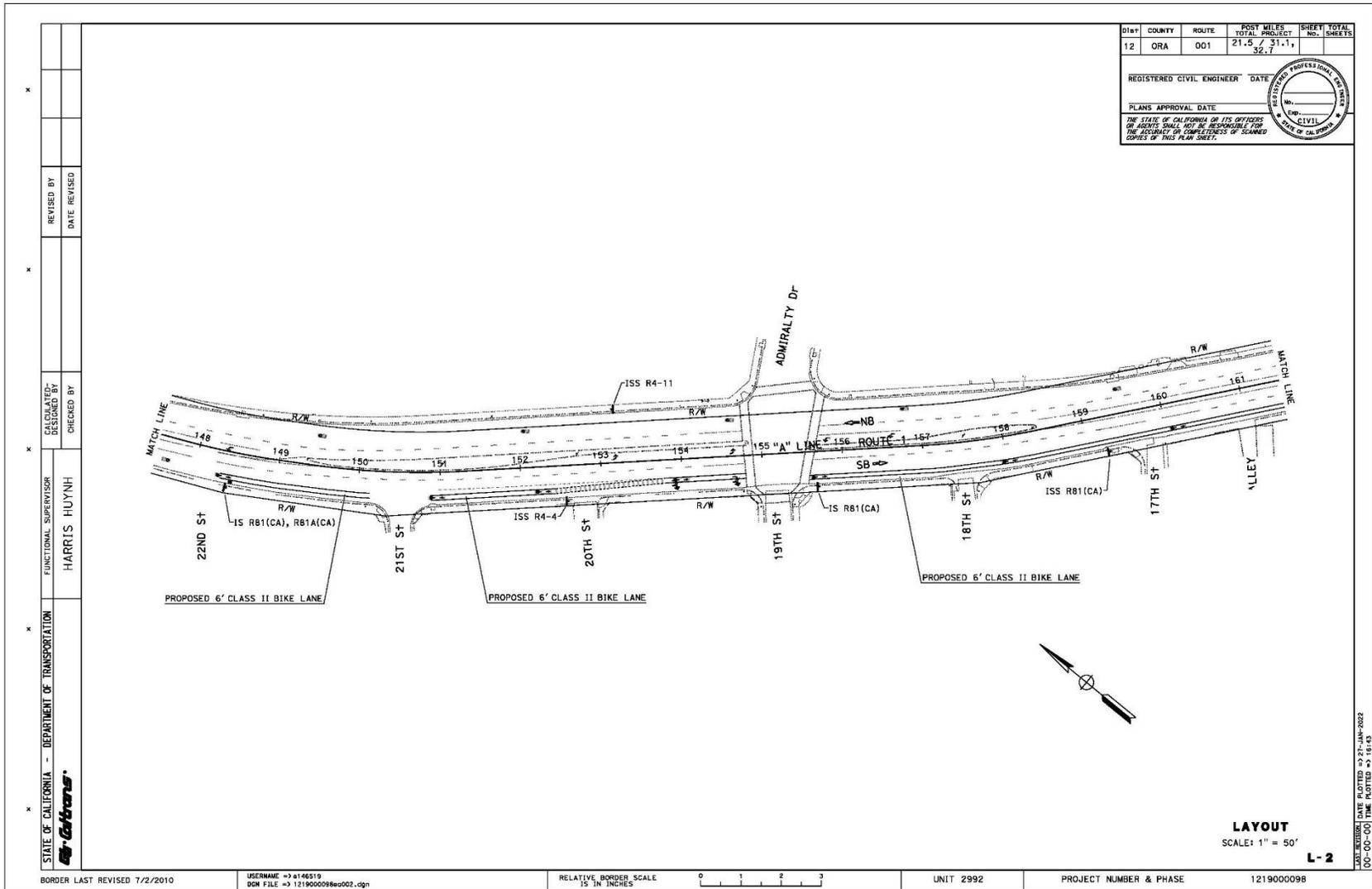


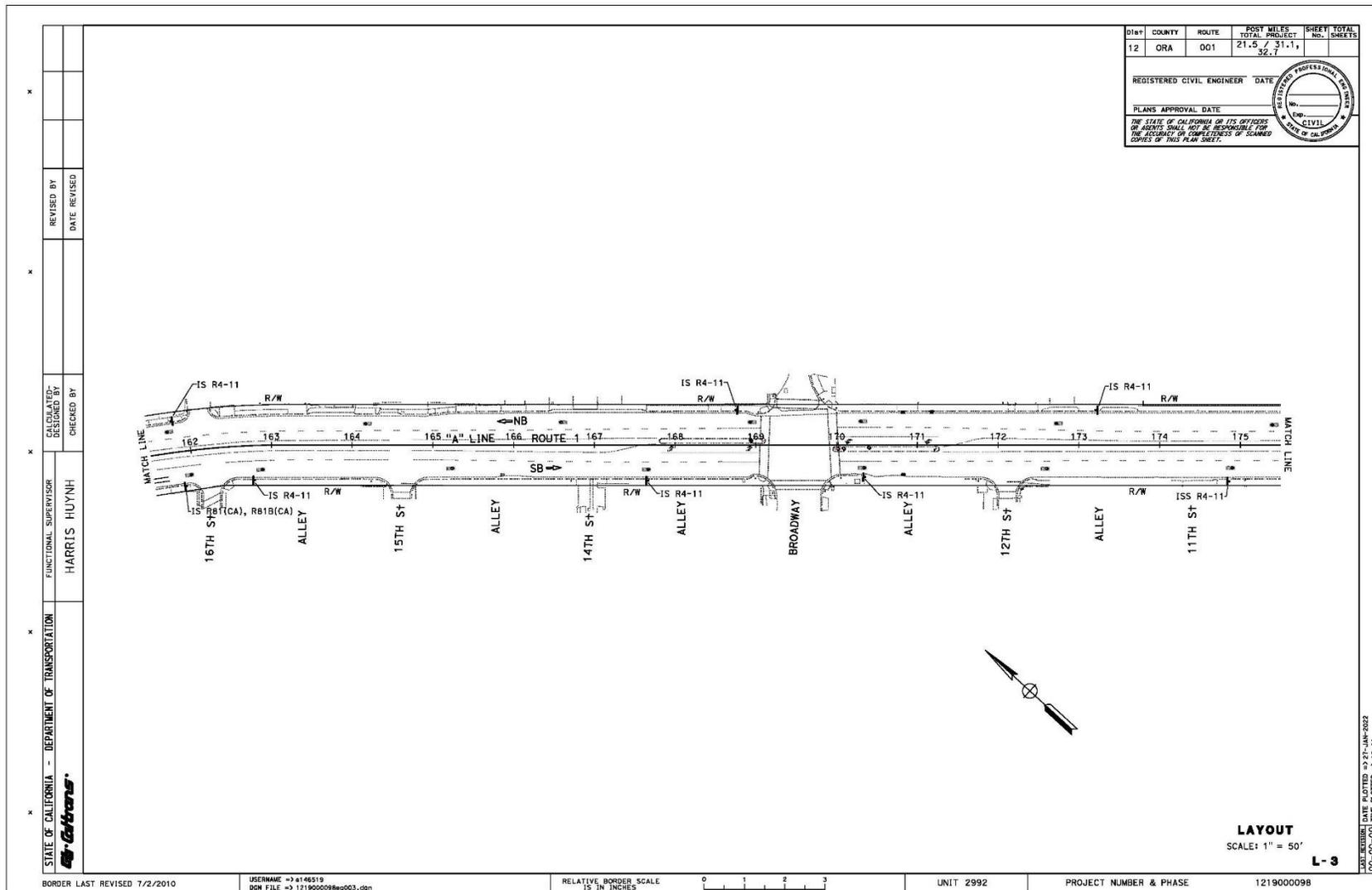


## Appendix F - Layout Plan Sheets

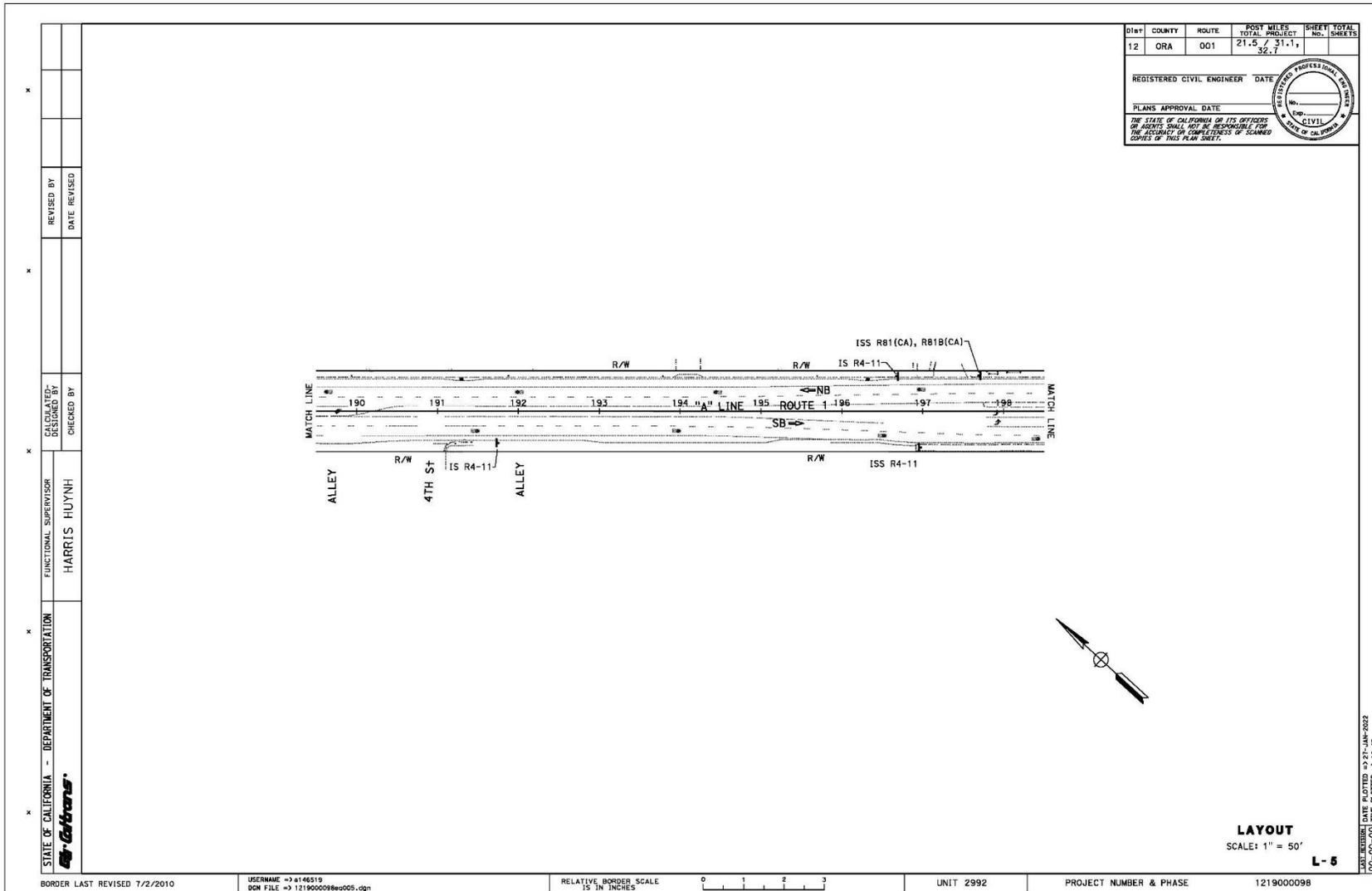
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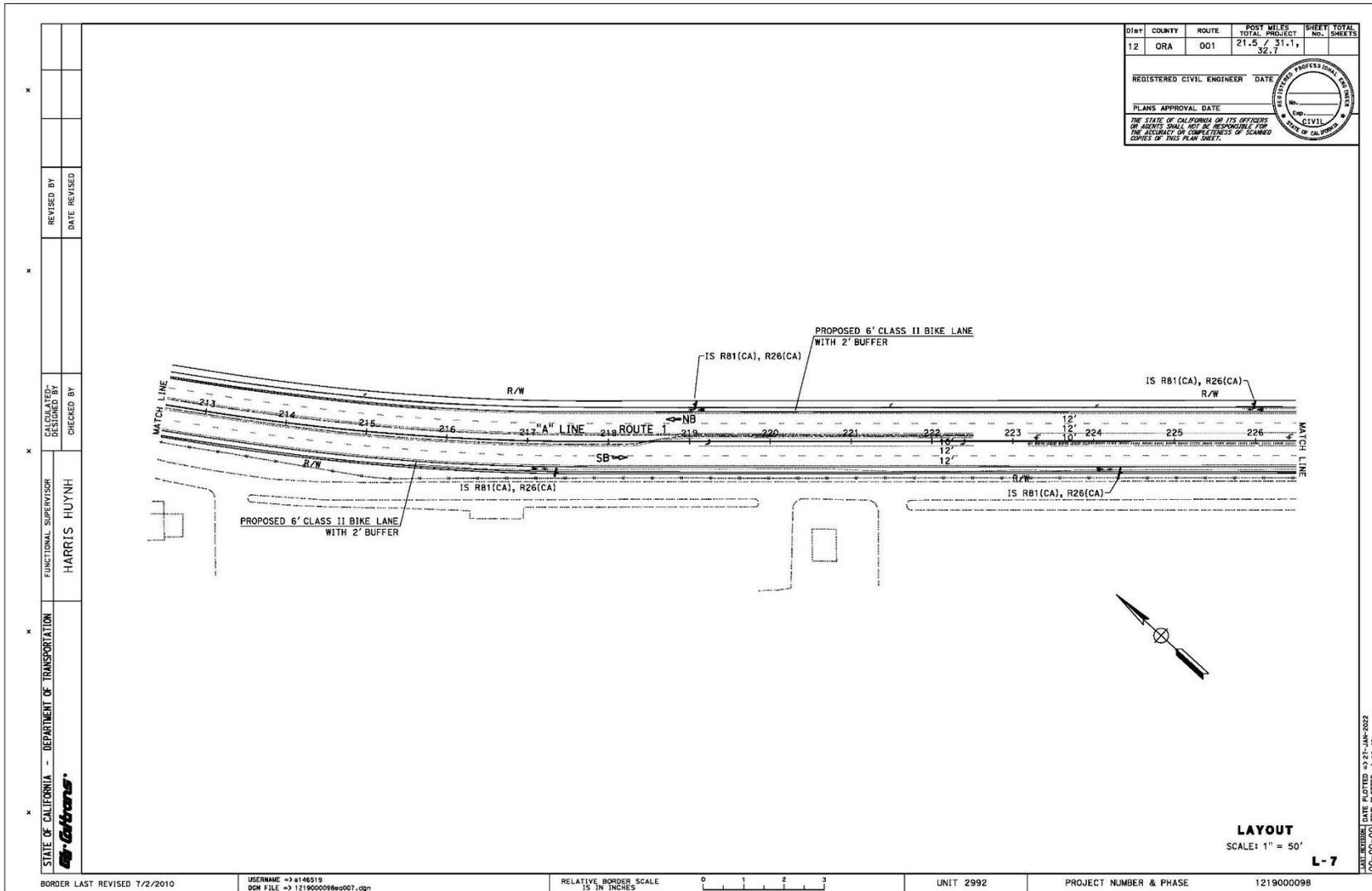






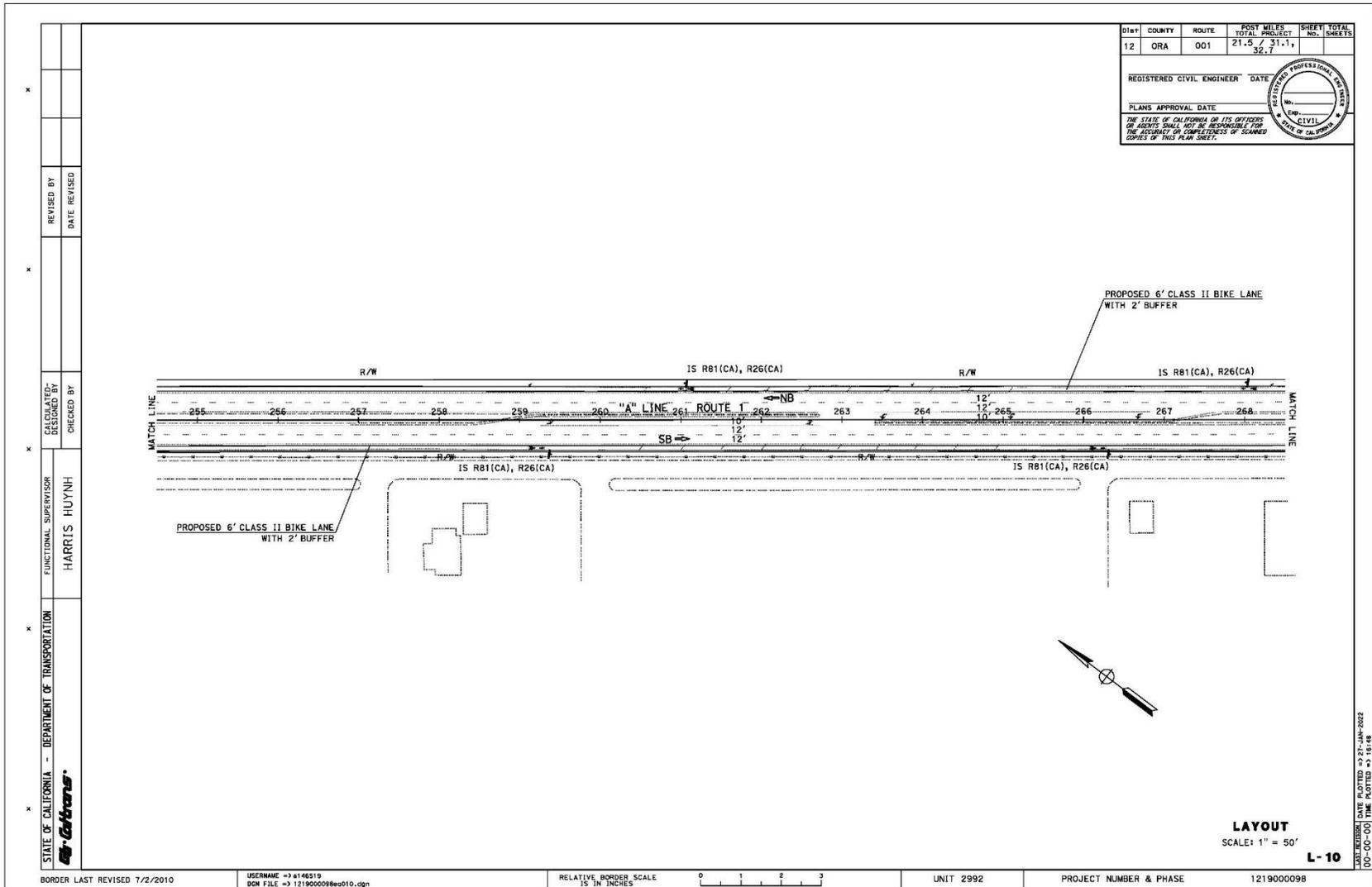








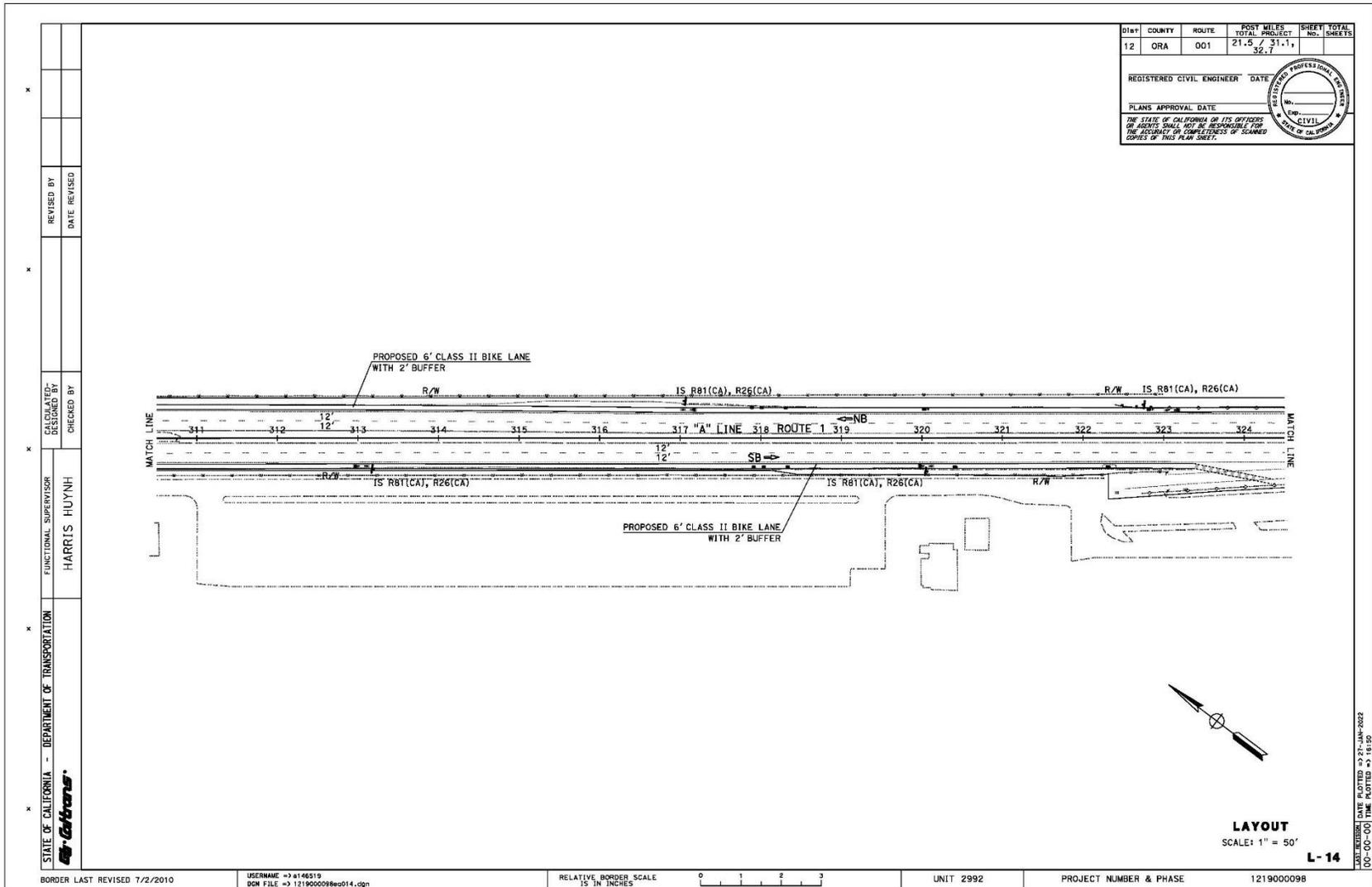


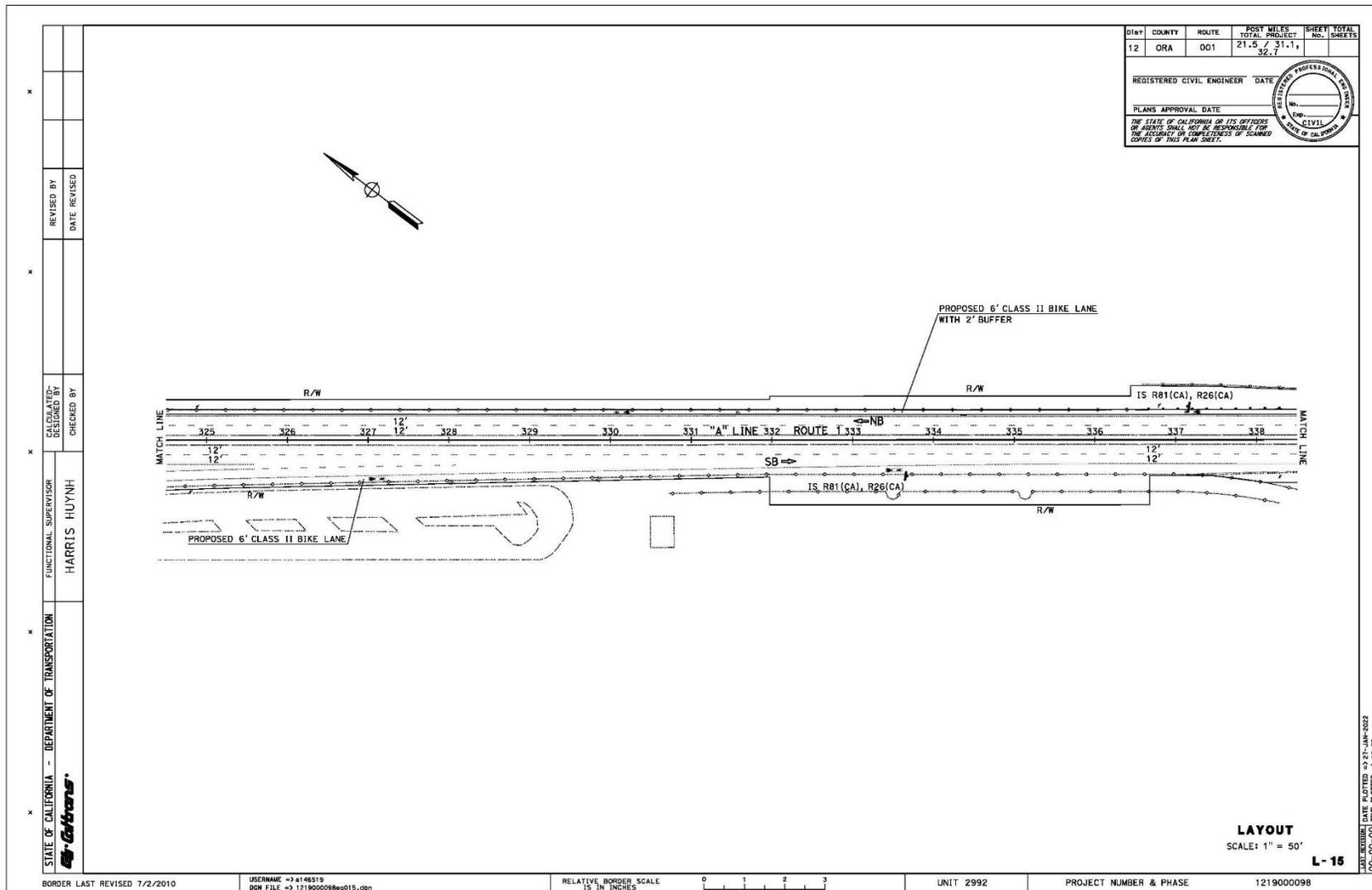


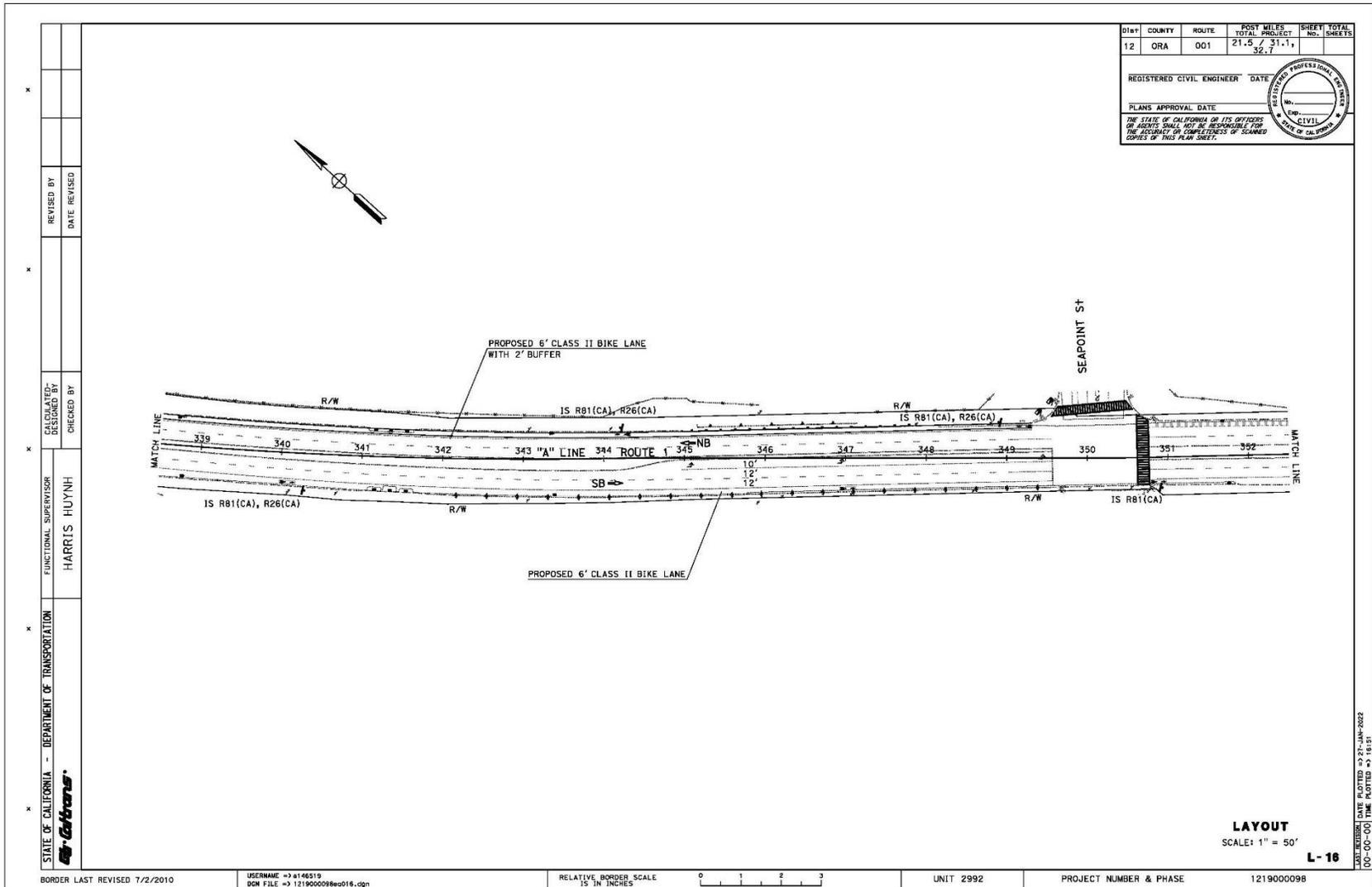


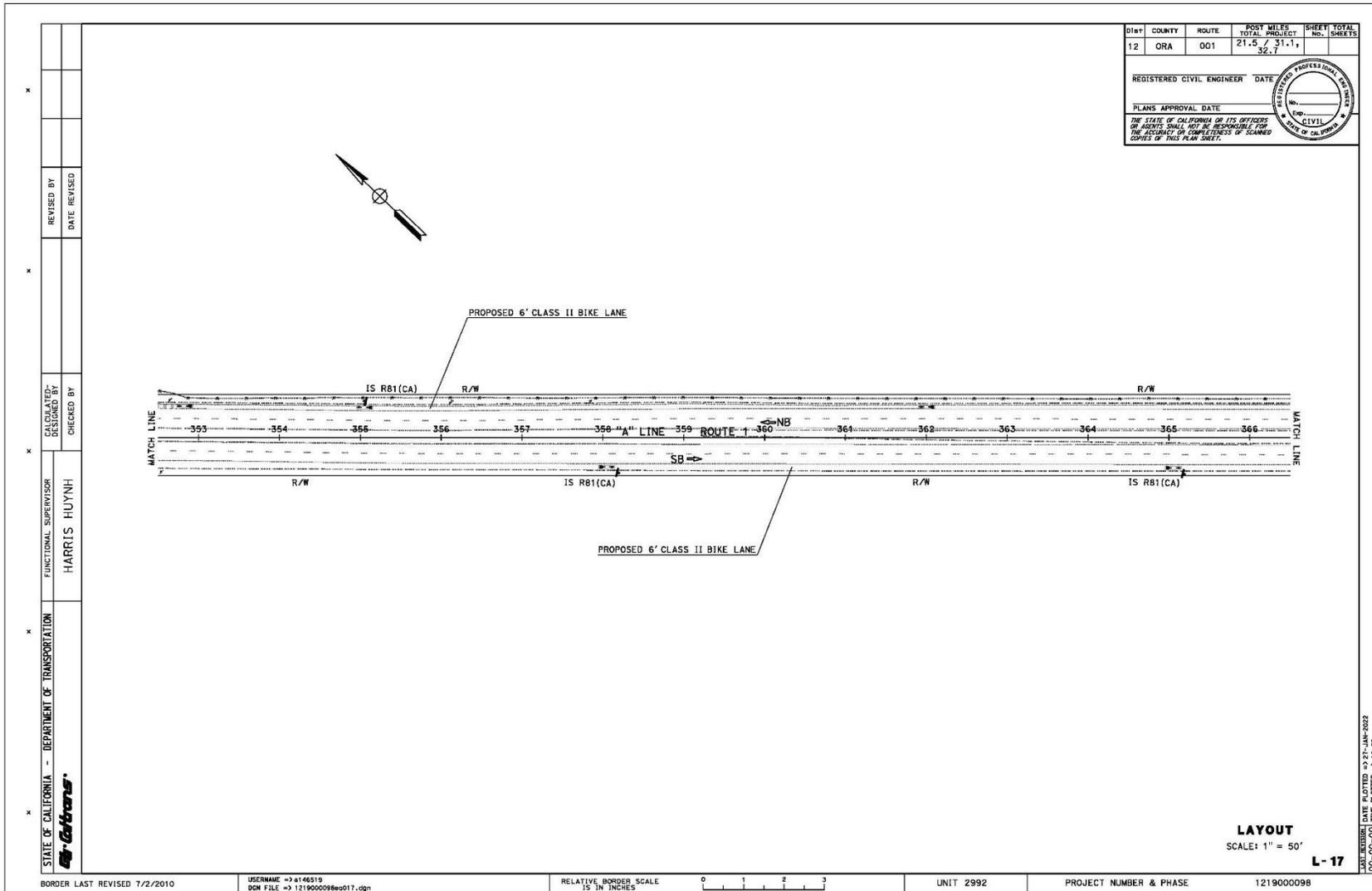










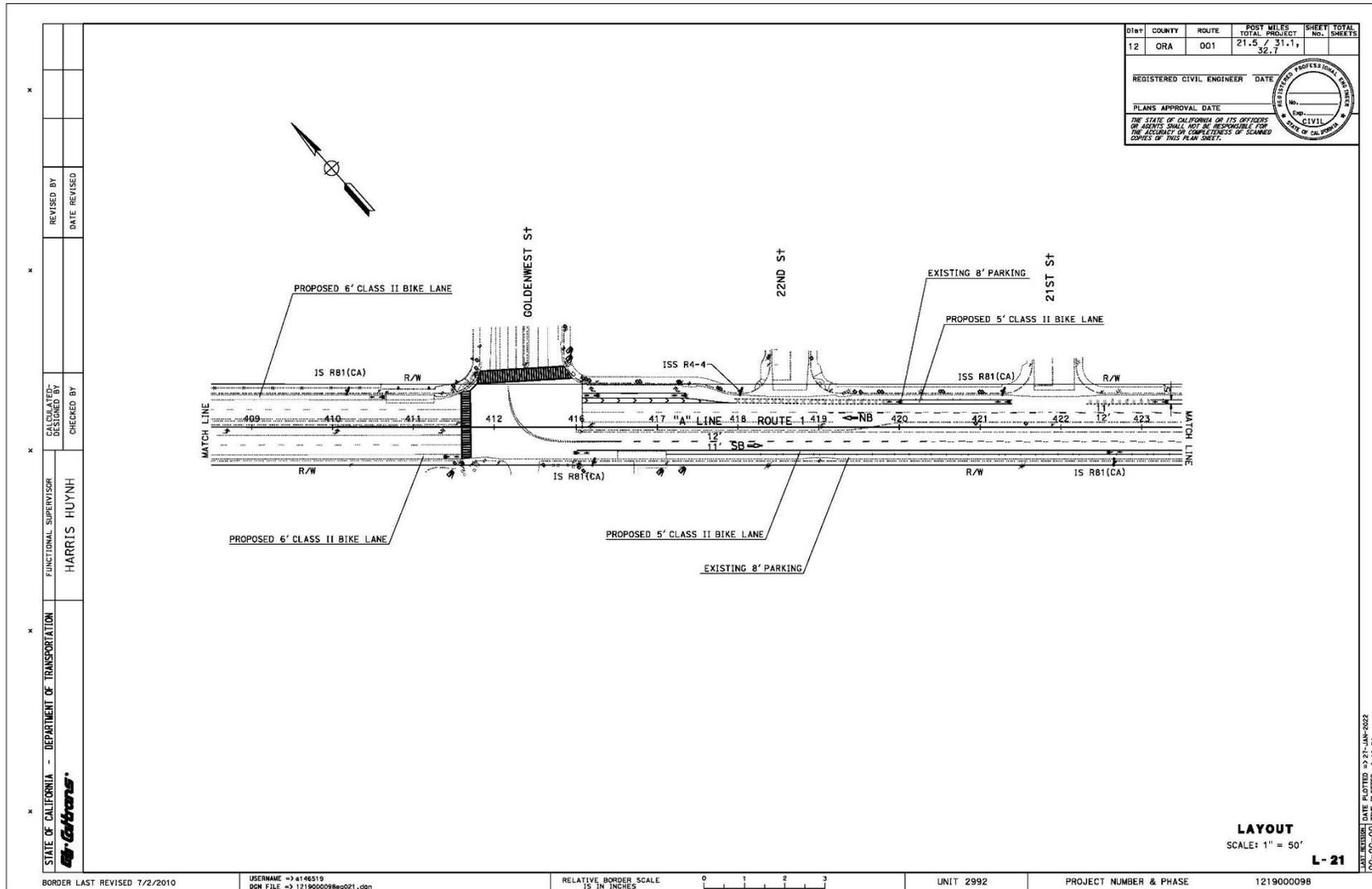


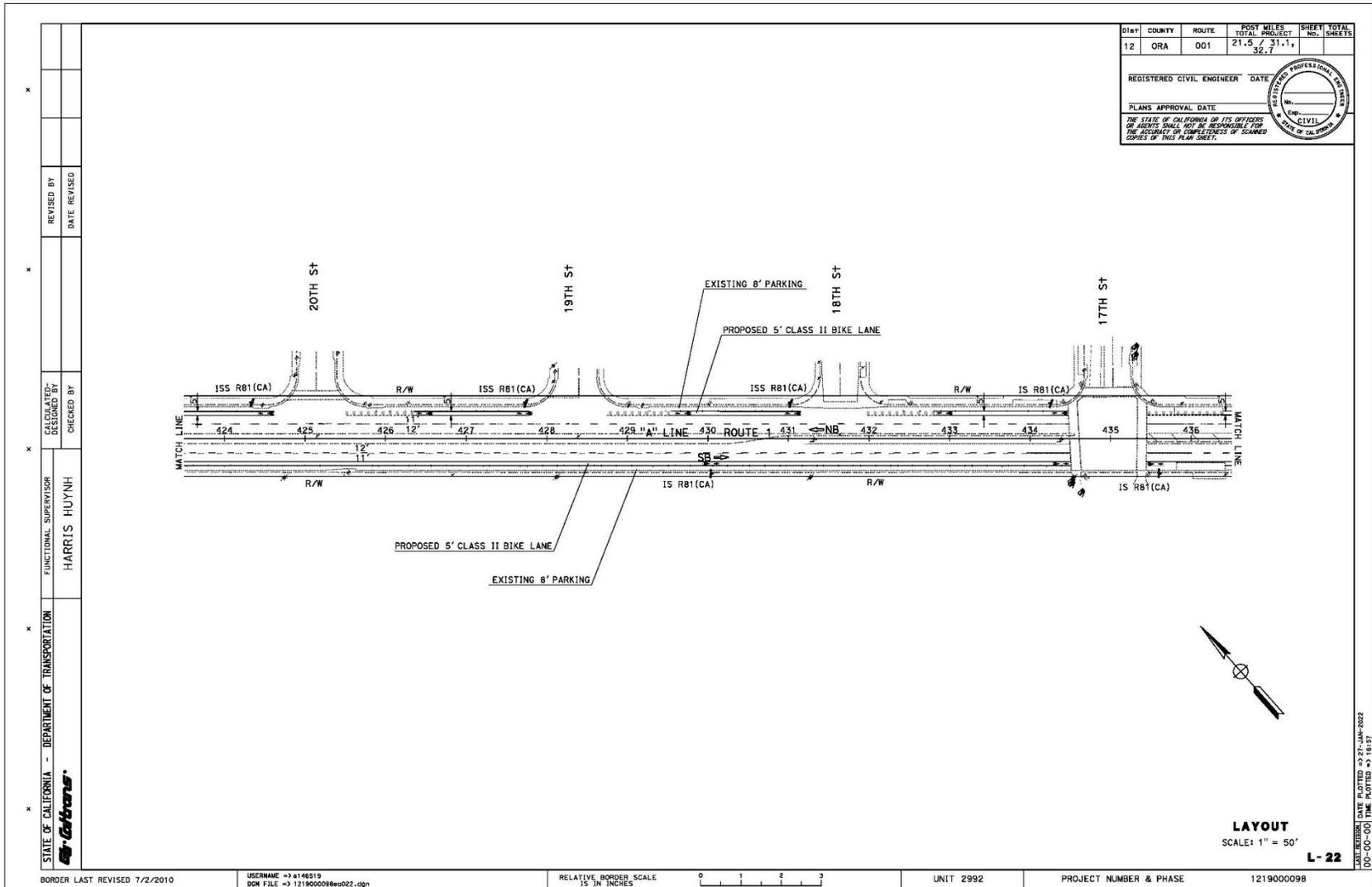
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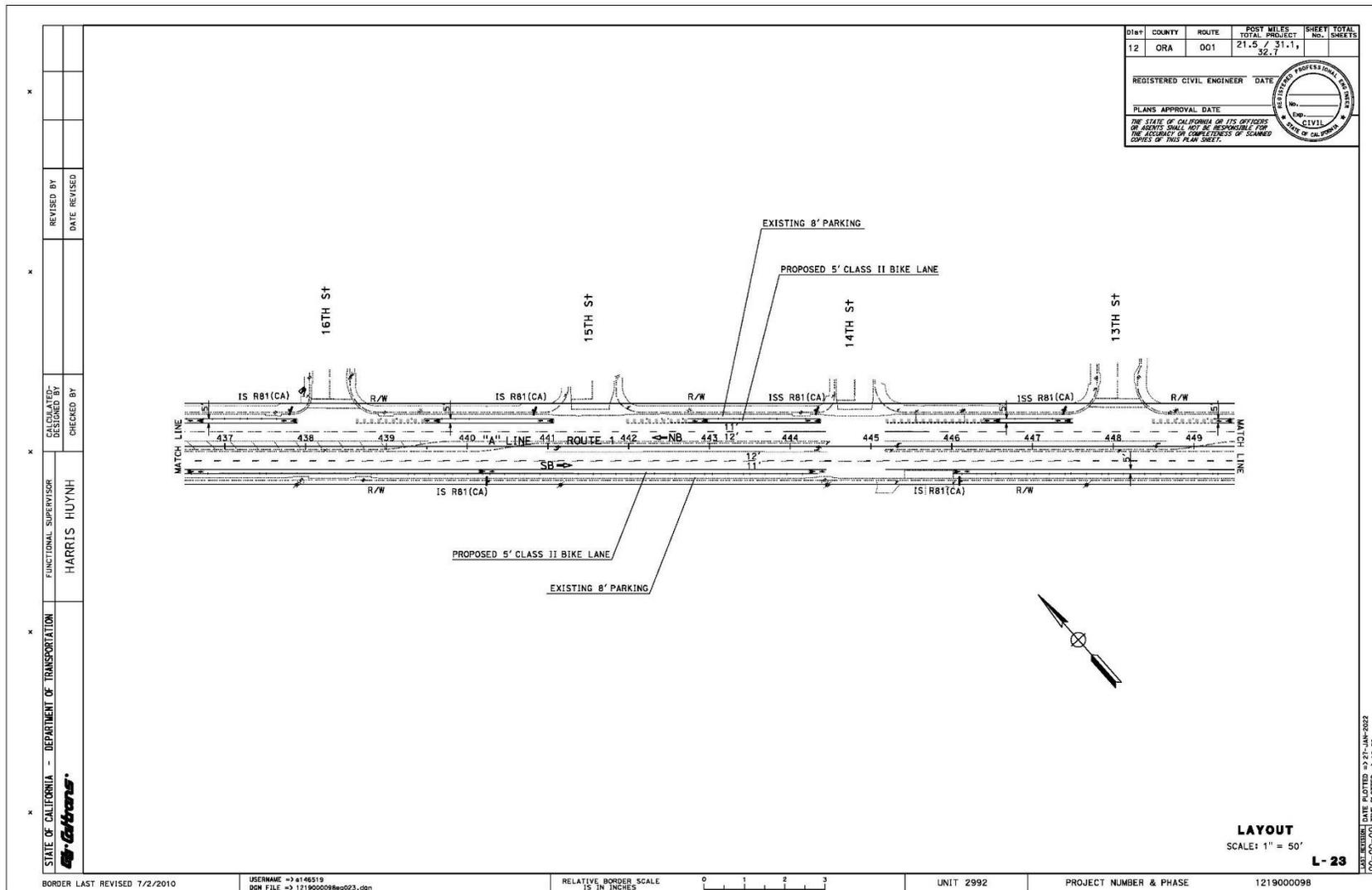




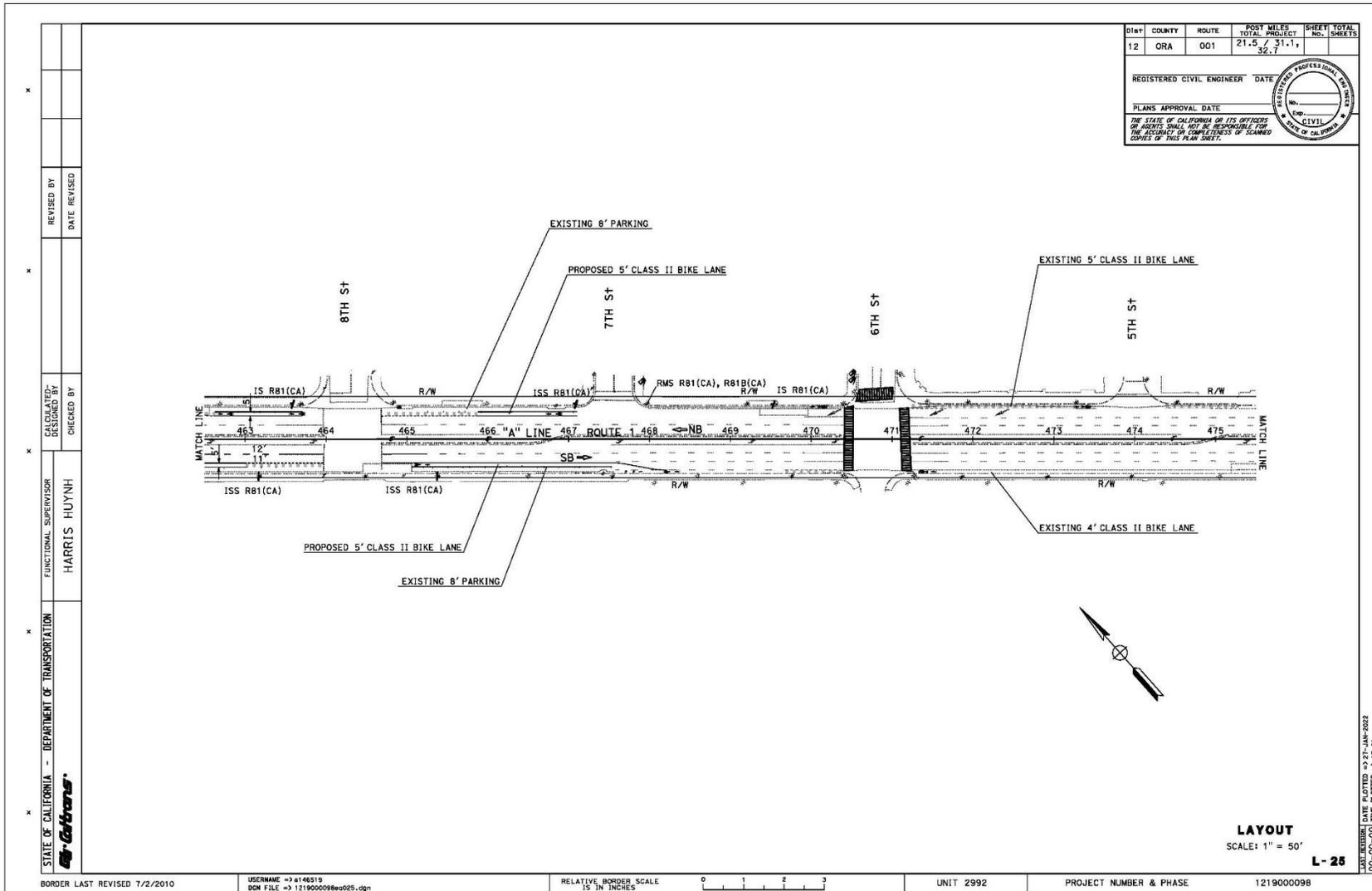


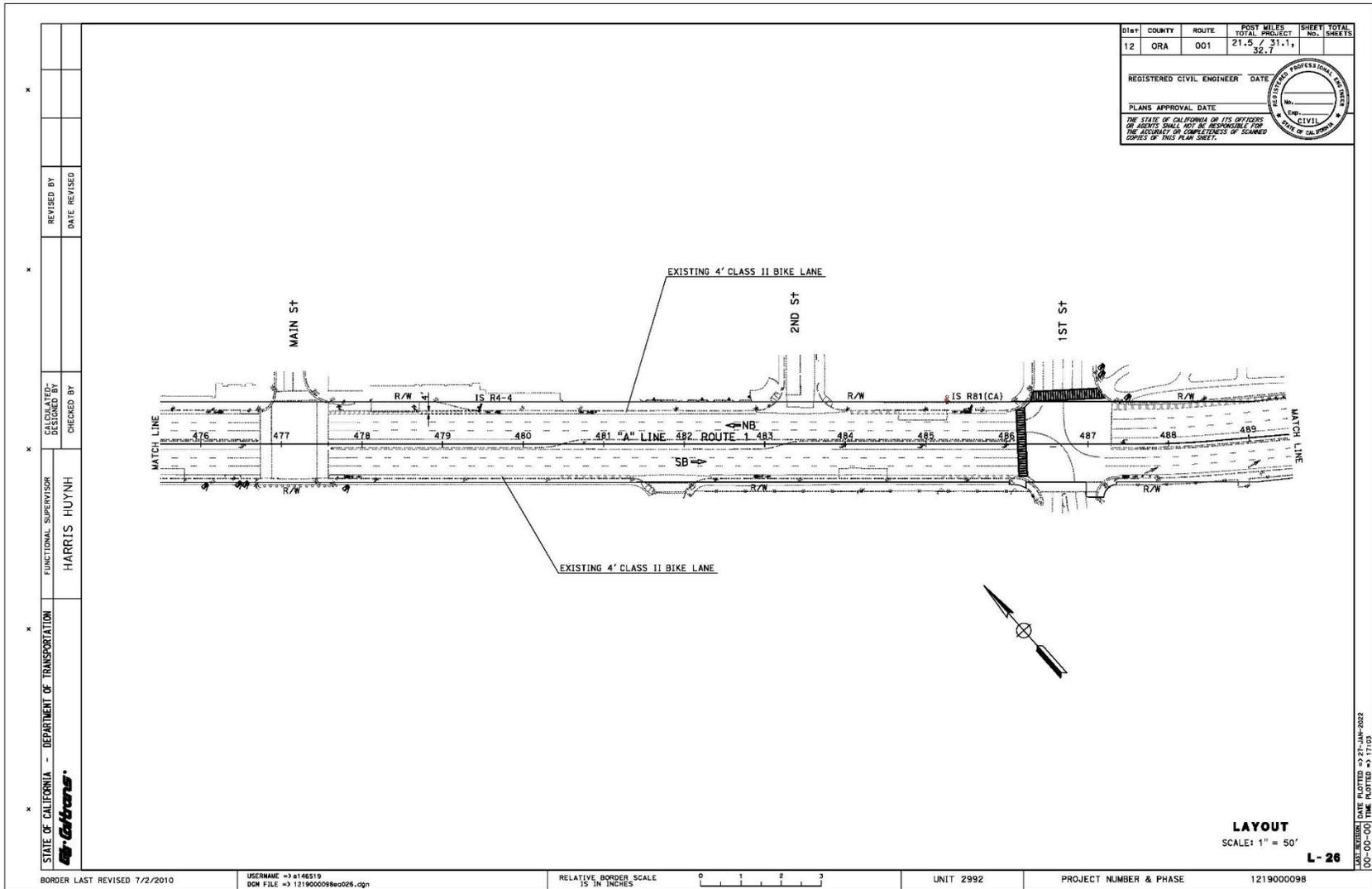




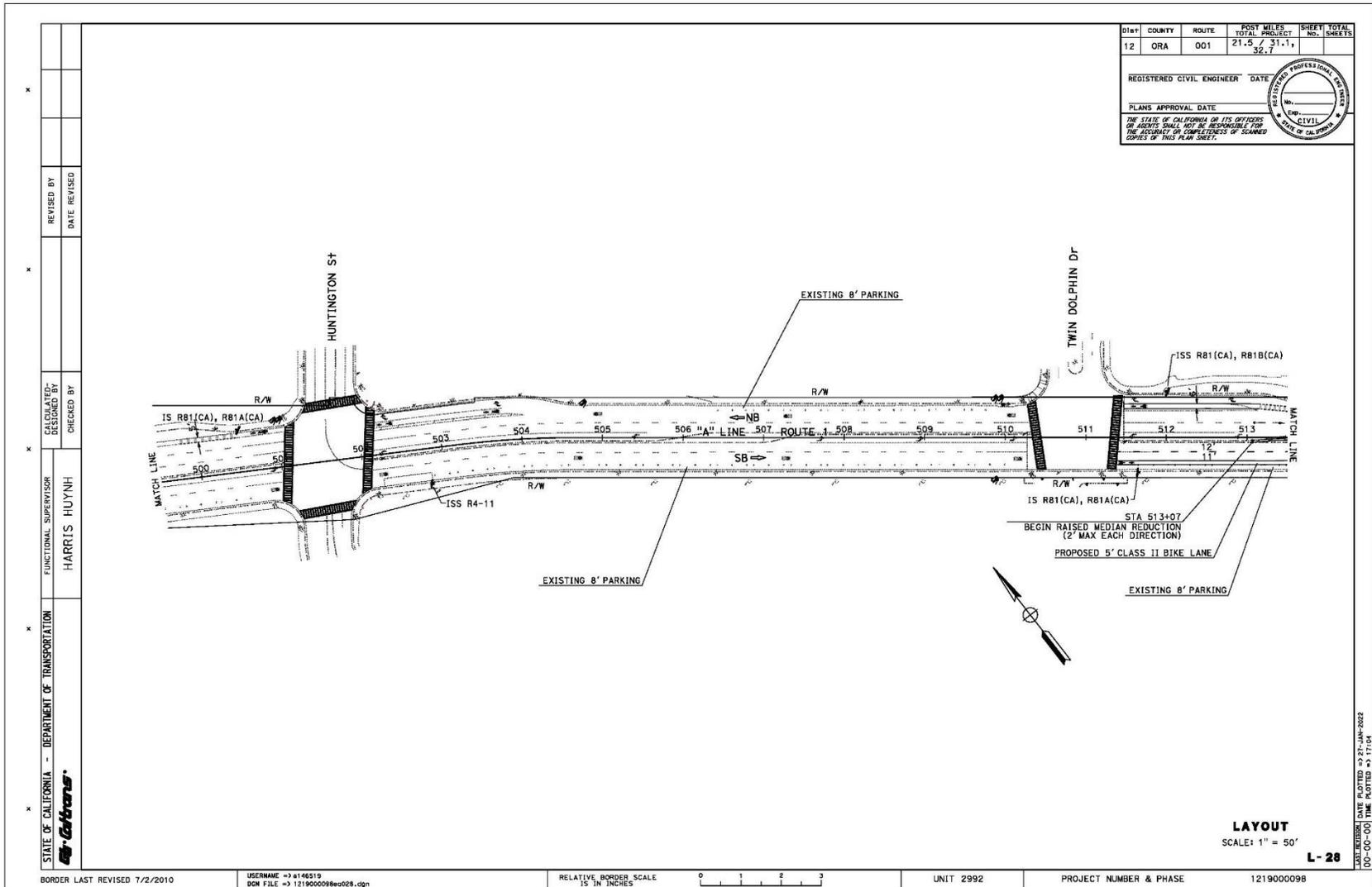


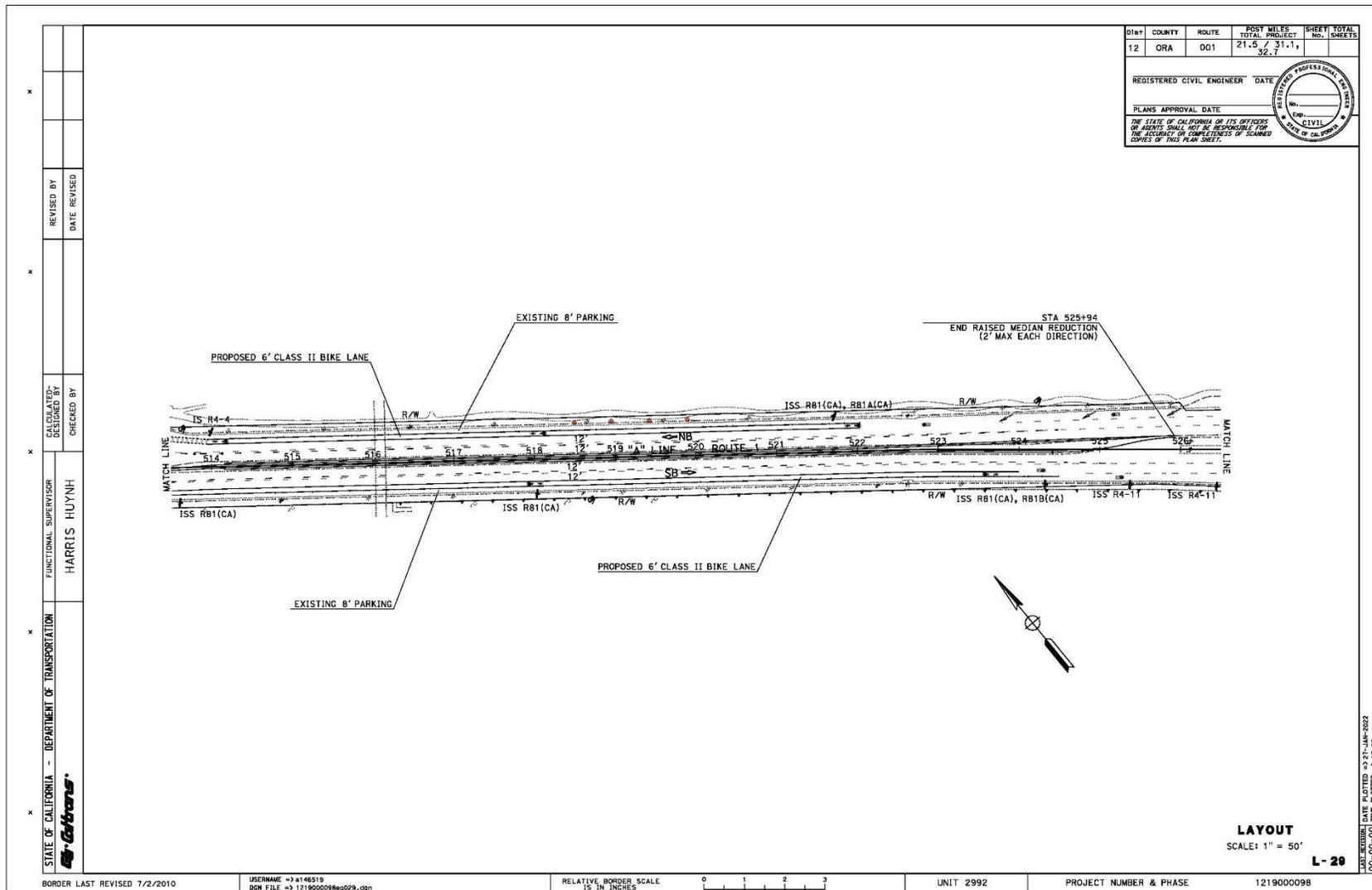




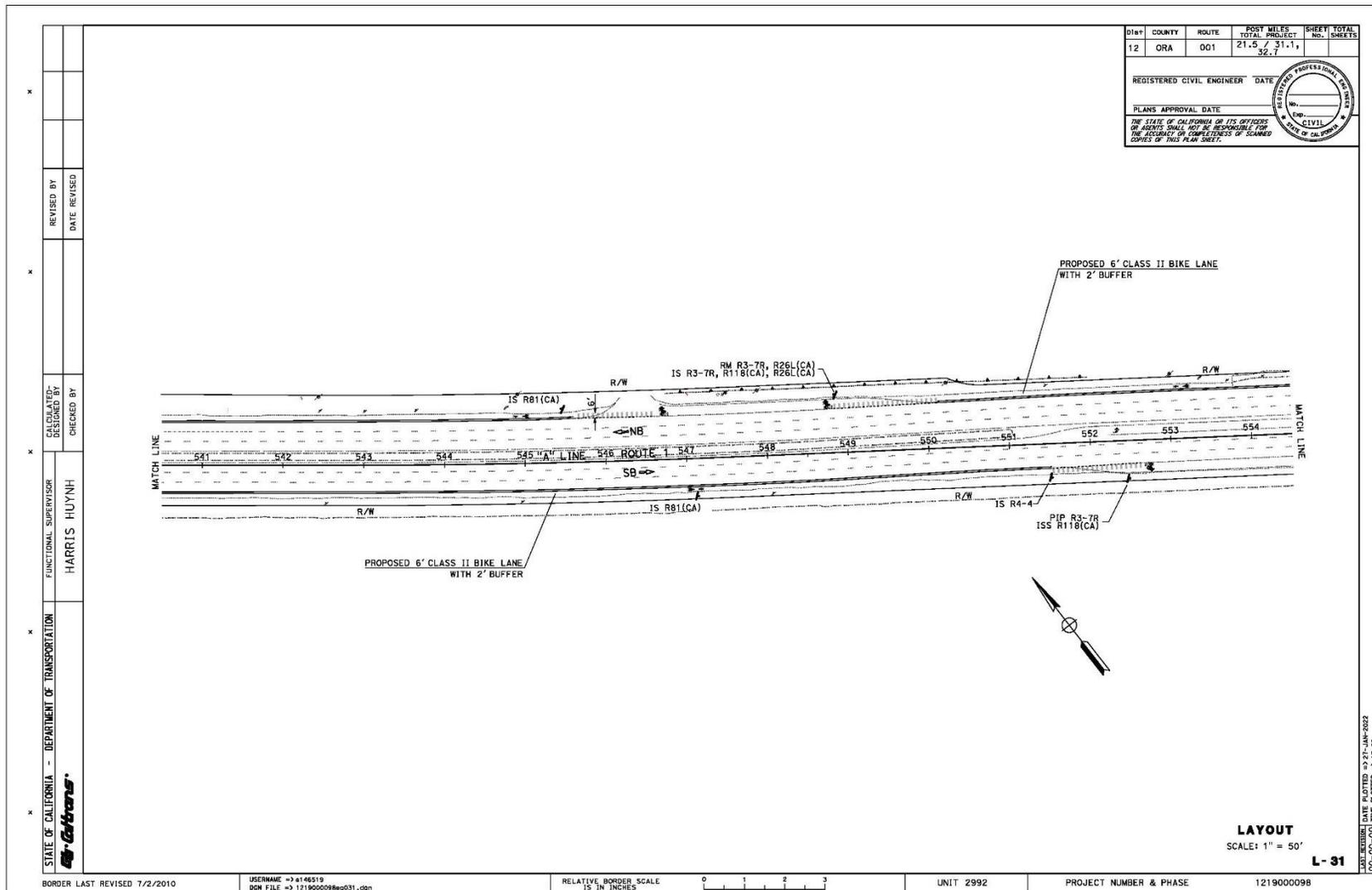


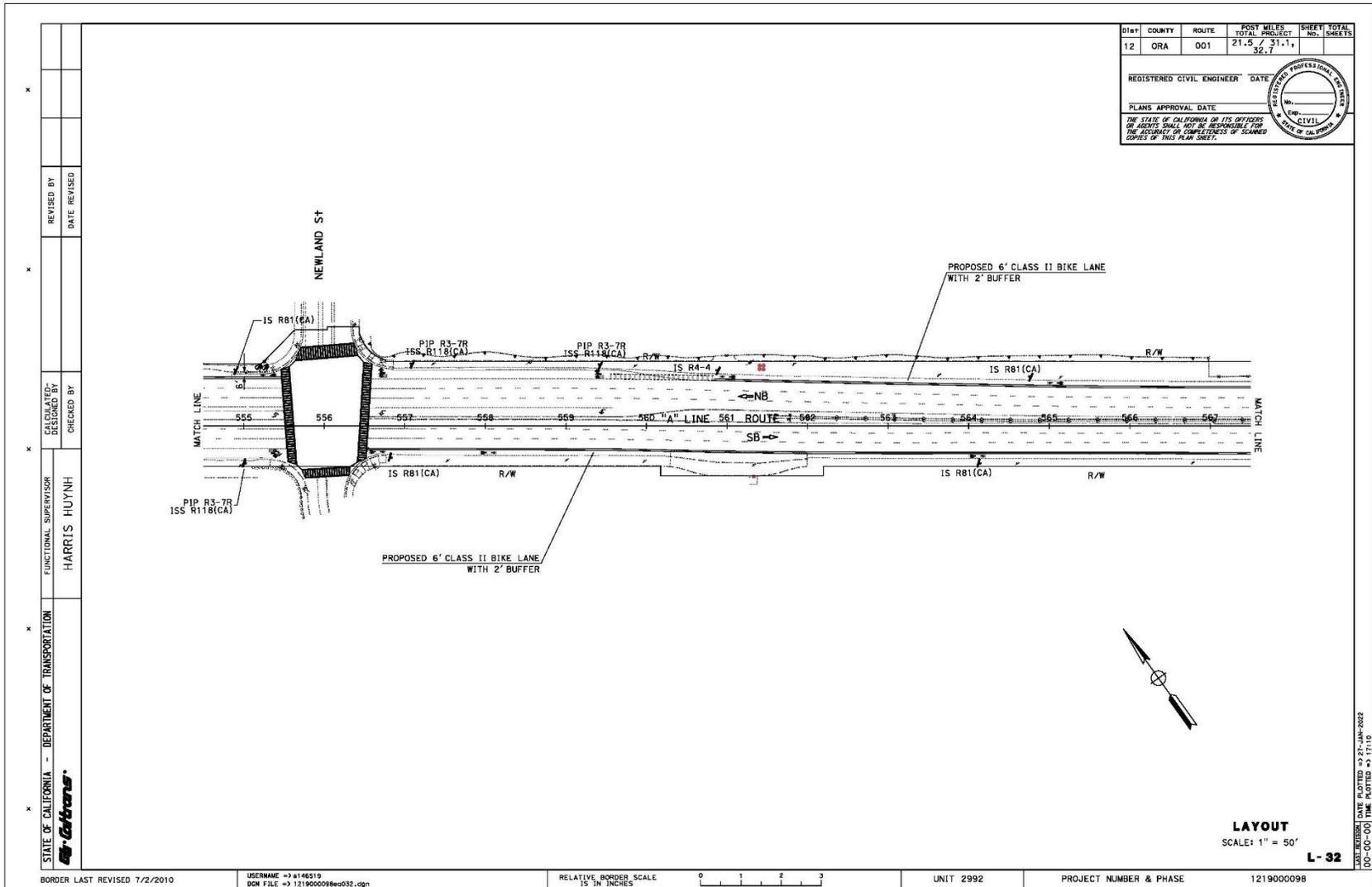




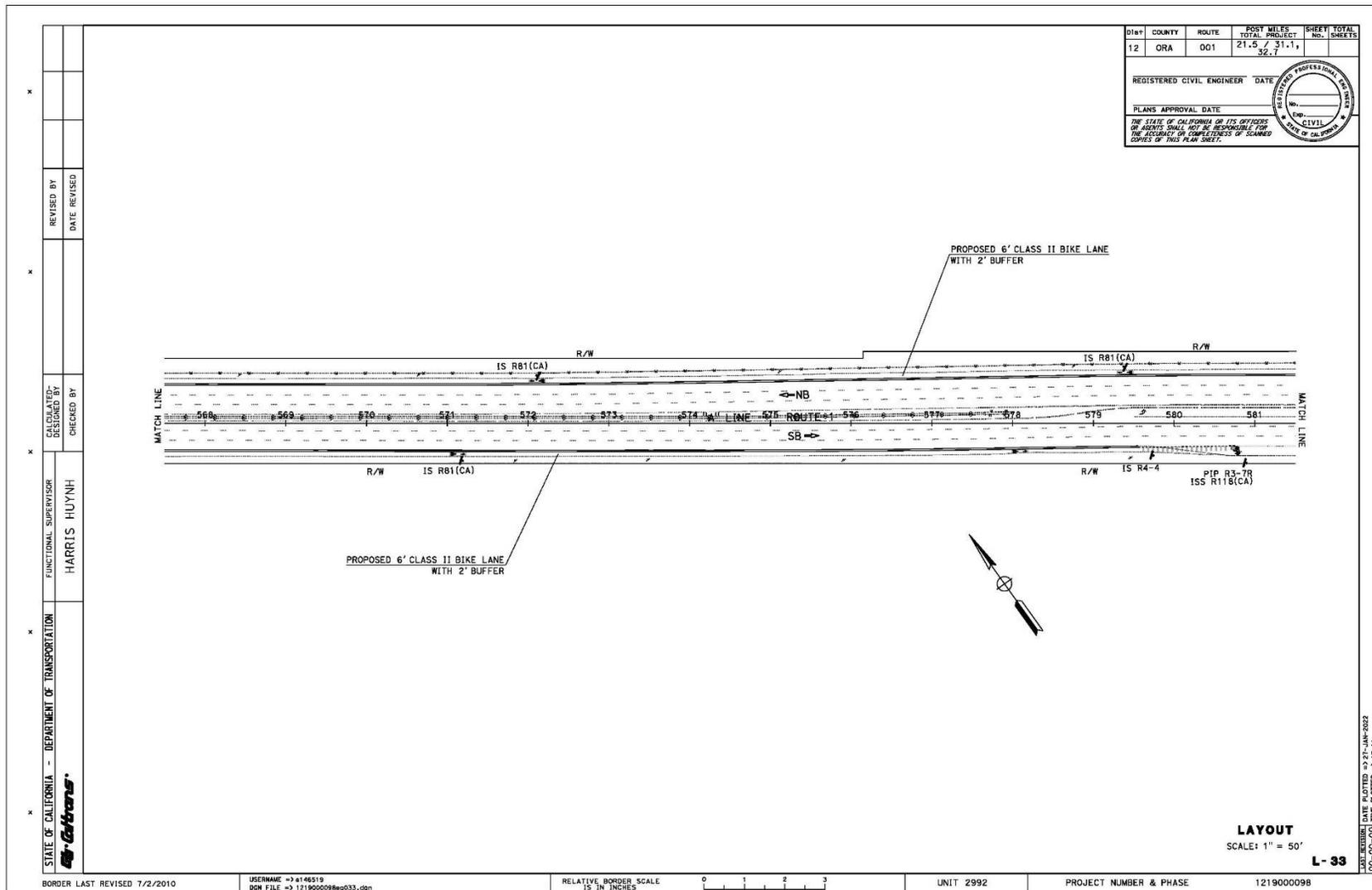


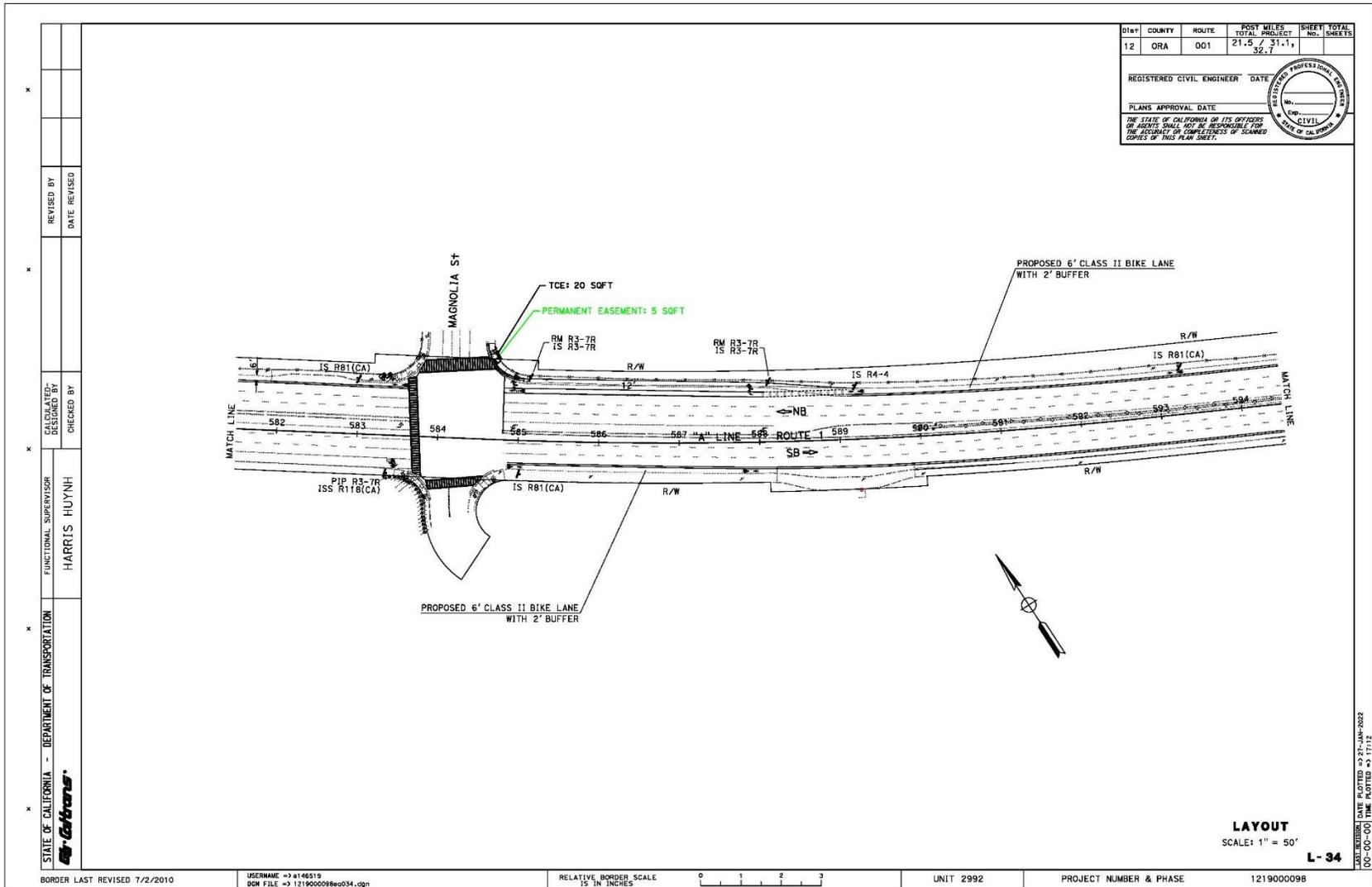


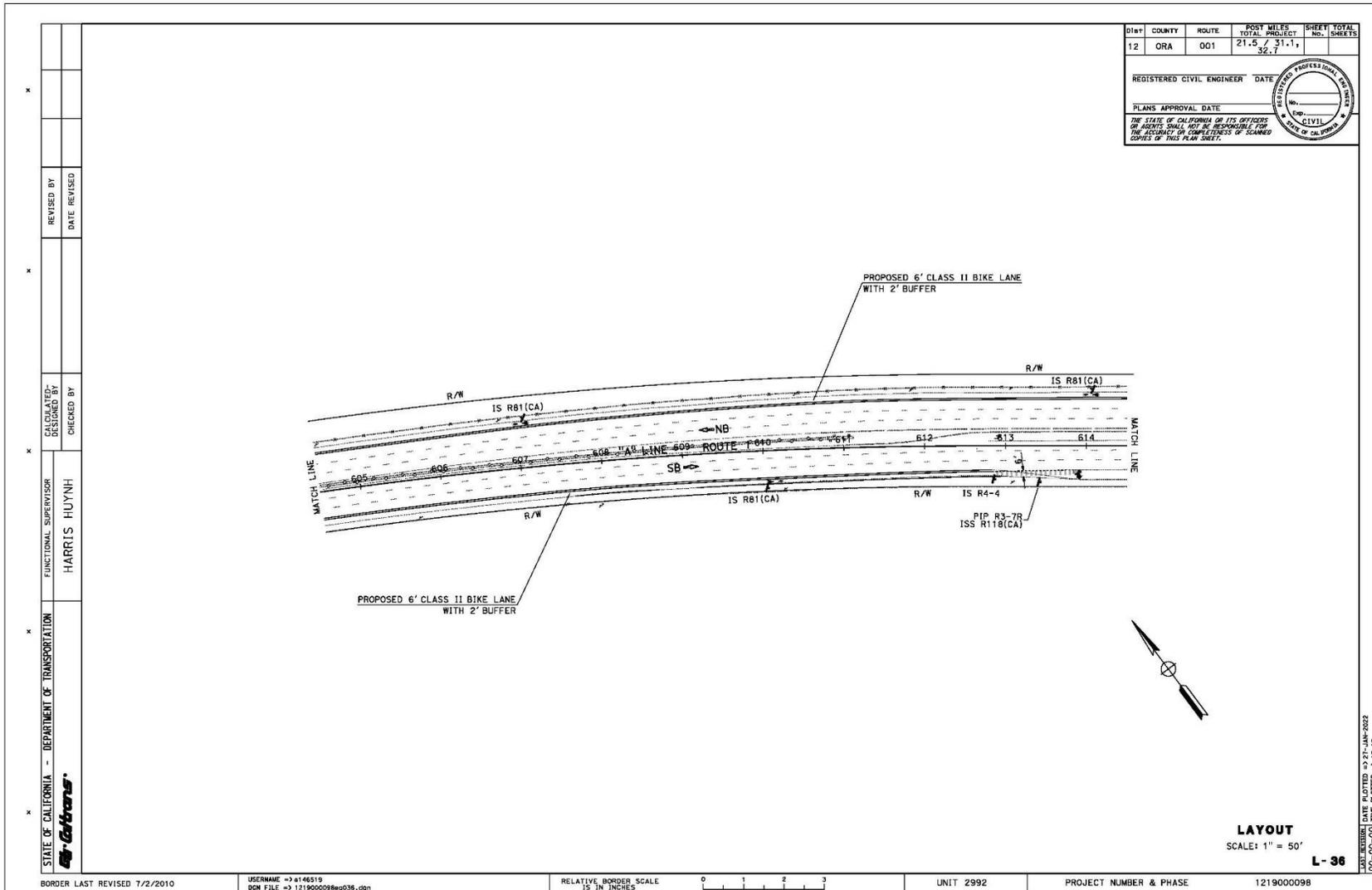




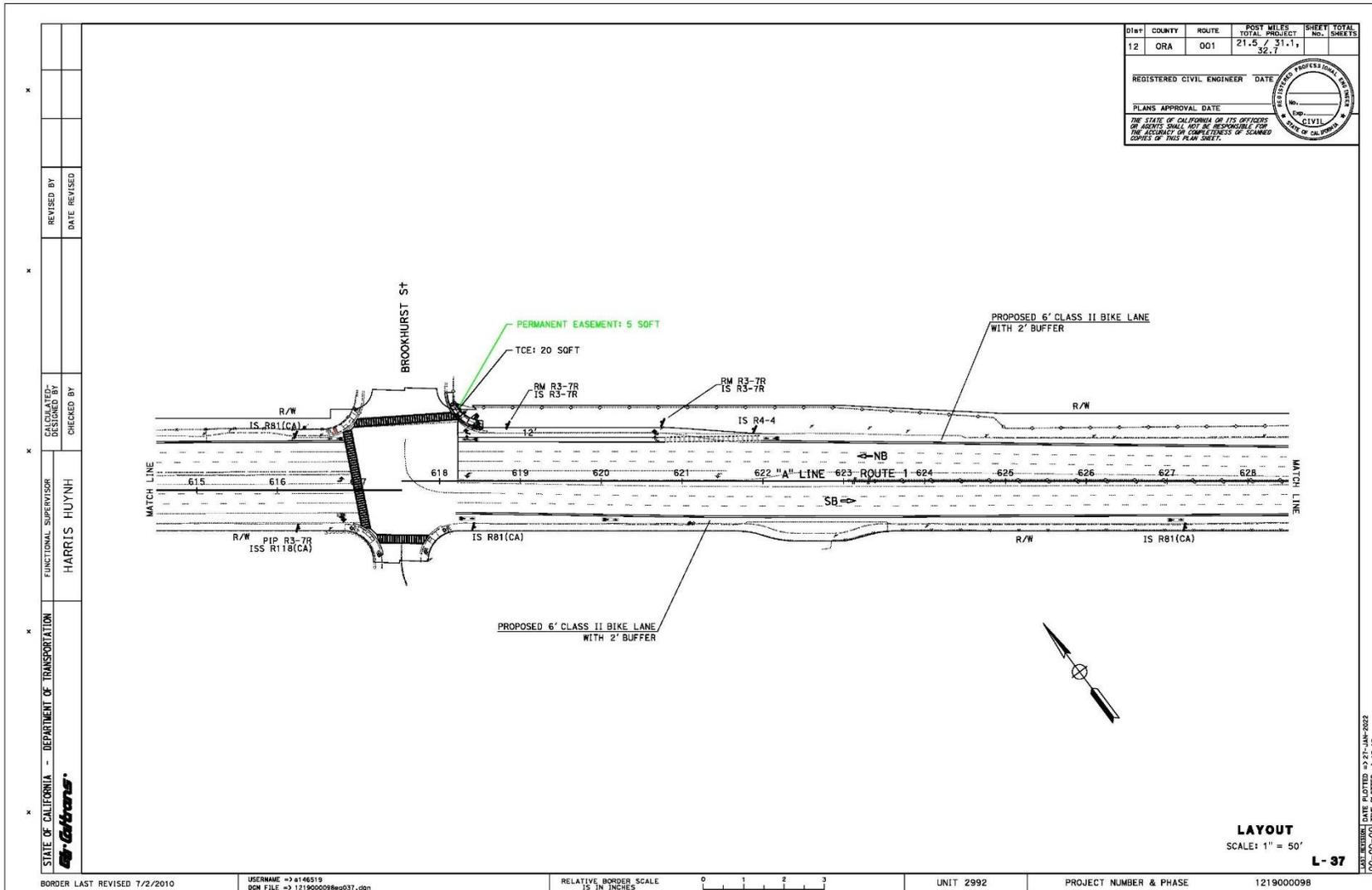
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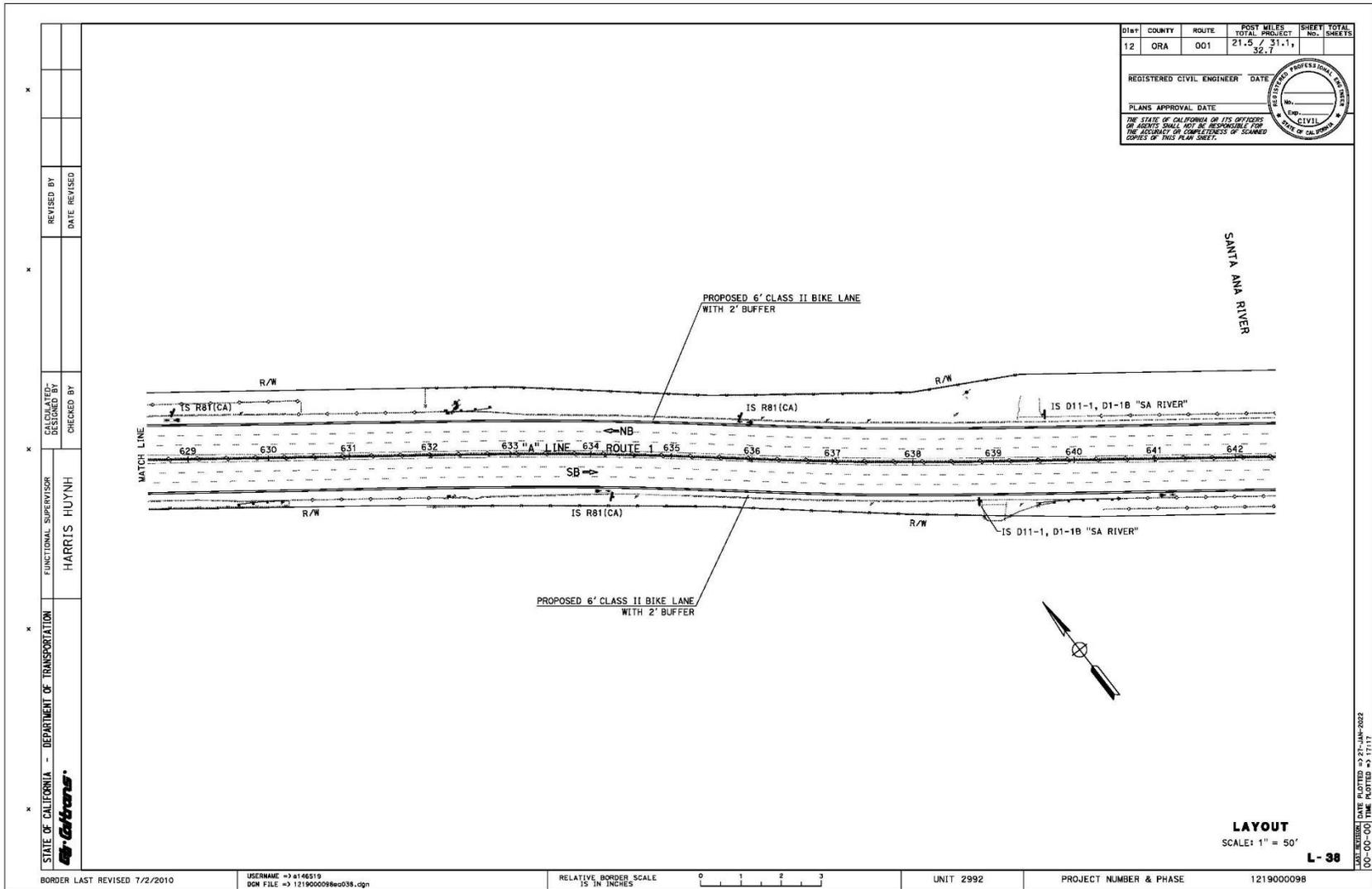








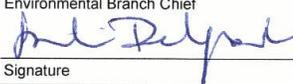
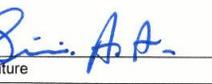




## **Appendix G - CE/CE- 0N850 SR-1/Seal Beach Boulevard Intersection Improvement Project**

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**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**

<b>12-ORA-1</b>	<b>24.8-32.7</b>	<b>0N850/12140000116 NA</b>	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
<b>PROJECT DESCRIPTION:</b> (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)			
<p>This project proposes to modify the traffic signals, install additional lighting, refresh existing pavement stripes, align intersection stripes, update ADA features to current standards and upgrade ground mounted signs to the current required reflectivity at two locations on State Route 1 in the cities of Seal Beach and Huntington Beach. The purpose of the project is to reduce the frequency and severity of injury collisions at the proposed intersections. The project is needed because the two locations have a higher than state average collision rate for similar facilities. Project is funded with state and federal funds. Total DSA is less than 1 acre. A permanent easement and temporary construction easement will be required.</p>			
<b>CEQA COMPLIANCE</b> (for State Projects only)			
Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):			
<ul style="list-style-type: none"> <li>• If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.</li> <li>• There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.</li> <li>• There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.</li> <li>• This project does not damage a scenic resource within an officially designated state scenic highway.</li> <li>• This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").</li> <li>• This project does not cause a substantial adverse change in the significance of a historical resource.</li> </ul>			
<b>CALTRANS CEQA DETERMINATION</b> (Check one)			
<input type="checkbox"/> Not Applicable – Caltrans is not the CEQA Lead Agency		<input type="checkbox"/> Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA	
<input type="checkbox"/> Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)			
Based on an examination of this proposal, supporting information, and the above statements, the project is:			
<input checked="" type="checkbox"/> <b>Categorically Exempt. Class 15301 (c).</b> (PRC 21084; 14 CCR 15300 et seq.)			
<input type="checkbox"/> <b>Categorically Exempt. General Rule exemption.</b> [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)]			
<b>Smita Deshpande</b>		<b>Simin Arazbegi</b>	
Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager	
			
Signature		Signature	
Nov 3, 2017		Nov. 8, 2017	
Date		Date	
<b>NEPA COMPLIANCE</b>			
In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:			
<ul style="list-style-type: none"> <li>• does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and</li> <li>• has considered unusual circumstances pursuant to 23 CFR 771.117(b).</li> </ul>			
<b>CALTRANS NEPA DETERMINATION</b> (Check one)			
<input checked="" type="checkbox"/> <b>23 USC 326:</b> The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:			
<input checked="" type="checkbox"/> <b>23 CFR 771.117(c): activity (c)(27)</b> <input type="checkbox"/> <b>23 CFR 771.117(d): activity (d)( )</b> <input type="checkbox"/> <b>Activity ___ listed in Appendix A of the MOU between FHWA and the State</b>			
<input type="checkbox"/> <b>23 USC 327:</b> Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.			
<b>Smita Deshpande</b>		<b>Simin Arazbegi</b>	
Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
			
Signature		Signature	
Nov 3, 2017		Nov. 8, 2017	
Date		Date	
Date of Categorical Exclusion Checklist completion: 10/27/17		Date of ECR or equivalent : NA	

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions). Page 1 of 2 September 8, 2017



**CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM**  
**Continuation Sheet**

<b>12-ORA-1</b>	<b>24.8-32.7</b>	<b>0N850/12140000116</b>	<b>NA</b>
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

There are no significant environmental consequences anticipated with the proposed project.

In addition to the measures given in the Caltrans Standard Specifications, measures related to construction noise, air pollution control, water pollution control, erosion, cultural resources, biological resources, and any subsequent requirements will be implemented as project features to the proposed project.

Technical Studies/Memorandums completed:

Natural Environmental Study - No Effect Technical Memo, B. Barrera, September 2017  
Environmental Engineering Memo, P.Chang, September 2017  
Water Quality Technical Memo, H. Salas, October 2017  
Section 106 Screening Memo, J. Wright, September 2017



## **Appendix H - United States Fish and Wildlife Service Species List**

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## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Carlsbad Fish And Wildlife Office  
2177 Salk Avenue - Suite 250  
Carlsbad, CA 92008-7385  
Phone: (760) 431-9440 Fax: (760) 431-5901  
<http://www.fws.gov/carlsbad/>



In Reply Refer To:

September 29, 2021

Consultation Code: 08ECAR00-2021-SLI-1501

Event Code: 08ECAR00-2021-E-03521

Project Name: SR-1 Bike Lane Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, and proposed species, designated critical habitat, and candidate species that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

09/29/2021

Event Code: 08ECAR00-2021-E-03521

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## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Carlsbad Fish And Wildlife Office**

2177 Salk Avenue - Suite 250

Carlsbad, CA 92008-7385

(760) 431-9440

09/29/2021

Event Code: 08ECAR00-2021-E-03521

2

## Project Summary

Consultation Code: 08ECAR00-2021-SLI-1501

Event Code: Some(08ECAR00-2021-E-03521)

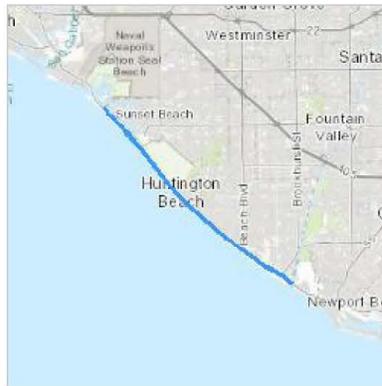
Project Name: SR-1 Bike Lane Project

Project Type: TRANSPORTATION

Project Description: This project consists of bike lane improvements along SR-1.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.6775352,-118.02921729527955,14z>



Counties: Orange County, California

## Endangered Species Act Species

There is a total of 11 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
Pacific Pocket Mouse <i>Perognathus longimembris pacificus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8080">https://ecos.fws.gov/ecp/species/8080</a>	Endangered

**Birds**

NAME	STATUS
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8104">https://ecos.fws.gov/ecp/species/8104</a>	Endangered
Coastal California Gnatcatcher <i>Polioptila californica californica</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/8178">https://ecos.fws.gov/ecp/species/8178</a>	Threatened
Least Bell's Vireo <i>Vireo bellii pusillus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5945">https://ecos.fws.gov/ecp/species/5945</a>	Endangered
Light-footed Clapper Rail <i>Rallus longirostris levipes</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/6035">https://ecos.fws.gov/ecp/species/6035</a>	Endangered
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/6749">https://ecos.fws.gov/ecp/species/6749</a>	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> Population: Pacific Coast population DPS-U.S.A. (CA, OR, WA), Mexico (within 50 miles of Pacific coast) There is <b>final</b> critical habitat for this species. Your location overlaps the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/8035">https://ecos.fws.gov/ecp/species/8035</a>	Threatened

**Crustaceans**

NAME	STATUS
San Diego Fairy Shrimp <i>Branchinecta sandiegonensis</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/6945">https://ecos.fws.gov/ecp/species/6945</a>	Endangered

**Flowering Plants**

NAME	STATUS
Salt Marsh Bird's-beak <i>Cordylanthus maritimus ssp. maritimus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/6447">https://ecos.fws.gov/ecp/species/6447</a>	Endangered
San Diego Button-celery <i>Eryngium aristulatum var. parishii</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5937">https://ecos.fws.gov/ecp/species/5937</a>	Endangered
Ventura Marsh Milk-vetch <i>Astragalus pycnostachyus var. lanosissimus</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/1160">https://ecos.fws.gov/ecp/species/1160</a>	Endangered

09/29/2021

Event Code: 08ECAR00-2021-E-03521

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**Critical habitats**

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Western Snowy Plover <i>Charadrius nivosus nivosus</i> <a href="https://ecos.fws.gov/ecp/species/8035#crithab">https://ecos.fws.gov/ecp/species/8035#crithab</a>	Final

**Ryan Villanueva**

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**From:** NMFS SpeciesList - NOAA Service Account <nmfs.wcrca.specieslist@noaa.gov>  
**Sent:** Tuesday, June 8, 2021 10:09 PM  
**To:** Ryan Villanueva  
**Subject:** Federal ESA -- NOAA Fisheries Species List Re: Caltrans: SR-1 Bicycle and Safety Improvements Project

Please retain a copy of each email request that you send to NOAA at [nmfs.wcrca.specieslist@noaa.gov](mailto:nmfs.wcrca.specieslist@noaa.gov) as proof of your official Endangered Species Act SPECIES LIST. The email you send to NOAA should include the following information: your first and last name; email address; phone number; federal agency name (or delegated state agency such as Caltrans); mailing address; project title; brief description of the project; and a copy of a list of threatened or endangered species identified within specified geographic areas derived from the NOAA Fisheries, West Coast Region, California Species List Tool. You may only receive this instruction once per week. If you have questions, contact your local NOAA Fisheries liaison.

**Ryan Villanueva**

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**From:** Ryan Villanueva  
**Sent:** Tuesday, June 8, 2021 10:09 PM  
**To:** nmfs.wcrca.specieslist@noaa.gov  
**Subject:** Caltrans: SR-1 Bicycle and Safety Improvements Project

Hello,

This email contains the search results generated from the NOAA Fisheries California Species List Tool for the Newport Beach and Seal Beach, California 7.5-minute topographic quadrangles. This species list was generated for the SR-1 Bicycle and Safety Improvements Project located in the City of Huntington Beach, California. The project is proposed by Caltrans District 12.

Federal Agency:  
Federal Highway Administration  
California Division  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814

State Agency:  
Caltrans, District 12  
1750 East 4th Street, Suite 100  
Santa Ana CA 92705  
Contact: Kedest Ketsela  
(424) 413-1167

Quad Name **Newport Beach (digital)**  
Quad Number **33117-F8**

**ESA Anadromous Fish**

- SONCC Coho ESU (T) -
- CCC Coho ESU (E) -
- CC Chinook Salmon ESU (T) -
- CVSR Chinook Salmon ESU (T) -
- SRWR Chinook Salmon ESU (E) -
- NC Steelhead DPS (T) -
- CCC Steelhead DPS (T) -
- SCCC Steelhead DPS (T) -
- SC Steelhead DPS (E) - **X**
- CCV Steelhead DPS (T) -
- Eulachon (T) -
- sDPS Green Sturgeon (T) - **X**

**ESA Anadromous Fish Critical Habitat**

- SONCC Coho Critical Habitat -
- CCC Coho Critical Habitat -
- CC Chinook Salmon Critical Habitat -
- CVSR Chinook Salmon Critical Habitat -
- SRWR Chinook Salmon Critical Habitat -
- NC Steelhead Critical Habitat -
- CCC Steelhead Critical Habitat -
- SCCC Steelhead Critical Habitat -
- SC Steelhead Critical Habitat -
- CCV Steelhead Critical Habitat -
- Eulachon Critical Habitat -
- sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

- Range Black Abalone (E) - **X**
- Range White Abalone (E) - **X**

**ESA Marine Invertebrates Critical Habitat**

- Black Abalone Critical Habitat -

**ESA Sea Turtles**

- East Pacific Green Sea Turtle (T) - **X**
- Olive Ridley Sea Turtle (T/E) - **X**
- Leatherback Sea Turtle (E) - **X**
- North Pacific Loggerhead Sea Turtle (E) - **X**

**ESA Whales**

- Blue Whale (E) - **X**
- Fin Whale (E) - **X**
- Humpback Whale (E) - **X**
- Southern Resident Killer Whale (E) - **X**
- North Pacific Right Whale (E) - **X**
- Sei Whale (E) - **X**
- Sperm Whale (E) - **X**

**ESA Pinnipeds**

Guadalupe Fur Seal (T) - **X**  
Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -  
Chinook Salmon EFH -  
Groundfish EFH - **X**  
Coastal Pelagics EFH - **X**  
Highly Migratory Species EFH - **X**

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

See list at left and consult the NMFS Long Beach office  
562-980-4000

MMPA Cetaceans - **X**  
MMPA Pinnipeds - **X**

Quad Name **Seal Beach**  
Quad Number **33118-F1**

**ESA Anadromous Fish**

SONCC Coho ESU (T) -  
CCC Coho ESU (E) -  
CC Chinook Salmon ESU (T) -  
CVSR Chinook Salmon ESU (T) -  
SRWR Chinook Salmon ESU (E) -  
NC Steelhead DPS (T) -  
CCC Steelhead DPS (T) -  
SCCC Steelhead DPS (T) -  
SC Steelhead DPS (E) - **X**  
CCV Steelhead DPS (T) -  
Eulachon (T) -  
sDPS Green Sturgeon (T) - **X**

**ESA Anadromous Fish Critical Habitat**

- SONCC Coho Critical Habitat -
- CCC Coho Critical Habitat -
- CC Chinook Salmon Critical Habitat -
- CVSR Chinook Salmon Critical Habitat -
- SRWR Chinook Salmon Critical Habitat -
- NC Steelhead Critical Habitat -
- CCC Steelhead Critical Habitat -
- SCCC Steelhead Critical Habitat -
- SC Steelhead Critical Habitat -
- CCV Steelhead Critical Habitat -
- Eulachon Critical Habitat -
- sDPS Green Sturgeon Critical Habitat -

**ESA Marine Invertebrates**

- Range Black Abalone (E) - **X**
- Range White Abalone (E) - **X**

**ESA Marine Invertebrates Critical Habitat**

- Black Abalone Critical Habitat -

**ESA Sea Turtles**

- East Pacific Green Sea Turtle (T) - **X**
- Olive Ridley Sea Turtle (T/E) - **X**
- Leatherback Sea Turtle (E) - **X**
- North Pacific Loggerhead Sea Turtle (E) - **X**

**ESA Whales**

- Blue Whale (E) - **X**
- Fin Whale (E) - **X**
- Humpback Whale (E) - **X**
- Southern Resident Killer Whale (E) - **X**
- North Pacific Right Whale (E) - **X**
- Sei Whale (E) - **X**
- Sperm Whale (E) - **X**

**ESA Pinnipeds**

Guadalupe Fur Seal (T) - **X**  
Steller Sea Lion Critical Habitat -

**Essential Fish Habitat**

Coho EFH -  
Chinook Salmon EFH -  
Groundfish EFH - **X**  
Coastal Pelagics EFH - **X**  
Highly Migratory Species EFH - **X**

**MMPA Species (See list at left)**

**ESA and MMPA Cetaceans/Pinnipeds**

**See list at left and consult the NMFS Long Beach office  
562-980-4000**

MMPA Cetaceans - **X**  
MMPA Pinnipeds - **X**

**Ryan Villanueva** | Senior Biologist

**LSA** | 1500 Iowa Ave., Ste. 200  
Riverside, CA 92507

-----

951-781-9310 Tel  
626-257-0215 Mobile

[Website](#)



**Selected Elements by Common Name**  
**California Department of Fish and Wildlife**  
**California Natural Diversity Database**



**Query Criteria:** Quad<span style='color:Red'> IS </span>(Long Beach (3311872)<span style='color:Red'> OR </span>Los Alamitos (3311871)<span style='color:Red'> OR </span>Newport Beach (3311768)<span style='color:Red'> OR </span>Laguna Beach (3311757)<span style='color:Red'> OR </span>Tustin (3311767))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b>Allen's pentachaeta</b> <i>Pentachaeta aurea ssp. allenii</i>	PDAST6X021	None	None	G4T1	S1	1B.1
<b>American badger</b> <i>Taxidea taxus</i>	AMAJF04010	None	None	G5	S3	SSC
<b>aphanisma</b> <i>Aphanisma blitoides</i>	PDCHE02010	None	None	G3G4	S2	1B.2
<b>bank swallow</b> <i>Riparia riparia</i>	ABPAU08010	None	Threatened	G5	S2	
<b>Belding's savannah sparrow</b> <i>Passerculus sandwichensis beldingi</i>	ABPBX99015	None	Endangered	G5T3	S3	
<b>big free-tailed bat</b> <i>Nyctinomops macrotis</i>	AMACD04020	None	None	G5	S3	SSC
<b>big-leaved crownbeard</b> <i>Verbesina dissita</i>	PDAST9R050	Threatened	Threatened	G1G2	S1	1B.1
<b>Brand's star phacelia</b> <i>Phacelia stellaris</i>	PDHYD0C510	None	None	G1	S1	1B.1
<b>burrowing owl</b> <i>Athene cunicularia</i>	ABNSB10010	None	None	G4	S3	SSC
<b>California black rail</b> <i>Laterallus jamaicensis coturniculus</i>	ABNME03041	None	Threatened	G3G4T1	S1	FP
<b>California brown pelican</b> <i>Pelecanus occidentalis californicus</i>	ABNFC01021	Delisted	Delisted	G4T3T4	S3	FP
<b>California horned lark</b> <i>Eremophila alpestris actia</i>	ABPAT02011	None	None	G5T4Q	S4	WL
<b>California least tern</b> <i>Sterna antillarum browni</i>	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
<b>California Orcutt grass</b> <i>Orcuttia californica</i>	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
<b>chaparral ragwort</b> <i>Senecio aphanactis</i>	PDAST8H060	None	None	G3	S2	2B.2
<b>chaparral sand-verbena</b> <i>Abronia villosa var. aurita</i>	PDNYC010P1	None	None	G5T2?	S2	1B.1
<b>cliff spurge</b> <i>Euphorbia misera</i>	PDEUP0Q1B0	None	None	G5	S2	2B.2
<b>coast horned lizard</b> <i>Phrynosoma blainvillii</i>	ARACF12100	None	None	G3G4	S3S4	SSC
<b>coast woolly-heads</b> <i>Nemacaulis denudata var. denudata</i>	PDPGN0G011	None	None	G3G4T2	S2	1B.2



**Selected Elements by Common Name**  
**California Department of Fish and Wildlife**  
**California Natural Diversity Database**



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b>coastal cactus wren</b> <i>Campylorhynchus brunneicapillus sandiegensis</i>	ABPBG02095	None	None	G5T3Q	S3	SSC
<b>coastal California gnatcatcher</b> <i>Polioptila californica californica</i>	ABPB08081	Threatened	None	G4G5T3Q	S2	SSC
<b>Cooper's hawk</b> <i>Accipiter cooperii</i>	ABNKC12040	None	None	G5	S4	WL
<b>Coulter's goldfields</b> <i>Lasthenia glabrata ssp. coulteri</i>	PDAST5L0A1	None	None	G4T2	S2	1B.1
<b>Coulter's saltbush</b> <i>Atriplex coulteri</i>	PDCHE040E0	None	None	G3	S1S2	1B.2
<b>Crotch bumble bee</b> <i>Bombus crotchii</i>	IHYM24480	None	Candidate Endangered	G3G4	S1S2	
<b>Davidson's saltscale</b> <i>Atriplex serenana var. davidsonii</i>	PDCHE041T1	None	None	G5T1	S1	1B.2
<b>decumbent goldenbush</b> <i>Isocoma menziesii var. decumbens</i>	PDAST57091	None	None	G3G5T2T3	S2	1B.2
<b>estuary seablite</b> <i>Suaeda esteroa</i>	PDCHE0P0D0	None	None	G3	S2	1B.2
<b>ferruginous hawk</b> <i>Buteo regalis</i>	ABNKC19120	None	None	G4	S3S4	WL
<b>Gambel's water cress</b> <i>Nasturtium gambelii</i>	PDBRA270V0	Endangered	Threatened	G1	S1	1B.1
<b>globose dune beetle</b> <i>Coelus globosus</i>	IICOL4A010	None	None	G1G2	S1S2	
<b>grasshopper sparrow</b> <i>Ammodramus savannarum</i>	ABPBXA0020	None	None	G5	S3	SSC
<b>green turtle</b> <i>Chelonia mydas</i>	ARAAA02010	Threatened	None	G3	S4	
<b>hoary bat</b> <i>Lasiurus cinereus</i>	AMACC05030	None	None	G3G4	S4	
<b>Horn's milk-vetch</b> <i>Astragalus hornii var. hornii</i>	PDFAB0F421	None	None	GUT1	S1	1B.1
<b>intermediate mariposa-lily</b> <i>Calochortus weedii var. intermedius</i>	PMLL0D1J1	None	None	G3G4T2	S2	1B.2
<b>Laguna Beach dudleya</b> <i>Dudleya stolonifera</i>	PDCRA040P0	Threatened	Threatened	G1	S1	1B.1
<b>least Bell's vireo</b> <i>Vireo bellii pusillus</i>	ABPBW01114	Endangered	Endangered	G5T2	S2	
<b>light-footed Ridgway's rail</b> <i>Rallus obsoletus levipes</i>	ABNME05014	Endangered	Endangered	G3T1T2	S1	FP
<b>Los Angeles sunflower</b> <i>Helianthus nuttallii ssp. parishii</i>	PDAST4N102	None	None	G5TX	SX	1A



**Selected Elements by Common Name**  
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Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b>lucky morning-glory</b> <i>Calystegia felix</i>	PDCON040P0	None	None	G1Q	S1	1B.1
<b>Lyon's pentachaeta</b> <i>Pentachaeta lyonii</i>	PDAST6X060	Endangered	Endangered	G1	S1	1B.1
<b>many-stemmed dudleya</b> <i>Dudleya multicaulis</i>	PDCRA040H0	None	None	G2	S2	1B.2
<b>mesa horkelia</b> <i>Horkelia cuneata</i> var. <i>puberula</i>	PDR0S0W045	None	None	G4T1	S1	1B.1
<b>Mexican long-tongued bat</b> <i>Choeronycteris mexicana</i>	AMACB02010	None	None	G3G4	S1	SSC
<b>mimic tryonia (=California brackishwater snail)</b> <i>Tryonia imitator</i>	IMGASJ7040	None	None	G2	S2	
<b>monarch - California overwintering population</b> <i>Danaus plexippus</i> pop. 1	IILEPP2012	Candidate	None	G4T2T3	S2S3	
<b>mud nama</b> <i>Nama stenocarpa</i>	PDHYD0A0H0	None	None	G4G5	S1S2	2B.2
<b>Nuttall's scrub oak</b> <i>Quercus dumosa</i>	PDFAG050D0	None	None	G3	S3	1B.1
<b>orange-throated whiptail</b> <i>Aspidoscelis hyperythra</i>	ARACJ02060	None	None	G5	S2S3	WL
<b>Orcutt's pincushion</b> <i>Chaenactis glabriuscula</i> var. <i>orcuttiana</i>	PDAST20095	None	None	G5T1T2	S1	1B.1
<b>osprey</b> <i>Pandion haliaetus</i>	ABNKC01010	None	None	G5	S4	WL
<b>Pacific pocket mouse</b> <i>Perognathus longimembris pacificus</i>	AMAFD01042	Endangered	None	G5T1	S1	SSC
<b>Parish's brittle-scale</b> <i>Atriplex parishii</i>	PDCHE041D0	None	None	G1G2	S1	1B.1
<b>prostrate vernal pool navarretia</b> <i>Navarretia prostrata</i>	PDPLM0C0Q0	None	None	G2	S2	1B.2
<b>red-diamond rattlesnake</b> <i>Crotalus ruber</i>	ARADE02090	None	None	G4	S3	SSC
<b>Riverside fairy shrimp</b> <i>Streptocephalus wooltoni</i>	ICBRA07010	Endangered	None	G1G2	S1S2	
<b>Robinson's pepper-grass</b> <i>Lepidium virginicum</i> var. <i>robinsonii</i>	PDBRA1M114	None	None	G5T3	S3	4.3
<b>salt marsh bird's-beak</b> <i>Chloropyron maritimum</i> ssp. <i>maritimum</i>	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
<b>salt spring checkerbloom</b> <i>Sidalcea neomexicana</i>	PDMAL110J0	None	None	G4	S2	2B.2
<b>San Bernardino aster</b> <i>Symphyotrichum defoliatum</i>	PDASTE80C0	None	None	G2	S2	1B.2



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Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b>San Diego button-celery</b> <i>Eryngium aristulatum</i> var. <i>parishii</i>	PDAP10Z042	Endangered	Endangered	G5T1	S1	1B.1
<b>San Diego fairy shrimp</b> <i>Branchinecta sandiegonensis</i>	ICBRA03060	Endangered	None	G2	S2	
<b>San Gabriel chestnut</b> <i>Glyptostoma gabrielense</i>	IMGASB1010	None	None	G2	S2	
<b>sandy beach tiger beetle</b> <i>Cicindela hirticollis</i> <i>gravida</i>	IICOL02101	None	None	G5T2	S2	
<b>senile tiger beetle</b> <i>Cicindela senilis</i> <i>frosti</i>	IICOL02121	None	None	G2G3T1T3	S1	
<b>silver-haired bat</b> <i>Lasionycteris noctivagans</i>	AMACC02010	None	None	G3G4	S3S4	
<b>south coast marsh vole</b> <i>Microtus californicus</i> <i>stephensi</i>	AMAFF11035	None	None	G5T2T3	S1S2	SSC
<b>south coast saltscale</b> <i>Atriplex pacifica</i>	PDCHE041C0	None	None	G4	S2	1B.2
<b>Southern California legless lizard</b> <i>Anniella stebbinsi</i>	ARACC01060	None	None	G3	S3	SSC
<b>southern California rufous-crowned sparrow</b> <i>Aimophila ruficeps</i> <i>canescens</i>	ABPBX91091	None	None	G5T3	S3	WL
<b>southern California saltmarsh shrew</b> <i>Sorex ornatus</i> <i>salicornicus</i>	AMABA01104	None	None	G5T1?	S1	SSC
<b>Southern Coast Live Oak Riparian Forest</b> <i>Southern Coast Live Oak Riparian Forest</i>	CTT61310CA	None	None	G4	S4	
<b>Southern Coastal Salt Marsh</b> <i>Southern Coastal Salt Marsh</i>	CTT52120CA	None	None	G2	S2.1	
<b>Southern Cottonwood Willow Riparian Forest</b> <i>Southern Cottonwood Willow Riparian Forest</i>	CTT61330CA	None	None	G3	S3.2	
<b>Southern Dune Scrub</b> <i>Southern Dune Scrub</i>	CTT21330CA	None	None	G1	S1.1	
<b>Southern Foredunes</b> <i>Southern Foredunes</i>	CTT21230CA	None	None	G2	S2.1	
<b>Southern Sycamore Alder Riparian Woodland</b> <i>Southern Sycamore Alder Riparian Woodland</i>	CTT62400CA	None	None	G4	S4	
<b>southern tarplant</b> <i>Centromadia parryi</i> ssp. <i>australis</i>	PDAST4R0P4	None	None	G3T2	S2	1B.1
<b>steelhead - southern California DPS</b> <i>Oncorhynchus mykiss</i> <i>irideus</i> pop. 10	AFCHA0209J	Endangered	None	G5T1Q	S1	
<b>summer holly</b> <i>Comarostaphylis diversifolia</i> ssp. <i>diversifolia</i>	PDERI0B011	None	None	G3T2	S2	1B.2
<b>Swainson's hawk</b> <i>Buteo swainsoni</i>	ABNKC19070	None	Threatened	G5	S3	



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Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<b>tidewater goby</b> <i>Eucyclogobius newberryi</i>	AFCQN04010	Endangered	None	G3	S3	
<b>tricolored blackbird</b> <i>Agelaius tricolor</i>	ABPBXB0020	None	Threatened	G1G2	S1S2	SSC
<b>Valley Needlegrass Grassland</b> <i>Valley Needlegrass Grassland</i>	CTT42110CA	None	None	G3	S3.1	
<b>wandering (=saltmarsh) skipper</b> <i>Panoquina errans</i>	IILEP84030	None	None	G4G5	S2	
<b>western beach tiger beetle</b> <i>Cicindela latesignata latesignata</i>	IICOL02113	None	None	G2G4T1T2	S1	
<b>western mastiff bat</b> <i>Eumops perotis californicus</i>	AMACD02011	None	None	G4G5T4	S3S4	SSC
<b>western pond turtle</b> <i>Emys marmorata</i>	ARAAD02030	None	None	G3G4	S3	SSC
<b>western ridged mussel</b> <i>Gonidea angulata</i>	IMBIV19010	None	None	G3	S1S2	
<b>western snowy plover</b> <i>Charadrius nivosus nivosus</i>	ABNNB03031	Threatened	None	G3T3	S2	SSC
<b>western spadefoot</b> <i>Spea hammondi</i>	AAABF02020	None	None	G2G3	S3	SSC
<b>western tidal-flat tiger beetle</b> <i>Habroscelimorpha gabbii</i>	IICOL02080	None	None	G2G4	S1	
<b>western yellow bat</b> <i>Lasiurus xanthinus</i>	AMACC05070	None	None	G4G5	S3	SSC
<b>western yellow-billed cuckoo</b> <i>Coccyzus americanus occidentalis</i>	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
<b>white-tailed kite</b> <i>Elanus leucurus</i>	ABNKC06010	None	None	G5	S3S4	FP
<b>yellow rail</b> <i>Coturnicops noveboracensis</i>	ABNME01010	None	None	G4	S1S2	SSC
<b>yellow warbler</b> <i>Setophaga petechia</i>	ABPBX03010	None	None	G5	S3S4	SSC
<b>yellow-breasted chat</b> <i>Icteria virens</i>	ABPBX24010	None	None	G5	S3	SSC

Record Count: 99

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Search:

Search Results

53 matches found. Click on scientific name for details

Search Criteria: Quad is one of [3311872,3311871,3311861,3311768,3311757,3311767]

Search:

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK	PHOTO
<a href="#"><u><i>Abronia maritima</i></u></a>	red sand-verbena	Nyctaginaceae	perennial herb	Feb-Nov	None	None	G4	S3?	4.2	 ©2003 Christopher L. Christie
<a href="#"><u><i>Abronia villosa</i></u></a> <a href="#"><u>var. <i>aurita</i></u></a>	chaparral sand-verbena	Nyctaginaceae	annual herb	(Jan)Mar-Sep	None	None	G5T2?	S2	1B.1	No Photo Available
<a href="#"><u><i>Aphanisma blitoides</i></u></a>	aphanisma	Chenopodiaceae	annual herb	Feb-Jun	None	None	G3G4	S2	1B.2	No Photo Available
<a href="#"><u><i>Astragalus hornii</i></u></a> <a href="#"><u>var. <i>hornii</i></u></a>	Horn's milk-vetch	Fabaceae	annual herb	May-Oct	None	None	GUT1	S1	1B.1	No Photo Available
<a href="#"><u><i>Astragalus pycnostachyus</i></u></a> <a href="#"><u>var. <i>lanosissimus</i></u></a>	Ventura Marsh milk-vetch	Fabaceae	perennial herb	(Jun)Aug-Oct	FE	CE	G2T1	S1	1B.1	No Photo Available
<a href="#"><u><i>Atriplex coulteri</i></u></a>	Coulter's saltbush	Chenopodiaceae	perennial herb	Mar-Oct	None	None	G3	S1S2	1B.2	No Photo Available
<a href="#"><u><i>Atriplex pacifica</i></u></a>	south coast saltscale	Chenopodiaceae	annual herb	Mar-Oct	None	None	G4	S2	1B.2	No Photo Available
<a href="#"><u><i>Atriplex parishii</i></u></a>	Parish's brittlescale	Chenopodiaceae	annual herb	Jun-Oct	None	None	G1G2	S1	1B.1	No Photo Available
<a href="#"><u><i>Atriplex serenana</i></u></a> <a href="#"><u>var. <i>davidsonii</i></u></a>	Davidson's saltscale	Chenopodiaceae	annual herb	Apr-Oct	None	None	G5T1	S1	1B.2	No Photo Available
<a href="#"><u><i>Calochortus</i></u></a>	Catalina	Liliaceae	perennial	(Feb)Mar-	None	None	G3G4	S3S4	4.2	

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NAME	COMMON NAME	FAMILY	PERENNIAL	BLOOMING	FED	STATE	GLOBAL	STATE PLANT	CA RARE PLANT	PHOTO
<u><i>catalinae</i></u>	mariposa lily		bulbiferous herb	Jun						No Photo Available
▲ SCIENTIFIC NAME	COMMON			BLOOMING	FED	STATE	GLOBAL	STATE PLANT	CA RARE PLANT	PHOTO
<u><i>weedi</i></u> var. <u><i>intermedius</i></u>	mariposa-lily	EMULY	bulbiferous herb	May-Jul	None	None	G3G4	BANK	RARE	No Photo Available
<u><i>Calystegia felix</i></u>	lucky morning-glory	Convolvulaceae	annual rhizomatous herb	Mar-Sep	None	None	G1Q	S1	1B.1	No Photo Available
<u><i>Camissoniopsis lewisii</i></u>	Lewis' evening-primrose	Onagraceae	annual herb	Mar-May(Jun)	None	None	G4	S4	3	No Photo Available
<u><i>Centromadia parryi</i></u> ssp. <u><i>australis</i></u>	southern tarplant	Asteraceae	annual herb	May-Nov	None	None	G3T2	S2	1B.1	No Photo Available
<u><i>Chaenactis glabriuscula</i></u> var. <u><i>orcuttiana</i></u>	Orcutt's pincushion	Asteraceae	annual herb	Jan-Aug	None	None	G5T1T2	S1	1B.1	No Photo Available
<u><i>Chloropyron maritimum</i></u> ssp. <u><i>maritimum</i></u>	salt marsh bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	May-Oct(Nov)	FE	CE	G4?T1	S1	1B.2	No Photo Available
<u><i>Cistanthe maritima</i></u>	seaside cistanthe	Montiaceae	annual herb	(Feb)Mar-Jun(Aug)	None	None	G3G4	S3	4.2	No Photo Available
<u><i>Comarostaphylis diversifolia</i></u> ssp. <u><i>diversifolia</i></u>	summer holly	Ericaceae	perennial evergreen shrub	Apr-Jun	None	None	G3T2	S2	1B.2	No Photo Available
<u><i>Convolvulus simulans</i></u>	small-flowered morning-glory	Convolvulaceae	annual herb	Mar-Jul	None	None	G4	S4	4.2	No Photo Available
<u><i>Deinandra paniculata</i></u>	paniculate tarplant	Asteraceae	annual herb	(Mar)Apr-Nov	None	None	G4	S4	4.2	No Photo Available
<u><i>Dichondra occidentalis</i></u>	western dichondra	Convolvulaceae	perennial rhizomatous herb	(Jan)Mar-Jul	None	None	G3G4	S3S4	4.2	No Photo Available
<u><i>Dudleya multicaulis</i></u>	many-stemmed dudleya	Crassulaceae	perennial herb	Apr-Jul	None	None	G2	S2	1B.2	No Photo Available
<u><i>Dudleya stolonifera</i></u>	Laguna Beach dudleya	Crassulaceae	perennial stoloniferous herb	May-Jul	FT	CT	G1	S1	1B.1	No Photo Available
<u><i>Eleocharis parvula</i></u>	small spikerush	Cyperaceae	perennial herb	(Apr)Jun-Aug(Sep)	None	None	G5	S3	4.3	No Photo Available
<u><i>Eryngium aristulatum</i></u> var.	San Diego button-celery	Apiaceae	annual/perennial herb	Apr-Jun	FE	CE	G5T1	S1	1B.1	No Photo Available

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<i>parishii</i>											CA	Available
<i>Euphorbia misera</i> ▲ SCIENTIFIC NAME	cliff spurge COMMON NAME	Euphorbiaceae FAMILY	perennial shrub LIFEFORM	(Oct)Dec- BLOOMING PERIOD	None FED LIST	None STATE LIST	G5 GLOBAL RANK	S2 STATE RANK	2012 PLANT RANK	4.2	No Photo PHOTO	Available
<i>Harpagonella palmeri</i>	Palmer's grapplinghook	Boraginaceae	annual herb	Mar-May	None	None	G4	S3		4.2	No Photo Available	
<i>Helianthus nuttallii ssp. parishii</i>	Los Angeles sunflower	Asteraceae	perennial rhizomatous herb	Aug-Oct	None	None	G5TX	SX		1A	No Photo Available	
<i>Hordeum intercedens</i>	vernal barley	Poaceae	annual herb	Mar-Jun	None	None	G3G4	S3S4		3.2	No Photo Available	
<i>Horkelia cuneata var. puberula</i>	mesa horkelia	Rosaceae	perennial herb	Feb-Jul(Sep)	None	None	G4T1	S1		1B.1	No Photo Available	
<i>Isocoma menziesii var. decumbens</i>	decumbent goldenbush	Asteraceae	perennial shrub	Apr-Nov	None	None	G3G5T2T3	S2		1B.2	No Photo Available	
<i>Juglans californica</i>	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	None	None	G4	S4		4.2	No Photo Available	
<i>Juncus acutus ssp. leopoldii</i>	southwestern spiny rush	Juncaceae	perennial rhizomatous herb	(Mar)May-Jun	None	None	G5T5	S4		4.2	No Photo Available	
<i>Lasthenia glabrata ssp. coulteri</i>	Coulter's goldfields	Asteraceae	annual herb	Feb-Jun	None	None	G4T2	S2		1B.1	No Photo Available	
<i>Lepidium virginicum var. robinsonii</i>	Robinson's pepper-grass	Brassicaceae	annual herb	Jan-Jul	None	None	G5T3	S3		4.3	No Photo Available	
<i>Lycium californicum</i>	California box-thorn	Solanaceae	perennial shrub	Mar-Aug(Dec)	None	None	G4	S4		4.2	No Photo Available	
<i>Malacothrix saxatilis var. saxatilis</i>	cliff malacothrix	Asteraceae	perennial rhizomatous herb	Mar-Sep	None	None	G5T4	S4		4.2	No Photo Available	
<i>Nama stenocarpa</i>	mud nama	Namaceae	annual/perennial herb	Jan-Jul	None	None	G4G5	S1S2		2B.2	No Photo Available	
<i>Nasturtium gambelii</i>	Gambel's water cress	Brassicaceae	perennial rhizomatous herb	Apr-Oct	FE	CT	G1	S1		1B.1	No Photo Available	
<i>Navarretia prostrata</i>	prostrate vernal pool	Polemoniaceae	annual herb	Apr-Jul	None	None	G2	S2		1B.2	No Photo	

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navarretia								CA		Available
<u>Nemacaulis</u> ▲ SCIENTIFIC <u>denudata</u> var. NAME	coast woolly- COMMON heads NAME	Polygonaceae  FAMILY	annual herb  LIFEFORM	Apr-Sep BLOOMING PERIOD	None FED LIST	None STATE LIST	G3G4T2 GLOBAL RANK	S2 STATE RANK	<b>RARE</b> PLANT RANK	No Photo PHOTO Available
<u>Orcuttia</u> <u>californica</u>	California Orcutt grass	Poaceae	annual herb	Apr-Aug	FE	CE	G1	S1	1B.1	No Photo Available
<u>Pentachaeta</u> <u>aurea</u> ssp. <u>allenii</u>	Allen's pentachaeta	Asteraceae	annual herb	Mar-Jun	None	None	G4T1	S1	1B.1	 ©2008 Bob Allen
<u>Pentachaeta</u> <u>lyonii</u>	Lyon's pentachaeta	Asteraceae	annual herb	(Feb)Mar- Aug	FE	CE	G1	S1	1B.1	No Photo Available
<u>Phacelia</u> <u>ramosissima</u> var. <u>austrolitoralis</u>	south coast branching phacelia	Hydrophyllaceae	perennial herb	Mar-Aug	None	None	G5?T3Q	S3	3.2	No Photo Available
<u>Phacelia</u> <u>stellaris</u>	Brand's star phacelia	Hydrophyllaceae	annual herb	Mar-Jun	None	None	G1	S1	1B.1	No Photo Available
<u>Quercus</u> <u>dumosa</u>	Nuttall's scrub oak	Fagaceae	perennial evergreen shrub	Feb- Apr(May- Aug)	None	None	G3	S3	1B.1	No Photo Available
<u>Senecio</u> <u>aphanactis</u>	chaparral ragwort	Asteraceae	annual herb	Jan- Apr(May)	None	None	G3	S2	2B.2	No Photo Available
<u>Sidalcea</u> <u>neomexicana</u>	salt spring checkerbloom	Malvaceae	perennial herb	Mar-Jun	None	None	G4	S2	2B.2	No Photo Available
<u>Suaeda</u> <u>esteroa</u>	estuary seablite	Chenopodiaceae	perennial herb	(Jan- May)Jul- Oct	None	None	G3	S2	1B.2	No Photo Available
<u>Suaeda</u> <u>taxifolia</u>	woolly seablite	Chenopodiaceae	perennial evergreen shrub	Jan-Dec	None	None	G4	S4	4.2	No Photo Available
<u>Symphotrichum</u> <u>defoliatum</u>	San Bernardino aster	Asteraceae	perennial rhizomatous herb	Jul-Nov	None	None	G2	S2	1B.2	No Photo Available
<u>Verbesina</u> <u>dissita</u>	big-leaved crownbeard	Asteraceae	perennial herb	(Mar)Apr- Jul	FT	CT	G1G2	S1	1B.1	No Photo Available

Showing 1 to 53 of 53 entries

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## **Appendix I - Response to Public Circulation Comments**

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## I.1 Index of Comments Received

The responses to the comments received on the SR-1 Class II Bike Lane Facility Improvement Project Draft Initial Study are organized as follows. The comments and responses are grouped by type of commenter. The types of commenters are:

### ***Draft IS Comments***

- State Government Agencies (S)
- Regional Government Agencies (R)
- Local Government Agencies (L)
- Utility Companies (U)
- Tribal Organizations (T)
- Public Comments (P) (received in writing via e-mail or U.S. mail) – Organized by date received.

The comments and responses within each group are presented in a section, and the sections are consecutive according to the list above. The first part of each section provides the comments, and the second part provides the responses. Table 1 and 2 identifies each of the groups and the commenters in that group. For example, the first group is State Government Agencies and the first commenter is the California Department of Parks and Recreation (CPR). Each comment is given a unique identifier for the commenter, followed by a number for each comment made by the commenter. For example, the first comment of CPR is S-1-1, with S-1 being the unique identifier for CAPR and “-1” referring to CPR’s first comment. The responses are organized in the same order as the comments. The responses show the unique identifier of the commenter within the commenter’s letter. Comments and responses can be easily related with the identifiers.

The responses to comments in this Appendix were also part of the criteria used to identify the Preferred Alternative. The identification of the PA is discussed previously in Chapter 1.

**Table I-1 Comments Received During Draft IS Public Comment Period**

<b>Letter</b>	<b>Name</b>	<b>Date</b>	<b>Page</b>
S-1	California Department of Parks and Recreation	November 11, 2021	I-5
S-2	California State Lands Commission	November 19, 2021	I-11
S-3	California Coastal Commission	November 19, 2021	I-17
S-4	California Department of Fish and Wildlife	November 19, 2021	I-21
R-1	Orange County Fire Authority	October 25, 2021	I-39
L-1	Orange County Public Works	November 18, 2021	I-43
P-1	Dave Booker	October 21, 2021	I-45
P-2	Jackson Hurst	October 21, 2021	I-47
P-3	Steve Schumacher	October 23, 2021	I-49
P-4	Steve Kirschenbaum	October 25, 2021	I-51
P-5	Mickey Parseghian	October 26, 2021	I-53
P-6	Law Office of Hayes and Welsh	October 28, 2021	I-55
P-7	Mike Wright	November 6, 2021	I-57
P-8	San Hanna	November 14, 2021	I-59
P-9	Cheryl Hapgood	November 18, 2021	I-61
P-10	Bolsa Chica Land Trust	November 19, 2021	I-63



State of California • Natural Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
 3030 Avenida Del Presidente  
 San Clemente, CA. 92672

Gavin Newsom, Governor  
 Armando Quintero, Director

November 11, 2021

Carmen Lo  
 Associate Environmental Planner  
 Caltrans District 12, Div. of Environmental Analysis  
 1750 East 4<sup>th</sup> Street, Suite 100  
 Santa Ana, CA 92705

Dear Carmen Lo,

This letter is intended to respond to the October 2021 issuance of an initial study (IS) and proposed MND for class II bike lane facilities in Huntington Beach. As an immediately adjacent landowner and public access manager, as well as a party impacted by the proposed project, the Orange Coast District of State Parks would like to address a number of issues.

Our first concern is for public safety. That section of SR-1 can experience extreme congestion, and a bike lane will involve requiring users to cross numerous busy intersections and share space with vehicles attempting to access City and State facilities down the length of the route. We would like to point out the fact that State Parks has multi-use paths traversing the entirety of the State Park lands impacted by this project that may offer a safer alternative to bicycles and vehicle sharing SR-1. The speeds on our multi-use paths are lower than what a class II bike lane might offer, but with a well-considered agreement, Caltrans and State Parks might be able to work together to offer the necessary opportunities while enhancing public safety.

S-1-1

Regarding the specific content of the IS and proposed MND, the document generates a number of questions:

S-1-2

1. Will widening bike lanes, road shoulders, and turn lanes require encroachment onto State Park property at any project location?
2. The Initial Study doesn't adequately describe or depict the proposed Class II bike lane enhancements to Pacific Coast Highway (PCH) and State Parks property.
3. It would be helpful to include renderings that illustrate what PCH will look like, particularly at intersections. A rendering of the green bike-lane treatment areas between through-lane and right-turn-lanes would be especially helpful.
4. During busy times (e.g. summers weekends), turn lanes into Bolsa Chica and Huntington State Beach parking lots are backed up with vehicles along PCH. Do the proposed safety enhancements take this into account?
5. Mitigation measure BIO-1 needs to occur and State Parks is requesting specifics regarding equipment cleaning before and after, specifically waste water disposal. Invasive species have been found within the CalTrans right of way including *Brassica tournefortii* and *Dittrichia graveolens*.

S-1-3

S-1-4

S-1-5

S-1-6

- |  |             |
|--|-------------|
| 6. Any landscape plan should include plants native to Orange County, specifically coastal Orange County.   | S-1-7       |
| 7. Mitigation measure BIO-7- "Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. No work will occur if listed or fully protected bird species are found to be actively nesting within or adjacent to the areas subject to construction activities." How is the work area and adjacent areas defined? Both Huntington State Beach and Bolsa Chica State Beach have supported breeding and overwintering Western snowy plovers within the past 5 years, and Huntington State Beach supports a productive California least tern breeding colonies. Noise impacts to sensitive species may transcend these localized work areas and should be adequately addressed in biological resources section should work occur during breeding season. State Park staff strongly emphasize that activities need to occur outside breeding season. | S-1-8       |
| 8. It is stated that implementation of the project will not result in any adverse effects to California least tern based on the proximity to roadway infrastructure. Should project activities occur during breeding season, noise levels will certainly increase beyond ambient noise and may adversely impact nesting least terns, which nest within 50 meters of the shoulder of SR-1.  | S-1-9       |
| 9. Similarly, horned larks have nested at minimum for the last 3 years within the Least Tern Natural Preserve at Huntington State Beach. Should work occur during breeding season, there will certainly be impacts to this species since they nest within 100 meters of the project area.  | S-1-10      |
| 10. Correction: The Bolsa Chica Ecological Reserve is owned by CDFW, not State Parks (page 2-15).  | S-1-11      |
| 11. Additional details regarding sand removal slated for Warner Ave to Sea Point and Beach Blvd and Brookhurst are requested. The sand is likely to be contaminated with heavy metals and other material and should be disposed of properly, but this is not discussed within the IS-MND. Additionally, highly invasive species have been documented within these areas, and further precautions will be necessary to ensure that these species will not be spread further along the roadway and onto State Parks and other neighboring jurisdictions.   | S-1-12      |
| 12. Impacts to <i>Abronia maritima</i> (CNPS 4.2, Plants of limited distribution; fairly threatened in California) are not addressed. There are substantial populations along the sand berm between State Parks' fence and the project area.   | S-1-13      |
| 13. Staff have also noticed that the IS and proposed MND only considers 1 project alternative: no project. Typically, a project like this would consider 2 project alternatives along with no project: the preferred project and a project alternative. We would like to request that Caltrans consider additional alternatives to achieve the stated goal with less impact in and adjacent to State Park property.  | S-1-14      |
| 14. The proposed project doesn't ultimately address sand "encroachment" onto PCH. This is another area that State Parks would be willing to discuss and partner with Caltrans and there are a number of potential approaches, including  | S-1-15<br>↓ |

limited dune and vegetation establishment and/or sand fencing on State Park property, sand fence and or dune veg on the back section of beach.

↑ S-1-15

We appreciate the opportunity to comment on the IS and MND. State Parks respectfully requests we schedule a meeting with our respective staff to discuss concerns and alternatives prior to moving forward with the proposed project.

Respectfully,



Todd Lewis  
District Superintendent  
Orange Coast District  
California State Parks

## **Response to comments from S-1: California Department of Parks and Recreation**

### **S-1-1**

Public safety is also a priority to Caltrans, and this proposed project. Caltrans is open to be working with State Parks and discussing the existing multi-use paths that run along the project limits during the design phase of the project. In its current condition, SR-1 experiences a significant volume of bicycle traffic in this area, and the bicyclists are legally allowed to use SR-1 directly as their path of travel. This project aims to improve safety for those bicyclists that opt to travel on SR-1 directly.

### **S-1-2**

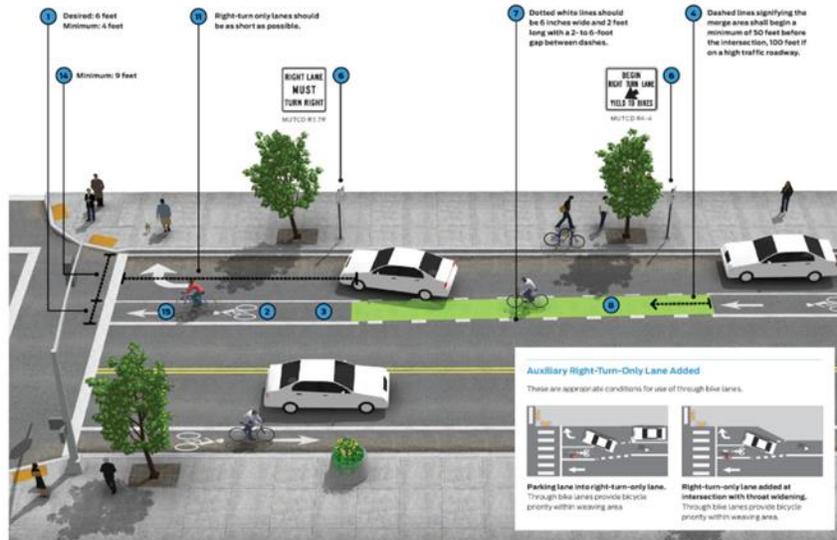
The project requires approximately 80 sqft of temporary construction easement and 50 sqft of permanent easement at the southwest corner of State Route 1 and Warner Avenue. During final design, the Project Engineer will evaluate the proposed permanent and temporary construction easements (TCEs) at Bolsa Chica State Beach and will explore opportunities to further reduce the size of the of either easement. Property acquisition will be conducted in compliance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (Public Law 91-646, 84 Statutes 1894). The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally assisted projects. The conditions of acquisition and compensation for, or replacement or enhancement of said property acquired for the project improvements will be developed by Caltrans in consultation with the California Department of Parks and Recreation (official with jurisdiction of said affected property).

### **S-1-3**

The limits of the Class II bike lanes are shown on the layout plans attached to the Draft and Final Environmental Document. The proposed Class II bike lanes are proposed on the existing right shoulders of SR-1, where there is adequate width. There are no proposed Class II bike lanes directly on State Parks property; there is a ROW acquisition request at the southwest curb return of the Warner Avenue and SR-1 intersection that is needed for reconstruction of the curb return at that location.

### **S-1-4**

The proposed green bike-lane treatment areas at intersections between through lanes and right-turn lanes are a common improvement at intersections with bike lanes. Adjacent projects on SR-1 are proposing the same green bike-lane treatment areas. Existing exhibit of how the green bike-lane treatment areas will be laid out can be seen below.



**S-1-5**

Caltrans is aware of this issue of queued cars at the entrances to the parking lots along SR-1 during busy seasons. Currently, the proposed safety enhancements do not directly address the queueing of cars during these specific scenarios. Caltrans Design is open to discussion on improvements that could improve safety between vehicles and bicyclists in these specific situations during the design phase of the project.

**S-1-6**

In addition to measure PF-BIO-3 and PF-BIO-8, and proposed BMP measures, the project is not anticipated to facilitate the establishment or expansion of invasive plants. Temporary impact areas will be hydroseeded with native plants similar to plant communities found in the area.

**S-1-7**

SR-1 is a conventional highway, and the Caltrans planting policy is limited to planting that provides safety improvements, such as headlight glare screening, delineation of the roadway, fire suppression, and wind breaks, erosion control and stormwater pollution prevention, highway planting revegetation, and required mitigation planting. However, should any replacement planting of existing plants damaged due to construction activities will be replaced with coastal native plants.

**S-1-8**

As stated in the IS/MND and NES, Biological Study Area (BSA) was established to evaluate potential direct (work area) and indirect project-related impacts (adjacent area) on sensitive biological resources. Project construction activities can occur during the nesting season without impacting nesting birds. Additional project measures included in the IS/MND will ensure nesting birds are not impacted.

**S-1-9**

Per Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13, the project will avoid impacts to nesting birds that are potential to nest within sensitive habitat areas including Least Tern.

**S-1-10**

See response to comment S-1- 9.

**S-1-11**

Correction has been made on page 2-15 of the IS/MND and no longer states that the Bolsa Chica Ecological Reserve being owned by State Parks. The Bolsa Chica Ecological Reserve parcels are owned by the California State Lands Commission and managed by the California Department of Fish and Wildlife.

**S-1-12**

The current proposal assumes that the sand to be removed is contaminated. Funds have been allocated accordingly to ensure that the sand that is proposed to be removed is hauled off to an appropriate site.

**S-1-13**

Red sand verbena (*Abronia maritima*) is a CRPR 4.2 ranked species and is not listed or a candidate for listing under FESA or CESA. As such, the species is not considered a special-status species and impact analysis is not required under CEQA.

**S-1-14**

Other design variations were considered during the project approval/environmental document phase. The design variations were intended to contribute to the various project improvements within the project area; however, after consideration of Caltrans design standards, environmental impacts, and right-of-way requirements, costs and maintenance costs, these design variations were either removed from further consideration or revised as part of the current project scope. Section of the “Design Variations Considered but Eliminated from Further Discussion” were included in Section 1.5.2 in the environmental document.

**S-1-15**

Caltrans has discussed a variety of possible improvements to address the sand encroachment issue onto SR-1. Vegetation establishment in this area has been attempted in previous projects, but the frequent winds and lack of irrigation network has caused issues with establishing plants along the existing sand banks.

The concept of a retaining wall or a silt/sand fence between the boundary of SR-1 and State Parks property was proposed, specifically between Warner Avenue to Seapoint Street. Caltrans proposed these ideas to State Parks representatives but was met with challenges due to the increased maintenance demand that would be required from State Parks to maintain the State parks property side of the proposed wall/fence. Without continued maintenance on this side, the sand is predicted to accumulate and eventually overtake the proposed wall or fence (as seen with the existing sand wall that has been covered on SR-1 between Beach Boulevard and Brookhurst Street). Caltrans is still open to discussion with State Parks on potential approaches Caltrans can take to address the sand issue.

S-2

STATE OF CALIFORNIA

GAVIN NEWSOM, Governor

**CALIFORNIA STATE LANDS COMMISSION**  
100 Howe Avenue, Suite 100-South  
Sacramento, CA 95825-8202



*Established in 1938*

JENNIFER LUCCHESI, Executive Officer  
(916) 574-1800  
TTY CA Relay Service: T11 or Phone 800.735.2922  
from Voice Phone 800.735.2929  
or for Spanish 800.855.3000

**Contact Phone: (916) 574-1890**

November 19, 2021

File Ref: SCH #2021100313

Caltrans District 12  
Carmen Lo, Associate Environmental Planner  
Division of Environmental Analysis  
1750 East 4<sup>th</sup> St., Suite 100  
Santa Ana, CA 92705

VIA ELECTRONIC MAIL ONLY ([CTD12\\_SR1BikeLaneProject@dot.ca.gov](mailto:CTD12_SR1BikeLaneProject@dot.ca.gov))

**Subject: Initial Study/Mitigated Negative Declaration for State Route 1 – Bike Lane Project, Orange County**

Dear Carmen Lo:

The California State Lands Commission (Commission) staff have reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for the State Route (SR) 1 – Bike Lane Project (Project), which is being prepared by Caltrans District 12. Caltrans District 12, as the public agency proposing to carry out the Project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The Commission is a trustee agency for projects that could directly or indirectly affect State sovereign land and their accompanying Public Trust resources or uses. Additionally, because the Project involves work on State sovereign land, the Commission will act as a responsible agency.

**Commission Jurisdiction and Public Trust Lands**

The Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The Commission also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6009, subd. (c); 6009.1; 6301; 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its

admission to the United States in 1850. The State holds these lands for the benefit of all people of the state for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low-water mark and a Public Trust easement landward to the ordinary high-water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

Caltrans District 12 has identified the need to use approximately 820 square feet of temporary construction easement (TCE) along Pacific Coast Highway (SR-1) near Warner Avenue that is within Commission jurisdiction. The proposed TCE is located within lands conveyed to the Commission by Gulf Oil Corporation under boundary settlement and exchange agreement, Boundary Line Agreement 139. The location is also subject to Lease No. PRC 4733.9 issued to the California Department of Fish and Wildlife for operation and maintenance of the Bolsa Chica Ecological Reserve (BCER) and Lease No. PRC 8685.9 issued to the Bolsa Chica Conservancy for operation and maintenance of the Bolsa Chica Interpretive Center. Caltrans District 12 will be required to obtain a lease for the proposed TCE and any other work occurring within Commission jurisdiction. An application may be submitted to the Commission through the online application portal (<https://oscar.slc.ca.gov>). If you have questions specific to jurisdiction, or the application process, please contact Drew Simpkin, Public Land Management Specialist (contact information below).

**Project Description**

Caltrans District 12 proposes to add comprehensive Class II bike lanes in both directions along SR-1. The agency's purpose for the Project is to reduce bicyclist fatalities and serious injuries on the California State Highway System. From the Project Description, Commission staff understands that the Project would include a temporary construction staging area with potential to affect State sovereign land.

**Environmental Review**

Commission staff request that Caltrans District 12 consider the following comments on the Project's IS/MND, to ensure that impacts to State sovereign land are adequately analyzed for the Commission's use of the IS/MND when considering a future lease application for the Project.

**General Comments**

1. Incorrect Ownership Statement in Chapter 2, Pg. 41: "To offset unavoidable acres of impacts to ESHA, Caltrans proposes to contribute funds for restoration projects. There is ongoing coordination and discussions between Caltrans and the CCC regarding ESHA impacts and potential mitigation locations. Some suggested

↓ S-2-1

mitigation locations include, but are not limited to, **the Bolsa Chica Ecological Reserve owned by State Parks** and/or within parcels managed/owned by The Huntington Beach Wetlands Conservancy. As the project advances to design, Caltrans and the CCC as well as the USFWS will continue to collaborate to solidify mitigation ratios and sites prior to obtaining the CDP.” This is an incorrect statement; the BCER is owned by the Commission, not State Parks. Please correct this error.

↑  
S-2-1

Biological Resources

1. Please provide the wetland delineation and habitat mapping at a higher resolution for the area at Warner Avenue and SR-1. Also, please provide detailed sections (i.e., plan drawing cross-sections) of the proposed Project within this location so that the impacts of future sea level rise (SLR) on the proposed improvements/project components, existing wetlands, and use of State sovereign land may be better understood.

S-2-2

2. Please provide more details on how impacts to biological resources are to be mitigated. The document suggests contribution of funds to restoration projects, but it is not possible to evaluate the suitability of the mitigation without greater detail on the funding, habitat projects proposed, and viability of the restoration project to serve as mitigation. The Commission has not been contacted regarding proposed mitigation of Project impacts on the BCER but would be interested in discussing potential options with Caltrans.

S-2-3

Cultural Resources

3. Title to Resources Within Commission Jurisdiction: The IS/MND should state that the title to all archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the state and under the jurisdiction of the Commission (Pub. Resources Code, § 6313). Staff request that Caltrans District 12 consult with Staff Attorney Jamie Garrett (contact information below) should any cultural resources on State lands be discovered during construction of the proposed Project.

S-2-4

Staff requests that the following statement be included in the IS/MND’s Avoidance, Minimization, and/or Mitigation Measures Summary within PF-CULT-1: “The final disposition of archaeological, historical, and paleontological resources recovered on State land under the jurisdiction of the California State Lands Commission must be approved by the Commission.”

S-2-5

Climate Change

1. Areas located at the intersection of Warner Avenue and SR-1 are presently susceptible to intermittent flooding and are a concern for future flooding as are other areas along SR-1. This area is, however, of particular concern to the Commission in that the encroachment of the proposed Project within Commission jurisdiction in this location may create a need for future encroachments due to loss of options for SLR

S-2-6  
↓

adaptation; most particularly, requiring construction of berms, walls, or slopes that encroach into the wetlands of Outer Bolsa Bay. While the present action is proposed to not impact wetlands, further discussion is warranted regarding whether adaptations to address flooding due to SLR at this location will require northern encroachment into Outer Bolsa Bay wetlands, and if the project would exacerbate the potential need for such encroachments in the future.

↑  
S-2-6

2. Please discuss how marsh transgression within the BCER is likely to be affected by the proposed adjacent Project improvements and the potential need for future encroachments (e.g., berms, walls, slopes) under SLR scenarios.

S-2-7

3. Please provide discussion regarding how the Project improvements are likely to interact with the proposed County of Orange/Army Corps of Engineers EGG/Wintersburg Channel flood control improvements that are anticipated to change flood elevations within Outer Bolsa Bay and widen the Warner Avenue Bridge. Also, please discuss potential cumulative impacts of this Project in relation to the proposed action area.

S-2-8

Thank you for the opportunity to comment on the IS/MND for the Project. As a responsible and trustee agency, the Commission will rely on the adopted IS/MND for approval of a lease for the proposed TCE as specified above (see Section “Commission Jurisdiction and Public Trust Lands”). We request that you consider our comments before adopting the IS/MND.

S-2-9

Please send electronic copies of the adopted IS/MND, the Mitigation Monitoring Program with Avoidance, Minimization, and/or Mitigation Measures Summary, Notice of Determination, and approving resolution, when they become available, and refer questions concerning environmental review, to Christine Day, Environmental Scientist, at [christine.day@slc.ca.gov](mailto:christine.day@slc.ca.gov) or (916) 562-0027. For questions concerning archaeological or historic resources under Commission jurisdiction, please contact Staff Attorney Jamie Garrett, at [Jamie.Garrett@slc.ca.gov](mailto:Jamie.Garrett@slc.ca.gov) or (916) 574-0398. For questions concerning Commission leasing jurisdiction, please contact Drew Simpkin, Public Land Management Specialist, at [drew.simpkin@slc.ca.gov](mailto:drew.simpkin@slc.ca.gov) or (916) 574-2275.

S-2-10

Sincerely,



Nicole Dobroski, Chief  
Division of Environmental Planning  
and Management

cc: Office of Planning and Research  
C. Day, Commission  
D. Simpkin, Commission  
W. Hall, Commission  
L. Calvo, Commission

## **Response to comments from S-2: California State Lands Commission**

### **S-2-1**

A correction has been made on page 2-15 of the IS/MND, and no longer states that the Bolsa Chica Ecological Reserve being owned by State Parks. The Bolsa Chica Ecological Reserve parcels are owned by the California State Lands Commission and managed by the California Department of Fish and Wildlife.

### **S-2-2**

Wetland and habitat mapping is provided in the Natural Environment Study (NES) dated October 2021 for the project. On December 2, 2021, Caltrans forwarded a copy of the NES to the California State Lands Commission which includes the project Jurisdictional Delineation attached, for further review. Please refer to Chapter 3 of the IS/MND for further information pertaining to sea level rise.

### **S-2-3**

The project will result in no permanent impacts to BCER. On-site restoration within BCER will be limited with hydroseed temporary impact areas with native plants similar to plant communities found in the area. The plant establishment period will be limited to one year and contractor will reapply hydroseed within one year, should the initial hydroseed application not establish. To offset unavoidable permanent impacts to sensitive plant communities (Coastal Sage Scrub, goldenbush, Coastal strands), Caltrans will continue to collaborate with all appropriate and authorized agencies to solidify mitigation ratios and sites during project design phase.

### **S-2-4**

Per the request, Caltrans District 12 will consult with Staff Attorney Jamie Garrett should any cultural resources on State lands be discovered during construction of the proposed Project. This commitment has been added as CULT-1.

### **S-2-5**

The suggested language has been added to the CULT-1.

### **S-2-6**

The project was evaluated for sea level rise in accordance with the California Ocean Protection Council's State of California Sea-Level Rise Guidance 2018 Update, the 2011 Caltrans Guidance on Incorporating Sea Level Rise, the Caltrans District 12 Climate Change Vulnerability Assessment, and the National Oceanic and Atmospheric Administration Sea Level Rise Viewer.

As a safety project with a 20-year design life that proposes restriping and does not involve high-cost infrastructure, the project would have high adaptive capacity (e.g. the ability to restripe if pavement is damaged by storms). The maximum sea level rise projection of 2.6 feet by 2050 falls below the 3-foot threshold where complete inundation is projected to occur, therefore sea level rise is not expected to adversely impact the project during its design life. The project does not increase vehicular capacity and will not worsen localized greenhouse gas emissions that contribute to climate change and sea level rise. Given the relatively low investment of public funds, short design life, and high adaptive capacity, the proposed project to restripe for a continuous bike lane and provide pedestrian safety elements does not warrant including adaptation measures to the project design. Additionally, incorporating adaptation measures would incur additional costs and present new challenges that would delay the project to address

existing safety concerns along SR-1. The project will not introduce a need for future encroachments into the Outer Bolsa Bay as a result of not incorporating adaptation measures.

During a 100-year flood event, SR-1 could experience flooding at various locations within the project limit; however, the proposed project will not alter water surface elevation of the 100-year flood; therefore, the improvement will not cause additional interruption or termination of the transportation facility beyond the existing condition.

**S-2-7**

The project does not include design features that would cause additional roadway discharge resulting from sea level rise into the Outer Bolsa Bay beyond the existing conditions. Therefore, marsh transgression resulting from sea level rise is not expected as a result of the project. Due to the nature of the project, no adaptation measures are warranted; and the project will not introduce a need for future encroachments into the Outer Bolsa Bay resulting from not incorporating adaptation measures.

**S-2-8**

According to the Location Hydraulic Study prepared for our project, the then proposed concrete barrier at the median of SR-1 runs along the inland limits of Zone VE. The flood source at this location is the Pacific Ocean. The height of the concrete barrier is 3.5', not significantly high compared to the existing fence on the beach side shoulder and the existing ground elevation adjacent to the highway. The water surface elevation change caused by this improvement will be minimal. Accordingly, the improvement will only have negligible impact on the floodplain. Therefore, there will be neither interactions nor cumulative impacts between our project and the proposed County of Orange/Army Corps of Engineers EGG/Wintersburg Channel flood control improvements that are anticipated to change flood elevations within Outer Bolsa Bay and widen the Warner Ave Bridge.

**S-2-9**

Caltrans District 12 has respectfully considered and incorporated your comments and will further coordinate with the California State Lands Commission during final Design.

**S-2-10**

The contact information has been added to the distribution list per request.

Lo, Carmen@DOT

**From:** Fiala, Shannon@Coastal <shannon.fiala@coastal.ca.gov>  
**Sent:** Friday, November 19, 2021 1:31 PM  
**To:** CTD12\_SR1 Bike Lane Project@DOT  
**Cc:** Duran, Gabriela@DOT; Sanchez, Jordan@Coastal  
**Subject:** Coastal Commission comments on the Draft Environmental Document

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Thank you for the opportunity to comment on the "State Route 1 Class II Bike Lane Facility Improvements - Initial Study with [Proposed] Mitigated Negative Declaration." The Coastal Act prioritizes the provision of maximum coastal public access and "non-automobile circulation," i.e., alternative modes of transportation, as well as the reduction of vehicle miles traveled. Therefore, the purpose and need of the proposed project to reduce bicyclist fatalities and serious injuries is generally consistent with those Chapter 3 policies of the Coastal Act. However, the Coastal Act also requires that environmentally sensitive habitat areas are protected against any significant disruption of habitat values, and that only uses dependent on those resources shall be allowed within those areas. Therefore, the project as proposed would pose a conflict between the public access / development and land resources policies of the Coastal Act. Below are some preliminary comments and requested edits from Commission staff to the Draft Environmental Document (DED).

Under 1.4 Project Description, Commission staff have the following suggestions / requests:

- Design variations:
  - Given that the purpose of this project is to reduce bicyclist fatalities and serious injuries on the Pacific Coast Highway (PCH), please explore a design variation that would reduce the speed limit on PCH within the project limits, and analyze its potential to reduce bicyclist fatalities and serious injuries. Please explore a design variation to install bollards between the northbound/southbound travel lanes and the shoulder, and analyze its potential to reduce bicyclist fatalities and serious injuries on PCH, in addition to or in lieu of widening the shoulder; and/or please provide more detail on how the proposed bike lane would be 'buffered.' Please also explore a design variation for a separated Class I bikeway or two-way cycle track on Huntington State Beach immediately south of PCH. S-3-1
  - Please explore additional design variations for the proposed median barriers that would be less disruptive of wildlife connectivity. S-3-2
  - Please explore additional design variations for the proposed median barriers that would be less disruptive of wildlife connectivity. S-3-3
  - Please explore additional design variations for the proposed median barriers that would be less disruptive of wildlife connectivity. S-3-4
- Signage:
  - Please provide more detail on the signage that would be installed. The DED states that "At high speed segments of SR-1, there is "No Parking Anytime" signage to be added to discourage illegal parking that would compromise the proposed bike facilities." Please explore reducing the speed limit in these high-speed segments and explain whether any existing coastal access parking would be lost as a result of the proposed bike lane improvements and/or proposed signage. S-3-5
- Windblown sand maintenance:
  - The DED states "Existing sand deposits along Beach Boulevard to Brookhurst Street and Warner Avenue to Seapoint Street will be cleaned up to prevent accumulation of sand and debris onto the roadway that may interfere with the movement of bicyclists on SB SR-1." Please provide more detail on how the sand deposits would be cleaned up, i.e., what equipment would be used, whether the deposits would stay onsite and at what frequency the maintenance might occur. S-3-6
  - Although planting vegetation, sand stabilization application, and retaining walls were eliminated from the project design, please explore the installation of sand fences on Huntington State Beach, potentially on the inland side of the access roads that parallel PCH, which if properly maintained, could mitigate the bike safety hazards created by windblown sand. S-3-7
- Construction detour / bike safety:
  - Please provide a description of how bicyclists will be detoured and notified during the 16 month construction period. S-3-8

Under 2.4 Biological Resources, Commission staff have the following suggestions / requests:

- The DED states, "Implementation of the proposed project is not expected to permanently impact wildlife movement or decrease the functionality of any wildlife crossings... No permanent barriers would be placed within any known wildlife movement corridors. As such, implementation of the proposed project is not expected to permanently impact wildlife movement or decrease the functionality of any wildlife crossings and no project-specific mitigation is warranted." Please analyze the potential impacts to wildlife connectivity from the proposed Concrete Median Barrier Design Variation and as requested above, explore alternative median barriers that would be more permeable for wildlife. S-3-9
- Please clarify how much of the identified Environmentally Sensitive Habitat Assessment (ESHA) is over existing pavement and how much over loose sand or soil, as well as providing a breakdown of proposed project impacts between the northbound and southbound sides of PCH. S-3-10
- Please explore whether or not it would be feasible to transplant occurrences of special status plant species, such as the Coast woolly-head, outside of the project impact area prior to construction. S-3-11
- Under Compensatory Mitigation Measures and elsewhere, the DED states that impacts to vegetation communities within the Coastal Zone and documented as ESHA under the California Coastal Act will be mitigated utilizing a minimum compensatory mitigation ratio of 2:1 to offset permanent and temporary effects. Please increase the proposed mitigation ratio from 2:1 to 3:1, which is the minimum ratio typically required by the Commission for impacts to ESHA. If the proposed mitigation is outside the Coastal Zone and/or if the proposed mitigation is conservation or preservation only, then the ratio should generally be increased. S-3-12
- The DED includes Avoidance and Minimization Measure (AMM) PF-BIO-5, which states "Avoidance of Breeding and Nesting Bird Season. Project activities will occur outside the nesting season (February 1– September 30) to the fullest practicable extent." Please modify this AMM to state that no work will occur during the nesting season. S-3-13

Under Transportation / Traffic, Commission staff provide the following suggestions / requests:

- The DED states "The purpose of the proposed project is to reduce high concentrations of bicycle involved collisions along SR-1. Due to additional safety concerns based on stretches along SR-1 considered high speed areas (>55mph), the lack of available right-of way to support the CCT plan of being an independent trail separated from a vehicular travel way, and close proximity of the Huntington Beach Bike Trail as an alternative option for the CCT; designating the proposed on-roadway combined Class II/ a comprehensive Class II bikeway facility as part of the CCT is not recommended as part of the scope of this project." There are sections of the CCT that are designated as "bike only." Please explore whether or not it would be appropriate to designate this bike lane as such. S-3-14

We are available to discuss any of these requests with you and we look forward to working with you as this project progresses.

## **Response to comments from S-3: California Coastal Commission**

### **S-3-1**

The existing posted speed limits on SR-1 between Warner Avenue and Sea Point Street is based on the current and valid Engineering and Traffic Survey (E&TS). The posted speed limits were established in conformance to the California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (CAMUTCD). Please note that there are no changes to the current roadway condition to warrant a new E&TS, and that the existing speed limit is still valid. A new E&TS would have to be conducted once the construction is completed for SR-1 at this location. Therefore, Caltrans does not support and will not accommodate the request to lower the posted speed limits.

### **S-3-2**

Caltrans is open to explore the possibility of installing bollards between the proposed bike lane and vehicle lane. Factors that need to be discussed are introduction of fixed objects on the roadway and limiting maneuverability of bicyclists and vehicles.

Currently, buffered bike lanes entail a separation of 1.5' to 2' between the edge of bike lane and edge of travelled way for vehicle lanes. These buffer zones are typically marked with striping to enhance visibility.

### **S-3-3**

There is an existing Class I bike path that runs parallel to SR-1 along the beachfront. This bikeway services recreational bicyclists, while more experienced bicyclists opt to travel directly on SR-1.

### **S-3-4**

Per response to S-3-9, feature of the median barrier has been removed; even with the inclusion of the then proposed median barrier, wildlife movements will not be impacted.

### **S-3-5**

The “No Parking” signage installed applies along the high-speed area along SR-1 from Warner Avenue to Seapoint Street to deter vehicles from parking on the proposed bike lane. The existing posted speed limits on SR-1 between Warner Avenue and Sea Point Street is based on the current and valid Engineering and Traffic Survey (E&TS). The posted speed limits were established in conformance to the California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (CAMUTCD). Please note that there are no changes to the current roadway condition to warrant a new E&TS, and that the existing speed limit is still valid. A new E&TS would have to be conducted once the construction is completed for SR-1 at this location. Therefore, Caltrans does not support and will not accommodate the request to lower the posted speed limits.

### **S-3-6**

Sand deposits on the roadway (traveled way and shoulder) of SR-1 will be removed. Equipment such as a mini excavator or skid steer loader will be used to collect the sand deposits. The sand will be treated as contaminated and will be hauled off site to an approved disposal site.

### **S-3-7**

Caltrans has had discussions with State Parks concerning the installation of a sand/silt fence between SR-1 and State Parks property. State Parks has brought up challenges due to increased maintenance demands on their end that would be required with a proposed sand/silt fence. State Parks mentioned in their own comments to the DED that they are willing to explore

installation of fencing in this area—Caltrans will explore this possibility further during the design phase of the project.

**S-3-8**

Construction activity that would affect the movement of bicyclists on SR-1 in this project would only be striping. Striping should be able to be performed in a few working days (most likely at night when there are fewer bicyclists) during which bicyclists can be redirected. Staging and detours will be established in more detail during the design phase of the project.

**S-3-9**

A large portion of the project is located within disturbed area and there are no suitable habitats on one or both sides of the freeway for wildlife movement to occur on the freeway. Furthermore, Caltrans has no records of wildlife roadkill removed from the stretch of SR-1 within the project limit. The Real-Time Deer Incidents & Wildlife-Vehicle Conflict (WVC) Hotspots map indicated the primary roadways within the BSA has 0 incidents/mile-year. As stated in the ISMND, the project will result in no modification to potential existing wildlife corridors (i.e. culverts and bridges) within the BSA. Therefore, feature of the median barrier has been removed; even with the inclusion of the then proposed median barrier, wildlife movements will not be impacted.

**S-3-10**

Please refer to Table 2.4-1: Vegetation Communities/Land Covers in the BSA and Build Alternative Impacts.

**S-3-11**

The project footprint has been revised and no special-status plant species, including coast woolly-heads are not anticipated to be impacted.

**S-3-12**

Comment is noted. However, Caltrans will collaborate with CCC, all appropriate and authorized agencies to solidify mitigation ratios and sites during project design phase.

**S-3-13**

Comment is noted. However, per Measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13, the project will avoid impacts to nesting birds that are potential to nest within sensitive habitat areas.

**S-3-14**

This project does not propose to directly designate this Class II bike lane as part of the CCT. The intention of the proposed Class II bike lane is for the facility to be “bike only.”

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State of California – Natural Resources Agency  
DEPARTMENT OF FISH AND WILDLIFE  
South Coast Region  
3883 Ruffin Road  
San Diego, CA 92123  
(858) 467-4201  
[www.wildlife.ca.gov](http://www.wildlife.ca.gov)

GAVIN NEWSOM, Governor  
CHARLTON H. BONHAM, Director



S-4

November 19, 2021

Ms. Carmen Lo  
Caltrans District 12  
1750 East 4th Street, Suite 100  
Santa Ana, California 92705  
[Carmen.Lo@dot.ca.gov](mailto:Carmen.Lo@dot.ca.gov)

**Subject: State Route 1 Class II Bike Lane Facility Improvements Project (PROJECT); Draft Mitigated Negative Declaration (MND); SCH #2021100313**

Dear Ms. Lo:

The California Department of Fish and Wildlife (CDFW) received a Notice of Availability of a Draft Mitigated Negative Declaration (MND) from the California Department of Transportation (Caltrans) for the State Route 1 Class II Bike Lane Facility Improvements Project (“Project”) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.<sup>1</sup>

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

#### CDFW ROLE

CDFW is California’s **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines, § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW’s lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in “take”, as defined by state law, of any species protected under the California

<sup>1</sup> CEQA is codified in the California Public Resources Code in section 21000 et seq. The “CEQA Guidelines” are found in Title 14 of the California Code of Regulations, commencing with section 15000.

*Conserving California’s Wildlife Since 1870*

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Endangered Species Act (CESA) (Fish & Game Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

#### **PROJECT DESCRIPTION SUMMARY**

**Proponent:** Caltrans

**Objective:** The objective of the Project is to reduce bicyclist fatalities and serious injuries on the California State Highway System. To accomplish this, Caltrans proposes to add Class II bike lanes in both directions at various locations on State Route 1 (SR-1). Additional Project elements include, but are not limited to, the widening of right-turn pockets; widening of existing shoulders; removing existing sand deposits along the roadway; upgrading the guardrail at Bolsa Chica Ecological Reserve (BCER); relocating traffic signals and lighting poles; and upgrading an existing traffic signal pole that was previously part of a separate Project under a Categorical Exemption for Existing Facilities. In order to accommodate the bike lanes, Caltrans proposes permanent easements and temporary construction easements in BCER and Huntington Beach Wetlands.

**Timeframe:** Caltrans anticipates the Final Environmental Document will be approved in March 2022. Caltrans expects construction will occur between January 2025 and April 2026, over a period of 16 months.

**Location:** The Project area includes SR-1 between the bridge crossing at the mouth of the Santa Ana River and Anderson Street (south to north, respectively), in the City of Huntington Beach, in the County of Orange. The traffic signal pole upgrade location is the northwest corner of SR-1 and Seal Beach Boulevard in the City of Seal Beach. The total length of the Project is approximately 10 miles.

**Biological Setting:** A Natural Environment Study (NES) was conducted by LSA Associates, Inc. in October 2021 to analyze biological resources within the Project area.

The Biological Study Area (BSA) includes the Caltrans right-of-way, proposed easements within the Project footprint, and buffers between 50 and 200 feet at the intersections with proposed permanent easements and temporary construction easements.

LSA Associates conducted field investigations in May, June, and August 2021. The investigations included identifying existing vegetation communities, suitable habitats for special-status species, potential jurisdictional waters, special status plant surveys, and special status wildlife surveys.

The Project footprint is mostly adjacent to, but also overlaps a portion of, Huntington Beach Wetlands and the Bolsa Chica Ecological Reserve, which is owned by State Lands Commission and managed by CDFW. The Project footprint is also adjacent to Bolsa Chica State Beach and Huntington State Beach. To accommodate the widening proposed in the Project, Caltrans intends to obtain the easements identified in Table 1.11-1 below, excerpted from the MND.

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**Table 2.11-1 ROW Acquisitions within the Project Limits**

Locations	Assessor Parcel Number (APN)	ROW Requirements	Area Required (sf)
Southeast (SE) Corner/ Warner Avenue	110-017-01	Temporary Construction Easement (TCE)	820
SE Corner/Warner Avenue	110-017-02	TCE	430
Southwest (SW) Corner/ Warner Avenue	110-017-03	Permanent Easement (PE)	50
		TCE	80
Magnolia Street	114-160-77	PE	5
		TCE	20
Brookhurst Street	114-160-72	PE	5
		TCE	20

Source: Draft Project Report (DPR; September 2021), Caltrans.

The Project area hosts the following vegetation communities: arroyo willow thicket (0.03 acre), coastal sage scrub (2.38 acres), disturbed coastal sage scrub (0.25 acre), coastal sage scrub/saltbush scrub ecotone (0.17 acre), coastal strands (6.35 acres), disturbed coastal strands (0.48 acre), coastal strands/coastal sage scrub ecotone (0.93 acre), goldenbush scrub (1.20 acres), disturbed goldenbush scrub (0.07 acre), saltbush scrub (0.36 acre), disturbed saltbush scrub (0.08 acre), southern coastal salt marsh (5.35 acres), disturbed southern coastal salt marsh (0.34 acre), open water (5.17 acres), ruderal/disturbed (2.63 acre), and salt grass flats (0.05 acre).

Caltrans anticipates impacts to the following vegetation community: coastal sage scrub (<0.01 acre, temporary), coastal strands (1.65 acres, permanent), disturbed coastal strands (0.04 acre, permanent; <0.01 acre, temporary), disturbed saltbush scrub (<0.01 acre, permanent), and goldenbush scrub (0.06 acre, permanent; 0.03 acre, temporary).

Direct impacts to sensitive species include:

- 100 individual coast woolly-heads (*Nemacaulis denudata* var. *denudata*; California Rare Plant Rank 1B.2) out of more than 7,200 individuals observed;
- 0.04 acre of permanent and 0.03 acre of temporary impacts to western snowy plover (*Charadrius nivosus*; Endangered Species Act (ESA)-listed threatened) critical habitat in a goldenbush scrub California Coastal Act Environmentally Sensitive Habitat Area (ESHA);
- less than 0.01 acre of permanent impacts to Belding’s savannah sparrow (*Passerculus sandwichensis beldingi*; CESA-listed endangered) marginal foraging habitat in disturbed saltbush scrub;
- less than 0.01 acre of temporary impacts to coastal California gnatcatcher (*Poliopitila californica californica*; California Species of Special Concern (SSC) and federal-threatened species) marginal suitable habitat in a coastal sage scrub ESHA; and,

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- 1.69 acres of permanent and less than 0.01 acre of temporary impacts to California horned lark (*Eremophila alpestris actia*; California Special Animal) and California legless lizard (*Aniella pulchra*; SSC) marginal suitable habitat in a coastal strands ESHA.

Additional sensitive species that may be impacted by the activities within or near conserved lands include: estuary seablite (*Suaeda esteroa*; California Native Plant Society (CNPS) Rank 1B.2), wandering skipper (*Panoquina errans*; California Special Animal), California least tern (*Sternula antillarum browni*; CESA- and ESA-listed endangered; California Fully Protected Species), western snowy plover (*Charadrius nivosus nivosus*; SSC and ESA-listed threatened), white-tailed kite (*Elanus leucurus*; California Fully Protected Species), osprey (*Pandion haliaetus*, California Watch List), light-footed Ridgway's rail (*Rallus longirostris levipes*; CESA- and ESA-listed endangered and California Fully Protected Species), and California brown pelican (*Pelecanus occidentalis californicus*, California Fully Protected Species).

Caltrans proposes to mitigate for these impacts at a minimum 2:1 ratio and is currently in negotiations with the California Coastal Commission (CCC) and the U.S. Fish and Wildlife Service (USFWS) to provide funds toward restoration in BCER and/or parcels owned by the Huntington Beach Wetlands Conservancy.

#### COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist Caltrans in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions are also included.

##### I. Insufficient Disclosure and Analysis

On November 18, 2021, CDFW became aware that, in contrast to the MND, Project impacts may not include permanent impacts within BCER though temporary impacts to BCER are still planned (B. Lu, personal communication). Comments provided below are based upon the analysis in the MND; however, even given reduced impacts to BCER, CDFW strongly recommends additional environmental analysis of the Project. We also request that coordination regarding any impacts to CDFW-managed lands be pursued at the earliest possible time.

S-4-1

Foremost, the MND does not provide sufficient disclosure or analysis of the Project's potential biological impacts to allow CDFW to determine their significance, nor to ascertain whether proposed mitigation will reduce impacts to biological resources to below significant.

The Project is located in relation to, and has potential to impact, sensitive habitats, including BCER, Huntington Beach Wetlands, Talbert Marsh Inlet, Bolsa Chica Inlet, the mouth of the Santa Ana River, and Bolsa and Huntington State Beaches. Permanent impacts are proposed within BCER, which is a CDFW-managed Ecological Reserve. As the state's Trustee Agency for fish and wildlife resources, CDFW considers permanent impacts to conserved lands significant even with appropriate mitigation. Furthermore, the MND does not adequately demonstrate that impacts to CESA-listed and/or fully protected species will be less than significant with mitigation. BCER is home to California least tern, Belding's savannah sparrow, light-footed Ridgway's rail, and white-tailed kite. Appendix G of the CEQA Guidelines notes that an impact would be significant if it would have an effect on

S-4-2

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sensitive species. In addition to being both CESA- and ESA-listed endangered, California least terns, light-footed Ridgway’s rails, brown pelican, and white-tailed kite are also fully protected under Fish and Game Code section 3511(b)(6). A fully protected species may not be incidentally taken at any time (except pursuant to an applicable Natural Community Conservation Plan) and any impacts to them would be considered significant under CEQA.

↑  
 S-4-2

Given the permanent impacts proposed in BCER and impacts to CESA-listed and/or fully protected species, the Project will result in significant impacts even with mitigation, and an MND is not the appropriate environmental document for the Project (CEQA Guidelines § 15064). CDFW strongly recommends a complete draft Environmental Impact Report (EIR) be circulated for public review and comment. The additional information and analyses identified in this letter should be included in the draft EIR.

S-4-3

**Alternatives Analysis**

One of the purposes of an EIR is to identify alternatives to a proposed Project and evaluate the comparative merits of feasible alternatives (CEQA Guidelines § 15126.6(d)). Since the Project proposes permanent and temporary easements in BCER and Huntington Beach Wetlands, CDFW requests that a draft EIR include alternatives that do not involve easements on conserved lands.

S-4-4

**Permanent Easements in BCER**

MND Chapter 2, page 2-38 indicates that Caltrans will need to acquire at least one right-of-way through and/or easement over portions of the BCER. However, Caltrans does not specify the mechanism for acquiring such rights-of-way and/or easements through a state-owned and managed ecological reserve. CDFW is unaware of any authority that would allow Caltrans to exercise eminent domain over property owned and managed by other state agencies, particularly land managed for the protection of CESA-listed species. Similarly, Caltrans has not proposed transferring jurisdiction, pursuant to Government Code section 14683 over any of the property in the BCER for right-of-way or easement purposes. At a minimum, Caltrans should identify the appropriate legal mechanism through which it seeks to acquire such rights-of-way and/or easements.

S-4-5

In its May 25, 2021, Section 4(f) Resource Coordination letter to the State Lands Commission, Caltrans indicated that it cannot require “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” unless both of the following are true:

1. There is no prudent and feasible alternative to using that land; and
2. The program or project includes all possible planning to minimize the harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

S-4-6

The May 25, 2021, letter asserts, without supporting documentation or explanation, that the Project “will not diminish the function of the Bolsa Chica Ecological Reserve and its associated facilities” and that “permanent and temporary impacts to the Bolsa Chica Ecological Reserve will be considered *de minimis*.” CDFW disagrees with these conclusory statements and finds them premature given that Caltrans has not yet completed consultation

S-4-7  
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with either State Lands Commission, as the owner of the BCER, or with CDFW, as the manager of the BCER and the Trustee Agency for the state's fish and wildlife resources.

↑ S-4-7

CDFW recommends Caltrans coordinate any proposed easements within BCER with CDFW Region 5's Wildlife and Lands group and Habitat Conservation Planning Branch prior to finalizing an Environmental Document.

S-4-8

**Coordination with CDFW Regarding Temporary Impacts in BCER**

For the same reasons discussed above with regard to the permanent impacts to BCER, CDFW strongly recommends that Caltrans engage with CDFW Lands Program and Habitat Conservation Planning Branch and request approval for any proposed temporary easements in BCER prior to circulating the draft EIR.

S-4-9

**II. Typographical Error in Avoidance/Minimization Measure BIO-2**

In MND Chapter 2, page 2-19, BIO-2 states in part, "[i]f listed species are observed within the work area...the work cannot be postponed until appropriate measures are implemented and the species is no longer present." This appears to be a typographical error because the same measure in MND Appendix E states that if listed species are observed *and* the work cannot be postponed, then Caltrans will consult with CDFW and USFWS. This second measure appears to be the correct measure. CDFW recommends the language be corrected in Chapter 2.

S-4-10

**III. Clarification Regarding Fish Passage Barriers in the BSA**

The MND, on page 2-16, states no existing anadromous fish barriers are present within the BSA. However, the BSA includes the SR-1 bridge crossing the mouth of the Santa Ana River. The California Fish Passage Assessment Database indicates potential passage constraints exist and a detailed survey is warranted. The draft Environmental Document should be revised to include the current status of fish passage at this bridge.

S-4-11

**IV. Specific Comments**

**Comment #1: Mitigation Ratios  
 MND Chapter 2, Page 2-15**

**Issue #1:** Caltrans proposes insufficient mitigation for 1,330 square feet of temporary construction easements and 50 square feet of permanent easement around the intersection of SR-1 and Warner Avenue within BCER.

**Specific Impact:** The MND states that Caltrans will offset impacts to ESHAs by contributing funds for restoration projects and is considering restoration project locations in BCER and/or within parcels managed/owned by the Huntington Beach Wetlands Conservancy at a minimum 2:1 ratio. The MND indicates that Caltrans is coordinating with the CCC and USFWS to determine mitigation ratios and sites. However, the MND does not specify whether the proposed permanent easements in BCER are included in the mitigation considerations and does not appear to provide on-site restoration for the proposed temporary construction easements impacts. Additionally, CDFW maintains that a 2:1 ratio for impacts in an existing Ecological Reserve is insufficient to offset impacts. Finally, the MND does not address coordinating mitigation ratios and/or sites with CDFW, including potential mitigation on CDFW lands.

S-4-12

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**Why Impact Would Occur:** BCER is an ecologically sensitive resource and host to rare, sensitive habitats and sensitive listed and non-listed species including, but not limited to, southern coastal salt marsh, arroyo willow thicket, coastal sage scrub, goldenbush scrub, southern foredunes, southern tarplant (*Centromadia parryi australis*; CNPS 1B.1), salt marsh bird's beak (*Chloropyron maritimum maritimum*; CESA- and ESA-listed endangered), Coulter's goldfields (*Lasthenia glabrata coulteri*; CNPS 1B.1), Crotch's bumblebee (*Bombus crotchii*; California Special Animal), western beach tiger beetle (*Cicindela latesignata latesignata*; California Special Animal), western tidal-flat tiger beetle (*Habroscelimorpha gabbii*; California Special Animal), light-footed Ridgway's rail, California least tern, Belding's savannah sparrow, western snowy plover, coastal California gnatcatcher, and osprey. The ecological value of BCER is compounded by the fact, as noted in the MND, that the surrounding area is predominantly developed and highly disturbed. Additionally, BCER is bordered by SR-1 on the southwestern side. Therefore, any permanent easements and temporary construction easements within BCER are potentially significant.

S-4-13

**Recommended Potentially Feasible Mitigation Measure(s)**

**Mitigation Measure #1:**

**To reduce impacts to less than significant:** Permanent easements within BCER, if approved, shall be mitigated at no less than a 10:1 mitigation ratio.

S-4-14

**Mitigation Measure #2:**

**To reduce temporary impacts to less than significant:** Temporary construction easements within BCER shall be restored at impact locations at no less than a 1:1 mitigation ratio. If impacts are not restored within 12 months of initiating the impacts, additional mitigation may be required due to temporal loss of habitat.

S-4-15

**Mitigation Measure #3:**

**To reduce impacts to less than significant:** Caltrans shall coordinate with and obtain CDFW approval regarding any proposed mitigation projects within BCER prior to finalizing any Environmental Document.

S-4-16

**Comment #2: CEQA Checklist Biological Resources Item A  
 MND Chapter 2, Pages 2-7 through 2-15**

**Issue #2:** The impact analysis is not adequate to demonstrate the Project will avoid take of listed species. The MND indicates impacts will be less than significant for any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW, USFWS, or National Oceanic and Atmospheric Administration Fisheries. The MND states that indirect impacts to species are "expected to be minimal" because "those activities will be performed over a short period of time on highly traveled portions of SR-1."

S-4-17

**Specific Impact:** Listed nesting birds may potentially be significantly adversely affected by indirect impacts if nesting within 300 to 500 feet from the Project footprint.

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**Why impact would occur:** The BSA includes and/or is adjacent to BCER, Huntington Beach Wetlands, Talbert Marsh Inlet, Bolsa Chica Inlet, the mouth of the Santa Ana River, and Bolsa and Huntington State Beaches, in which many listed species are known to nest. Indirect impacts to nesting birds outside the Project footprint could extend 300 to 500 feet from a nest. However, the BSA surveys only include a 50- to 200-foot buffer in the impact analysis. If surveys are not conducted at least 300 feet from the Project site, indirect impacts to nesting birds may result in nest abandonment and potential take of listed species.

S-4-18

**Recommended Potentially Feasible Mitigation Measure(s)**

**Mitigation Measure #4:**

**To reduce impacts to less than significant:** Prior to initiating operations, Caltrans shall revise the BSA to extend between 300 and 500 feet from the Project footprint where suitable nesting habitat exists.

S-4-19

**Mitigation Measure #5:**

**To reduce impacts to less than significant:** Caltrans shall conduct nesting bird surveys within all suitable nesting habitat within the revised BSA during the nesting season prior to initiating operations. If activities continue into the next nesting season, additional surveys shall be conducted.

S-4-20

**Recommendation #1:**

**To reduce impacts to less than significant:** Caltrans should provide additional detail as to why impacts are expected to be minimal. The details should include biological evidence that the duration of activities and proximity to the highway would result in minimal impacts. Additionally, unless Caltrans intends to obtain an Incidental Take Permit for listed species, direct and indirect impacts to listed species should be avoided rather than minimized.

S-4-21

**ENVIRONMENTAL DATA**

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the CNDDDB. The CNDDDB field survey form can be found at the following link: [http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDDB\\_FieldSurveyForm.pdf](http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDDB_FieldSurveyForm.pdf). The completed form can be mailed electronically to CNDDDB at the following email address: [CNDDDB@wildlife.ca.gov](mailto:CNDDDB@wildlife.ca.gov). The types of information reported to CNDDDB can be found at the following link: [http://www.dfg.ca.gov/biogeodata/cnddb/plants\\_and\\_animals.asp](http://www.dfg.ca.gov/biogeodata/cnddb/plants_and_animals.asp).

S-4-22

**FILING FEES**

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying Project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

S-4-23

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**CONCLUSION**

CDFW appreciates the opportunity to comment on the ND to assist Caltrans in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Simona Altman, Senior Environmental Scientist (Specialist), at (805) 338-0474 or [Simona.Altman@wildlife.ca.gov](mailto:Simona.Altman@wildlife.ca.gov).

Sincerely,

DocuSigned by:



D700B4520375406...

David Mayer  
Environmental Program Manager  
South Coast Region

ec: CDFW

Edmund Pert  
[Ed.Pert@wildlife.ca.gov](mailto:Ed.Pert@wildlife.ca.gov)

Richard Burg  
[Richard.Burg@wildlife.ca.gov](mailto:Richard.Burg@wildlife.ca.gov)

Simona Altman  
[Simona.Altman@wildlife.ca.gov](mailto:Simona.Altman@wildlife.ca.gov)

Cindy Hailey  
[Cindy.Hailey@wildlife.ca.gov](mailto:Cindy.Hailey@wildlife.ca.gov)

CEQA Program Coordinator  
[CEQACommentLetters@wildlife.ca.gov](mailto:CEQACommentLetters@wildlife.ca.gov)

Office of Planning and Research

State Clearinghouse  
[State.Clearinghouse@opr.ca.gov](mailto:State.Clearinghouse@opr.ca.gov)

State Lands Commission

Nicole Dobroski  
[Nicole.Dobroski@slc.ca.gov](mailto:Nicole.Dobroski@slc.ca.gov)

Caltrans

Kedest Ketsela  
[Kedest.Ketsela@dot.ca.gov](mailto:Kedest.Ketsela@dot.ca.gov)

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**REFERENCES**

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California Department of Fish and Wildlife. 2021. Passage Assessment Database. Retrieved November 12, 2021. Available from: <https://nrm.dfg.ca.gov/PAD>.

Lu, Brian. California Department of Transportation. Dated October 22, 2021. Email with Nicole Dobroski and Kyle Rice regarding State Route 1 Bike Lane Project and Preparation of a Preliminary Section 4f De Minimis Finding for Bolsa Chica Ecological Reserve. On file, California Department of Fish and Wildlife R5 Office.

Lu, Brian. California Department of Transportation. Dated November 18, 2021. Telephone communication regarding the project description of the SR-1 Bike Lane Facility Improvements Project. On file, California Department of Fish and Wildlife R5 Office.

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CDFW recommends the following language to be incorporated into a future environmental document for the Project.

<b>Mitigation Measures</b>			
	<b>Mitigation Measure</b>	<b>Timing</b>	<b>Responsible Party</b>
<b>MM-BIO-1-Permanent Easement Compensatory Mitigation</b>	Permanent easements within BCER, if approved, shall be mitigated at no less than a 10:1 mitigation ratio.	Prior to finalizing the Environmental Document	Caltrans
<b>MM-BIO-2-Temporary Construction Easement Restoration</b>	Temporary construction easements within BCER shall be restored at impact locations at no less than a 1:1 mitigation ratio. If impacts are not restored within 12 months of initiating the impacts, additional mitigation may be required due to temporal loss of habitat.	Prior to finalizing the Environmental Document	Caltrans
<b>MM-BIO-3-Coordinate Mitigation Project Proposals in BCER with CDFW</b>	Caltrans shall coordinate with and obtain CDFW approval regarding any proposed mitigation projects within BCER prior to finalizing any Environmental Document.	Prior to finalizing the Environmental Document	Caltrans
<b>MM-BIO-4-Revise BSA Extent</b>	Prior to initiating operations, Caltrans shall revise the BSA to extend between 300 and 500 feet from the Project footprint where suitable nesting habitat exists.	Prior to finalizing the Environmental Document	Caltrans

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<p><b>MM-BIO-5-Survey for Nesting Birds within Revised BSA</b></p>	<p>Caltrans shall conduct nesting bird surveys within all suitable nesting habitat within the revised BSA during the nesting season prior to initiating operations. If activities continue into the next nesting season, additional surveys shall be conducted.</p>	<p>Prior to finalizing the Environmental Document</p>	<p>Caltrans</p>
<p><b>Recommendations</b></p>			
<p><b>REC-BIO-1-Detailed Explanation of How Impacts are Minimal</b></p>	<p>Caltrans should provide additional detail as to why impacts are expected to be minimal. The details should include biological evidence that the duration of activities and proximity to the highway would result in minimal impacts. Additionally, unless Caltrans intends to obtain an Incidental Take Permit for listed species, direct and indirect impacts to listed species should be avoided rather than minimized.</p>	<p>Prior to finalizing the Environmental Document</p>	<p>Caltrans</p>

## **Response to comments from S-4: California Department of Fish and Wildlife**

### **S-4-1**

The project will result in no permanent impact to BCER. The IS/MND effectively discloses potential impacts to biological resources according to Appendix G of the CEQA Guidelines. A number of project measures to avoid, minimize and mitigate impacts to biological resources is provided in effort to lower the level of impacts to less than significant.

### **S-4-2**

The project will result in no permanent impact to BCER. The project is not anticipated to direct impact, take or have a substantial adverse effect on CESA-listed or fully protected species including those bird species noted. The following measures as well as other measures described in the MND are anticipated to avoid indirect impacts to noted species including those that are protect nesting birds: PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13.

### **S-4-3**

No permanent easements and only a temporary construction easement will be required at the Bolsa Chica Ecological Reserve. On-site restoration within BCER will be limited with hydroseed temporary impact areas with native plants similar to plant communities found in the area. The plant establishment period will be limited to one year and contractor will reapply hydroseed within one year, should the initial hydroseed application not establish. To offset unavoidable permanent impacts to sensitive plant communities (coastal sage scrub, goldenbush, coastal strands), Caltrans will continue to collaborate with all appropriate and authorized agencies to solidify mitigation ratios and sites during project design phase.

In addition to mitigation measures to reduce the level of significance to Less than Significant with Mitigation, avoidance and minimization measures will also be built into the project to further reduce impact potential. With the incorporation of mitigation, avoidance, and minimization measures detailed in Section 2.4 and Appendix E of the IS/MND, the project will not result in significant impacts to biological resources. Caltrans does not intent to prepare an EIR.

### **S-4-4**

Caltrans as the lead CEQA agency has made the determination that with the proposed avoidance, minimization, and mitigation measures, the project will result in a less than significant impact to biological resources. As part of the project development process, Caltrans explored several design variations to the Build Alternative to reduce the extent of impacts to the Bolsa Chica Ecological Reserve.

A design variation proposal was developed to widen along southbound SR-1, shift the SR-1 centerline to the west, and reduce existing lane widths to minimize or eliminate right-of-way needs at the southeast quadrant of SR-1/Warner Avenue. The existing lane lines along SR-1 in the northbound direction at Warner Avenue are currently below standard widths; therefore, any additional reductions to lane widths could create a visual bottleneck and require non-standard approvals. Shifting the SR-1 centerline to the west poses additional constraints that include shifting right-of-way needs from Bolsa Chica Wetland Conservancy to the Bolsa Chica State Beach. Additionally, lane shifts would introduce more skew to the SR-1/ Warner intersection and create a travel way angled towards the bike lane on the receiving NB direction of SR-1 at this intersection; which could contribute to a new safety risk to cyclists along the NB direction; therefore this particular design variation to was removed from further consideration.

### **S-4-5**

The project currently requires approximately 1,250 sqft of temporary construction easement at

the southeast corner of State Route 1 and Warner Avenue. During final design, the Project Engineer will evaluate the proposed temporary construction easement needed at the Bolsa Chica Ecological Reserve and will explore opportunities to further reduce the size of the easement. Property acquisition will be conducted in compliance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (Public Law 91-646, 84 Statutes 1894). The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally assisted projects. The conditions of acquisition and compensation for, or replacement or enhancement of said property acquired for the project improvements will be developed by Caltrans in consultation with the appropriate parties and those with jurisdiction of affected properties. Caltrans Right of Way will prepare an appraisal and meet with applicable parties to acquire the necessary rights. CDFW is correct that Caltrans cannot exercise eminent domain over property owned by another state agency. The legal mechanism which we seek to acquire would ultimately be through an offer to purchase said easements."

#### **S-4-6**

Under Section 4(f) of the USDOT Act, Caltrans as the NEPA lead agency as assigned by the Federal Highways Administration, 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 defined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site – only if: (1) there is no prudent and feasible alternative to using that land; and (2) The program or project includes all possible planning to minimize the harm to the park, recreational area, wildlife and waterfowl refuge, or historic site resulting from use. Caltrans has made efforts to reduce right-of-way at the Bolsa Chica Ecological Reserve to the maximum extent practicable based on roadway geometrical constraints, and has proposed avoidance, minimization, and mitigation measures to offset potential impacts to the Bolsa Chica Ecological Reserve to less than significant. As a result, Caltrans has made a *de minimis* determination under Section 4(f) of the USDOT Act as the project will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).

#### **S-4-7**

The Section 4f Resource Coordination Letter dated May 25, 2021 was sent to the California State Lands Commission and California Department of Fish and Wildlife approximately 4 months prior to the circulation of the Draft Environmental Document. At the time of submitting this letter, a permanent easement of 450 sqft and temporary construction easement of 2,200 sqft was required. Subsequent to your receipt of this coordination letter, the Caltrans project development team explored options to reduce right of way requirements at the Bolsa Chica Ecological Reserve. A permanent easement is no longer required at the Bolsa Chica Ecological Reserve; and the temporary construction easement was been reduced from 2,200 sqft to 1250 sqft.

The coordination letter also made a preliminary *de minimis* determination in that the project as proposed would not adversely affect the recreational activities, features, or attributes that qualify the property for protection under Section 4(f). The avoidance, minimization, and mitigation measures would be implemented prior to, during, and post construction to ensure impacts to the Reserve are fully reciprocated. Please refer to the Preliminary Section 4(f) *De Minimis* Finding – Attachment A of the Final Environmental Document.

**S-4-8**

The extent of the proposed temporary construction easement at the Bolsa Chica Ecological Reserve will be clearly defined during project Design. Coordination with appropriate agencies and parties will take place during this phase of the project delivery process.

Final disposition of the right-of-way will occur during the final design phase. Property acquisition will be conducted in compliance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (Public Law 91-646, 84 Statutes 1894). The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally assisted projects. The conditions of acquisition and compensation for, or replacement or enhancement of said property acquired for the project improvements will be developed by Caltrans in consultation with the California Department of Parks and Recreation (official with jurisdiction of said affected property).

**S-4-9**

Please refer to response S-4-3 and S-4-8. Permanent easements are not currently proposed at the Bolsa Chica Ecological Reserve.

**S-4-10**

The Department acknowledges typo errors and will change “cannot” to “can” on Page 2-19 and Appendix E.

**S-4-11**

Per section 156.3 of SB 857, this project doesn't require Fish passage assessment. Since this project will not affect the Santa Ana river, fish passage assessment or detailed survey isn't warranted.

**S-4-12**

The project will result in no permanent impacts to BCER. On-site restoration within BCER will be limited with hydroseed temporary impact areas with native plants similar to plant communities found in the area. The plant establishment period will be limited to one year and contractor will reapply hydroseed within one year, should the initial hydroseed application not establish. To offset unavoidable permanent impacts to sensitive plant communities (Coastal Sage Scrub, goldenbush, Coastal strands), Caltrans will continue to collaborate with all appropriate and authorized agencies to solidify mitigation ratios and sites during project design phase.

**S-4-13**

The project will result in no permanent easement within BCER. See the above response regarding proposed mitigation for permanent and temporary impacts to habitats.

**S-4-14**

The project will result in no permanent easement within BCER. See the above response to comment S-4-12.

**S-4-15**

Please see the response to comment S-4-12 regarding restoration proposed within temporary impact area.

**S-4-16**

Caltrans will continue to collaborate with all appropriate and authorized agencies to solidify mitigation ratios and sites during project design phase.

**S-4-17**

Project measures will be implemented to avoid impacts to nesting birds during project construction activities including potential impacts to special-status bird species. This includes measures PF-BIO-1 through PF-BIO-3, BIO-4 through BIO-6, BIO-10 through BIO-12, and PF-BIO-13. Due to existing conditions along SR-1, short duration of project activities and through the implementation of protective bird measures, indirect impacts to nesting birds are not anticipated.

**S-4-18**

As stated in the draft IS/MND and chapter 2 of the NES, Biological Study Area (BSA) was established to evaluate potential direct and indirect project-related impacts on sensitive biological resources. The BSA encompasses the project footprint as well as the Caltrans ROW and buffers between 50 and 200 ft at the various intersections requiring permanent easements and temporary construction easements to account for potential indirect construction-related effects such as noise and vibration.

**S-4-19**

Per response to comment S-4-18, no revision to BSA is warranted at this time.

**S-4-20**

Please see response to comment S-4-17.

**S-4-21**

No wetlands or other jurisdictional waters are anticipated to be impacted during project activities. Although some of the adjacent areas along PCH may contain native vegetation communities suitable for special-status species, as stated under paragraph of section 1.1 of the DED, a large portion of the improvements are limited to re-striping(which has less construction duration and limited within paved road). Furthermore, due to habitats proximity to SR-1 which has high traffic volume and noise, as well as recreational uses of the BCER prevent most wildlife species from utilizing areas adjacent to paved road and areas to be impacted directly. A majority of the proposed work would occur within bare ground and previously disturbed developed areas lacking vegetation communities including those considered sensitive by the California Coastal Commission and/or other resource agencies. The temporary and permanent impacts to the three plant communities (CSS, Goldenbush, and Coastal Strands) occur in the narrow strips of marginal suitable habitat, high levels of development, maintenance, and nearby human activities. Based on the revised impact analysis, the two non-listed plant species aren't anticipated to be impacted by the project. Listed species are not anticipated to be impacted by project activities as either suitable habitat is absent from the BSA or project measures will avoid impacts to the species. Therefore, an Incidental Take Permit is not anticipated or warranted.

**S-4-22**

All special-status species and natural communities will be included on CNDDDB forms and emailed to the noted CDFW email address.

**S-4-23**

The CDFW fee will be submitted to the Orange County Clerk along with the Notice of Determination (NOD) of the final environmental document.

R-1



**ORANGE COUNTY FIRE AUTHORITY**

P. O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Road, Irvine, CA 92602-0125

Brian Fennessy, Fire Chief

(714) 573-6000

www.ocfa.org

October 25, 2021

Carmen Lo, Associate Environmental Planner  
Caltrans District 12  
Division of Environmental Analysis  
1750 East 4<sup>th</sup> Street, Suite 100, Santa Ana, CA 92705  
Email: [CTD12\\_SR1BikeLaneProject@dot.ca.gov](mailto:CTD12_SR1BikeLaneProject@dot.ca.gov)

Subject: NOI to Adopt MND SR-1 Class II Bike Lane Facility Improvement

Dear Carmen Lo:

Thank you for the opportunity to review the subject document. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to 23 cities in Orange County and all unincorporated areas. The OCFA operates 77 fire stations throughout Orange County. Services include structural fire protection, emergency medical and rescue services, education and hazardous material response. OCFA also participates in disaster planning as it relates to emergency operations, which includes high occupant areas and school sites and may participate in community disaster drills planned by others. Resources are deployed based upon a regional service delivery system, assigning personnel and equipment to emergency incidents without regard to jurisdictional boundaries. The equipment used by the department has the versatility to respond to both urban and wildland emergency conditions.

We believe this Class II Bike Lane project on SR-1 does not impact our service area and have no specific impacts for the OCFA.

R-1-1

Serving the Cities of: Aliso Viejo • Buena Park • Cypress • Dana Point • Garden Grove • Irvine • Laguna Hills • Laguna Niguel • Laguna Woods  
Lake Forest • La Palma • Los Alamitos • Mission Viejo • Rancho Santa Margarita • San Clemente • San Juan Capistrano • Santa Ana  
Seal Beach • Stanton • Tustin • Villa Park • Westminster • Yorba Linda • and Unincorporated Areas of Orange County

RESIDENTIAL SPRINKLERS AND SMOKE ALARMS SAVE LIVES

October 25, 2021  
Page 2

Thank you for providing us with this information. Please contact me at 714-573-6253 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RD' or 'RJD', written over a light blue grid background.

Robert J Distaso PE  
Fire Safety Engineer  
Planning and Development  
[robertdistaso@ocfa.org](mailto:robertdistaso@ocfa.org)  
[www.ocfa.org](http://www.ocfa.org)

**Response to comments from R-1: Orange County Fire Authority**

**R-1-1**

The commenter's statement of the proposed project not impacting Orange County Fire Authority's service areas has been documented as part of the public record.

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November 18, 2021

NCL-21-0007

L-1

Caltrans District 12, Division of Environmental Analysis  
1750 East 4th Street, Suite 100  
Santa Ana, California 92705  
Attn: Carmen Lo

**Subject:** Initial Study/Mitigated Negative Declaration for the SR-1 Class II Bike Lane Facility Improvements

Dear Carmen,

Thank you for the opportunity to comment on the SR-1 Class II Bike Lane Facility Improvements Project. The County of Orange offers the following comment for your consideration.

**Flood Programs/Floodplain Management & Hydrology Section:**

1. Please be notified that Talbert Channel (OCFCD Facility No. D02) and Santa Ana River (OCFCD Facility No. E01) are within the project area. All work within or adjacent to any OCFCD right-of-way or flood control facilities shall be conducted so as not to adversely impact the structural integrity of the channel, hydrology, hydraulic flow conditions, access and maintainability. Furthermore, all proposed projects within OCFCD right-of-way should be reviewed and approved by OC Public Works, and the work should be conducted only after an encroachment permit has been obtained. For information regarding the permit application process and other details please refer to the Encroachment Permits Section link on the OC Public Works website: [http://www.ocpublicworks.com/ds/permits/encroachment\\_permits](http://www.ocpublicworks.com/ds/permits/encroachment_permits). Technical reviews and approvals for the proposed work will be accomplished within the permit process.

L-1-1

If you have any questions regarding this comment, please contact Penny Lew at (714) 647-3990 or Sahar Parsi at (714) 647-3988 in OC Flood Programs or Cindy Salazar at (714) 667-8870 in OC Development Services.

Sincerely,

*Joanna Chang*

Joanna Chang, Land Use Manager  
OC Public Works/OC Development Services  
601 North Ross Street  
Santa Ana, California 92701  
[Joanna.Chang@ocpw.ocgov.com](mailto:Joanna.Chang@ocpw.ocgov.com)

cc: Penny Lew, OC Infrastructure Programs/Flood Programs  
Sahar Parsi, OC Infrastructure Programs/Flood Programs

601 North Ross Street, Santa Ana, CA 92701  
P.O. Box 4048, Santa Ana, CA 92702-4048

[www.OCPublicWorks.com](http://www.OCPublicWorks.com)  
(714) 667-8800 | [Info@OCPW.ocgov.com](mailto:Info@OCPW.ocgov.com)

## **Response to comments from L-1: Orange County Public Works**

### **Comment L-1-1**

Caltrans is in concurrence with these guidelines. The proposed scope of work at these areas (Talbert Channel and Santa Ana River Bridge crossings) will not adversely impact the structural integrity of the channel, hydrology, hydraulic flow conditions, access and maintainability of the facilities. This project only proposes to restripe pavement at these locations.

P-1

**Lo, Carmen@DOT**

**From:** Dbooker4 <dbooker4@aol.com>  
**Sent:** Thursday, October 21, 2021 7:08 AM  
**To:** CTD12\_SR1 Bike Lane Project@DOT  
**Subject:** Bike Lane Project - HB to Sunset Beach

EXTERNAL EMAIL. Links/attachments may not be safe.

Thanks !!!!!

I ride PCH between HB and Sunset a couple times a week.

You guys work so hard to keep it safe for us bicyclists.

Thanks Thanks Thanks

Now....could you extend the bike lanes through Sunset Beach ????

and get the State Park guys to keep the sand on the beach..

Dave Booker  
HB

ps...thanks for quickly paving over the lane mitigation warning groves....yeap...that idea didn't work for sh...

P-1-1

P-1-2

P-1-3

## **Response to comments from P-1: Dave Booker**

### **P-1-1**

The project was developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts.

### **P-1-2**

Bike lanes are added on SR-1 through Sunset Beach (from Warner Avenue to Anderson Street), where there is enough space to fit a bike lane. There is existing on-street parking through this area that we are preserving, and the existing roadway width and surrounding properties do not allow for a continuous bike lane through Sunset Beach.

### **P-1-3**

Caltrans are in ongoing discussion with State Parks for solutions to the issue of beach sand making its way onto SR-1. Specifically, the area between Warner Avenue and Seapoint Street sees accumulation of sand on the right shoulder in the SB direction. This project proposes to clean up the existing sand on SR-1 through this area (as well as from Beach Boulevard to Brookhurst Street).

P-2

**Lo, Carmen@DOT**

---

**From:** Lo, Carmen@DOT  
**Sent:** Thursday, October 21, 2021 8:24 AM  
**To:** Lo, Carmen@DOT  
**Subject:** RE: State Route 1 - Bike Lane Project

---

**From:** Jackson Hurst <[ghostlightmater@yahoo.com](mailto:ghostlightmater@yahoo.com)>  
**Sent:** Wednesday, October 20, 2021 10:48 AM  
**To:** Fortenberry, Sheilah L@DOT <[sheilah.fortenberry@dot.ca.gov](mailto:sheilah.fortenberry@dot.ca.gov)>  
**Subject:** State Route 1 - Bike Lane Project

**EXTERNAL EMAIL.** Links/attachments may not be safe.

roject. My mailing address is 4216 Cornell Crossing, Kennesaw, Georgia 30144.  
sent from [ghostlightmater@yahoo.com](mailto:ghostlightmater@yahoo.com)

P-2-1

**Response to comment from P-2: Jackson Hurst**

**Comment P-2-1**

The contact information has been added to the distribution list per request.

P-3

**Lo, Carmen@DOT**

**From:** Steve Schumacher <sshumacher@irvinecompany.com>  
**Sent:** Saturday, October 23, 2021 3:06 PM  
**To:** CTD12\_SR1 Bike Lane Project@DOT  
**Subject:** Bike Lane Improvement - CA1

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi - I am in favor of this project. The project should be accelerated. In my opinion completion in 6 years is just too far out. I would also suggest that when this lane is in place, that for the corresponding area, E-Bikes and E-Powered vehicles be prohibited from riding on the beach boardwalks.

P-3-1

P-3-2

Another priority for biking in the area, in my opinion, would be improving access in the Mariners Mile stretch of Newport Beach. That area is riskier today for bikers than the stretch of CA1 that is proposed for improvements.

P-3-3

Thank you for your consideration, Steve

**Steve Schumacher**  
Vice President, Digital Customer Solutions  
Irvine Company

101 Innovation Drive | Irvine, California | 92617  
Phone 949.720.2777 | Cell Phone 949.422.2777  
sshumacher@irvinecompany.com



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**Response to comment from P-3: Steve Schumacher**

**P-3-1**

This project as well as the adjacent projects north and south of the project limits are a priority for Caltrans to complete in our effort to move towards providing better mobility for bicyclists and pedestrians. The beginning and end of construction for this project is scheduled for January 2025 and April 2026, respectively.

**P-3-2**

This is an issue that would need to be addressed by California State Parks, the agency responsible for the beach boardwalks facility next to SR-1. Caltrans itself does not have jurisdiction over these areas to regulate the use of E-Bikes or E-Powered vehicles.

**P-3-3**

There is another project currently in design that includes similar bicycle lane improvements in that area of Newport Beach. Caltrans is currently working on projects that have bicycle lane improvements on SR-1 from Seal Beach to Newport Beach.

**Lo, Carmen@DOT**

**P-4**

---

**From:** Steve Kirschenbaum <bu609@yahoo.com>  
**Sent:** Monday, October 25, 2021 2:15 PM  
**To:** CTD12\_SR1 Bike Lane Project@DOT  
**Subject:** public hearing-pch bike lane

EXTERNAL EMAIL. Links/attachments may not be safe.

please schedule a public hearing for the above captioned project.  
thank you.

P-4-1

Sent from my iPhone

**Response to comment from P-4: Steve Kirschenbaum**

**P-4-1**

On November 22, 2021, Caltrans reached out to the commenter and asked if there is any specific concern of the project. After reviewing the public comments received after the public review period, the project is not considered as a highly controversial project; therefore, a public hearing is not anticipated.

P-5

**Lo, Carmen@DOT**

**From:** Fortenberry, Sheilah L@DOT  
**Sent:** Wednesday, October 27, 2021 10:12 AM  
**To:** CTD12\_SR1 Bike Lane Project@DOT  
**Cc:** MickeyParseghian@sbcglobal.net  
**Subject:** PCH & 7TH-Mickey Parseghian

The below questions are being submitted on behalf of Mr. Mickey Parseghian,

We spoke briefly yesterday regarding concerns and comments involving the upcoming bike Lane Project. Below are the questions Mr. Parseghian relayed to me:

1. Between 7<sup>th</sup> street and 8<sup>th</sup> street there is a drive way, but it doesn't appear on the map based on page L28 of the layout plan; are there going to be any barriers that prevent us from turning left onto PCH going northbound? | P-5-1
2. Will there be parking adjacent to us so we can see the bikes on that path? | P-5-2

Thank you,

**SHEILAH FORTENBERRY**  
*PUBLIC INFORMATION OFFICER*  
*CALTRANS DISTRICT 12 – ORANGE COUNTY*  
*1750 E 4TH STREET, 8TH FLOOR*  
*SANTA ANA, CA 92705*  
*C: 949-969-5055 MICKEY PARSAGIAN*  
*818-429-6200*  
*O:657-328-6448*



**Response to comment from P-5: Mickey Parseghian**

**P-5-1**

The layout plan sheet L-28 shows the section of SR-1 between Huntington Street and Twin Dolphin Drive — there does not appear to be a driveway in between these streets on SR-1. If the question is concerning the driveway between 7th Street and 8th Street in Sunset Beach (sheet L-4), there will be no barriers to prevent vehicles from turning left onto NB SR-1 at this section.

**P-5-2**

There is existing on-street parking at this driveway location (between 7th Street and 8th Street) that will be preserved. However, there is no proposed bike lane at this location, and bicyclists will share the right lane with vehicles at this location.

**LAW OFFICE OF HAYES & WELSH**

P-6

Attorneys at Law  
199 N Arroyo Grande, Suite 200  
Henderson, NV 89074  
(702) 434-3444  
(702) 434-3739 (Fax)  
[www.lvlaw.com](http://www.lvlaw.com)

Garry L. Hayes  
Martin L. Welsh  
Megan K. Mayry McHenry  
(Of Counsel)  
Larson A. Welsh

U.S. Mail  
 Certified Mail  
 Facsimile  
 Overnight  
 Hand Delivery  
 Email

October 22, 2021

**Via U.S. Mail**

Carmen Lo, Associate Environmental Planner  
CALTRANS DISTRICT 12  
Division of Environmental Analysis  
1750 East 4<sup>th</sup> Street, Suite 100  
Santa Ana, California 92705

Re: ***SR-1 Class II Bike Lane Facility Improvement Project***

Dear Ms. Lo:

This is in response to the request for comments regarding the above referenced project. I own a home at 115 22<sup>nd</sup> Street in Huntington Beach. An extremely dangerous situation exists for pedestrians crossing Golden West on the non-beach side of Pacific Coast Highway (SR1).

North bound pedestrians, crossing in the cross walk opposite the beach side and crossing with the walk signal are at risk when northbound vehicles, also with a green light, make a right hand turn onto Golden West. Visibility is limited for vehicles to see pedestrians at this intersection. Vehicles see the green light and fail to stop to look for pedestrians. My family and many others have had close calls at this intersection due to this dangerous condition.

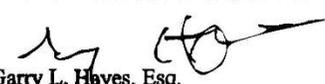
I have two suggestions to make the intersection safer:

- 1. Add a red/green right turn arrow for North travelling vehicles turning right from PCH onto Golden West. Signal the right turn red when pedestrians have a green cross safely signal; and/or P-6-1
- 2. Provide for pedestrians to cross PCH on both sides of Golden West, similar to the current crossing at 17<sup>th</sup> and PCH in Huntington Beach. P-6-2

Hopefully you will carefully consider changes to this dangerous crossing as part of the above review and make changes.

Sincerely,

LAW OFFICE OF HAYES & WELSH

  
Garry L. Hayes, Esq.  
[ghaves@lvlaw.com](mailto:ghaves@lvlaw.com)

GLH:kb

**Response to comment from P-6: Law Office of Hayes & Welsh**

**P-6-1**

District accident data does not show pedestrian-auto collisions at SR-1 and Goldenwest Street; therefore, data supports a sufficient intersection operation as it related to pedestrian movement. During project Design, your suggestion will be taken into consideration to determine the feasibility of adding a controlled right turn movement at Goldenwest and whether roadway operation would be affected.

**P-6-2**

During project Design, your suggestion to add a crosswalk on the southern side of SR-1 at Goldenwest Street will be considered. However, an engineering study will be required for installation of a crosswalk because this improvement will affect the signal timing and the intersection operation. The addition of a crosswalk will also affect the roadway level of service and potentially reduce roadway operations

Lo, Carmen@DOT

P-7

**From:** Mike Wright <mwright@arborfg.com>  
**Sent:** Saturday, November 6, 2021 12:31 PM  
**To:** CTD12\_SR1 Bike Lane Project@DOT  
**Subject:** Hwy 1 Bike Lane

EXTERNAL EMAIL. Links/attachments may not be safe.

As a road cyclist and homeowner in Huntington Beach, I support this Public Improvement especially between Goldenwest to Seal Beach Blvd. There needs to be road sweeps of the sand especially after windy days, in addition a widening of the bike lane. Maybe a traffic cone type fence that designates the bike lane but also allows disabled motorists to pull off the road out of harms way would be good. Painted Green Bike lanes between Goldenwest and Beach Blvd would be very helpful for motorists/pedestrians and bikers alike just outside the designated painted parking spots. This would be helpful for motorists who are pulling out onto Hwy 1 to give them an extra visual to look before pulling out into traffic. I don't know how many times a car has just pulled out and I've had to slam on the brakes and almost be run over. I have close friends that have crashed and been severely injured recently by cars pulling in front of a group of safe bikers, recently in June 2021 at Bolsa Chica entrance. They had no chance to stop. This would also be helpful through Sunset beach between Warner and Seal Beach Blvd. These initiatives proposed are widely in favor by cyclists and caring motorists alike. In fact, I feel this needs to be adopted all the way down Hwy 1 southbound to San Clemente. I know it will save countless lives and injuries in the future. In full favor of this Bike Lane Improvement.

P-7-1

P-7-2

P-7-3

P-7-4



**Mike Wright**

*Sr Loan Officer*

O: 714.536.2200

C: 714.240.4030

F: 714.242.1652

mwright@arborfg.com

2100 Main St #255

Huntington Beach, CA 92648

NMLS# 234953 BRE 01817982



WHILE OTHERS TALK WE PERFORM  
**THE WRIGHT**  
L O A N S

## **Response to comment from P-7: Mike Wright**

### **P-7-1**

The project was developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts.

### **P-7-2**

The project proposes to shift the southbound bicycle lane away from the beach on SR-1 from Warner Avenue to Seapoint Street; this proposed shift should give bicyclists using the bike lane more separation from any sand that makes its way onto the edge of the roadway. This project is also proposing a cleanup of any existing sand deposits along SR-1, specifically between Warner Avenue to Seapoint Street and Beach Boulevard to Brookhurst Street. Caltrans Maintenance team is searching for solutions to provide adequate maintenance in this area with the resources; and more details will be developed during the design phase of the project.

### **P-7-3**

This project currently proposes a buffered bike lane, which provides a 2' separation between the bike and vehicle lanes that is striped for better visibility. Regarding the bike lanes proposed from Goldenwest Street to Beach Boulevard, green striping is proposed along the 2' separation buffers in both north and southbound directions at the approach to intersections, which will increase visibility of the bike lanes to motorists.

### **P-7-4:**

The project as proposed was developed to improve the safety for cyclists using the stretch of SR-1 from Anderson Street to the Santa Ana River. Due to roadway design constraints within Sunset Beach, Class 2 bike ways were not feasible. Therefore, additional shared bike painted striping and green striping at the SB SR-1 approach to 19<sup>th</sup> St. have been proposed. Your suggestion about extending bike facilities to San Clemente has been noted.

P-8

Lo, Carmen@DOT

**From:** sam hanna <isamhanna@yahoo.com>  
**Sent:** Sunday, November 14, 2021 6:35 PM  
**To:** CTD12\_SR1 Bike Lane Project@DOT  
**Subject:** BIKE LANE FACILITY IMPROVEMENT PROJECT IN HUNTINGTON BEACH

EXTERNAL EMAIL. Links/attachments may not be safe.

Dear Sir / Mam

my name is Sam Hanna and i reside at 716 Pacific Coast Highway , Huntington beach.

P-8-1

I haven't seen the project plans nor have the chance to have my calls answered !  
I tried to call couple of times but no luck to have someone answer. Anyway , my comments are simple and relates to safety

1- PCH should not have metered parking where you propose to have bike lane between 6th street and at least 11th or 12th.

P-8-2

I have seen lots of bike accidents caused by the parking vehicles , trucks and big motor homes that block bikers visibility and sight distances especially when bikers try to avoid an opening vehicle or truck door and swing into the upcoming traffic which sometimes is too late

2- the parking truck , motor homes and vehicles get parking permits from local agency and utilize said vehicles to change their surfing cloth and open up more than one door for a good period of time creating k- ios to traffic and bikers

P-8-3

3- vehicles exiting 7-11 store driveway and turning right on PCH , have very bad sight distance visibility especially if there is motorhome or van or vehicle parking on PCH.

P-8-4

please check accident reports on PCH & 8th street and I urge you to move these parking meters few streets away from the immediate downtown area and the busy 7-11 store

P-8-5

if you have any question please call me @ (714) 309-8010

## **Response to comment from P-8: Sam Hanna**

### **P-8-1**

The project plan was included as Appendix F to the Draft Environmental Document. On November 15, 2021, Caltrans reached out to this commenter via phone call and informed him that his comments were received and will be reviewed, responded and included in the final environmental document.

### **P-8-2**

This project was agreed upon with local agencies under the condition that all on-street parking be preserved within the project limits. This project proposes to stripe the bike lanes along this area (between 6th street to Goldenwest Street), including bike lanes next to on-street parking, which should increase visibility for bicyclists to motorists and parked vehicles.

### **P-8-3**

This project proposes a 5' wide designated bike lane adjacent to these on-street parking spots from 6th Street to Goldenwest Street on SR-1; this 5' bike lane between on-street parking and the vehicle lane should provide adequate space for bicyclists to maneuver around opened doors of parked vehicles.

### **P-8-4**

The driveway from 7-Eleven supporting right turn movements from the lot onto SR-1 appears to have adequate no-parking zones painted red on the curbs next to the driveway. Additionally, the project proposes a striped 5' wide bike lane running through this area, which will provide further separation between vehicles turning right onto SR-1 and NB vehicles on SR-1. Traffic data at this location for the past three years was reviewed and it indicated that there does not appear to be any accidents between two motor vehicles resulting from a right-turn movement out of the driveway.

### **P-8-5**

The collision data near this location was reviewed and it indicated that there is one collision involving a bicyclist and vehicle. The collision was unrelated to on-street parking as the motor vehicle was making a left-turn movement during the collision. This project was agreed upon with local agencies under the condition that all on-street parking be preserved.

P-9

**Lo, Carmen@DOT**

**From:** cherylhaggood@gmail.com  
**Sent:** Wednesday, November 17, 2021 2:25 PM  
**To:** CTD12\_SR1 Bike Lane Project@DOT  
**Subject:** Carmen Lo District 12 Bike Lane questions

**Importance:** High

EXTERNAL EMAIL. Links/attachments may not be safe.

Carmen Lo,  
Regarding SR-1 Class II Bike Lane

Can you answer a few questions before I comment on the improvements. I didn't see an artist drawing on this project and the library did not have your project for public view. | P-9-1

- Will this project | P-9-2
  - slow down traffic from Newport Beach to Huntington Beach? | P-9-3
  - Slow down traffic on the cross streets? | P-9-3
  - Add new warning lights at intersections? | P-9-4
  - Survey the crosswalks for motorist running red lights at these same intersections? | P-9-4
  - Take away street parking? | P-9-5

Thank you in advance for your reply  
Cheryl Haggood, HB resident  
cherylhaggood@gmail.com

## **Response to comment from P-9: Cheryl Hapgood**

### **P-9-1**

On November 18, 2021, Caltrans reached out to this commenter via email and confirmed that a copy of the draft environmental document is available at the Huntington Beach Central Library at 7111 Talbert Avenue, Huntington Beach, CA 92648 for review between October 20, 2021 and November 19, 2021. The document is also available on the project website: <https://dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-1-bike-lane-project>, the Huntington Beach City Hall and Caltrans District 12 office. The project plan sheets the commenter was referring to have been included in Appendix F of the draft environmental document. All of the comments/questions in the submitted email have been documented and will be reviewed, responded and included in the final environmental document. In addition, Caltrans also asked if this commenter wants to provide a physical address in order to be added to the distribution list.

### **P-9-2**

Improvements proposed in this project are not anticipated to slow down traffic from Newport Beach to Huntington Beach or on cross streets.

### **P-9-3**

Warning lights are not proposed at intersections within this project.

### **P-9-4**

The proposed project does not propose to survey crosswalks for motorists running red lights at the intersections within the project limits. If there will be a concern in future, Caltrans will coordinate with the Caltrans Traffic Operations unit.

### **P-9-5**

This project does not affect any existing on-street parking. An agreement has been established with local agencies that all on-street parking spots shall remain.



P-10

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**ENDORSEMENTS**

Amigos de Bolsa Chica  
Algalita Marine Research  
Foundation  
Anza Borrego Foundation  
Ballona Wetlands Land  
Trust  
City of Huntington Beach  
City of Seal Beach  
Friends of Harbors,  
Beaches and Parks  
Huntington Beach  
Wetlands Conservancy  
Huntington Beach Tomorrow  
Orange Coast League of  
Women Voters  
Orange County  
Coastkeeper  
Peninsula Open Space Trust  
Sea and Sage Audubon  
Sierra Club  
Angels Chapter  
Surfrider Foundation



November 19, 2021

Carmen Lo  
Associate Environmental Planner  
Caltrans District 12, Division of Environmental Analysis  
1750 East 4<sup>th</sup> Street, Suite 100  
Santa Ana, CA 92705

RE: SR-1 Class II Bike Lane Facility Improvements Project COMMENTS

Dear Ms. Lo,

The Bolsa Chica Land Trust submits these comments on behalf of our 5,000 members who care deeply about the wellbeing of the Bolsa Chica Ecological Reserve (BCER). The Bolsa Chica Land Trust (BCLT) is a 501(c)3 California non-profit established in 1992. BCLT's mission is the acquisitions, preservation, and restoration of all of Bolsa Chica and the education of the public to its natural wonders and cultural significance.

Upon review of this project's documentation, we would like to submit the following comments.

BCLT supports Caltrans's proposal to improve conditions on SR-1 for bike riders and is happy to see that this project will enhance conditions for safe bike usage along our wonderful coast.

BCLT is pleased that detailed measures will be implemented to minimize project impacts to the Bolsa Chica Ecological Reserve, and to the plant and animal species found within and adjacent to the project's footprint. We urge strict enforcement of these measures, as it cannot be overstated how fragile these adjoining habitats are.

BCLT requests that a barrier of some type and design be constructed on the high speed section of NB SR-1 between the vehicular traffic lanes and the newly proposed bike lane from the traffic light at the entrance to Bolsa Chica State Beach to the BCER tide gates (approximately 0.7 miles north). This would result in an added level of protection for pedestrians on a BCER trail which parallels this stretch of SR-1. There is currently no barrier between the trail and the car traffic. The California Department of Fish and Wildlife, which manages BCER, estimates 100,000 visitors to BCER each year, many of whom walk this stretch of trail. Each year, the 3 NGO's who operate at BCER use this trail as part of on-site tours given to thousands of school children and thousands of members of the public.

P-10-1

P-10-2

5200 Warner Avenue - Suite 108 - Huntington Beach, CA 92649 - (714) 846-1001  
www.bolsachicalandtrust.org

We have had many, many comments and complaints over the years that people walking on this stretch of trail do not feel safe due to its proximity to fast-moving traffic with no barrier. A barrier erected between the far-right car lane (northbound) and the new bike lane would bring some comfort and protection to our BCER visitors as well as to the cyclists. We understand that this is an added element to the project with an added expense, however, it is one that our community would deeply appreciate. At this time, there is nothing between 60+ mph traffic and third-graders on a field trip, families out for a walk, bird watchers, and people who are enjoying time in our natural coastal setting. The cost of not taking advantage of this project to place some sort of barrier, could be heartbreakingly tragic if a car were to stray off the road.

↑  
P-10-2

Thank you for the opportunity to submit these comments, and for your consideration of them. Please contact me if you would like to discuss our comments and concerns.

Best regards,



Kim Kolpin  
Executive Director

5200 Warner Avenue - Suite 108 - Huntington Beach, CA 92649 - (714) 846-1001  
[www.bolsachicalandtrust.org](http://www.bolsachicalandtrust.org)

**Response to comment from P-10: Bolsa Chica Land Trust**

**P-10-1**

The project was developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts. Caltrans will make sure all the project features and mitigation measures will be followed during the future phases of the project.

**P-10-2**

A physical barrier to prevent an errant vehicle from encroaching into the proposed bike lane would introduce further safety issues for motorists. A barrier to prevent vehicles from straying off the road in this scenario is typically constructed off the roadway and would encroach in environmentally sensitive areas.

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## **Appendix J - SHPO Concurrence Letter**

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State of California • Natural Resources Agency

Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Armando Quintero, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov [www.ohp.parks.ca.gov](http://www.ohp.parks.ca.gov)

December 30, 2021

VIA EMAIL

In reply refer to: FHWA\_2021\_1025\_001  
CATRA\_2021\_1025\_001

David Price, Section 106 Coordinator  
Cultural Studies Office  
Division of Environmental Analysis  
1120 N Street, PO Box 942873, MS-27  
Sacramento, CA 94273-0001

Subject: Finding of Effect for the Proposed State Route 1 Class II Bike Lane Facility Improvements in Orange County, CA

Dear Mr. Price:

Caltrans is continuing consultation regarding the above project in accordance with the January 1, 2014 *First Amended Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation, the California State Historic Preservation Officer (SHPO), and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (106 PA)*. Caltrans is also consulting under the January 2015 *Memorandum of Understanding between the California Department of Transportation and the California State Historic Preservation Officer Regarding Compliance with Public Resources Code Section 5024 and Governor's Executive Order W-26-92*, addended 2019. As part of your documentation, Caltrans submitted a Historic Properties Survey Report, an Archaeological Survey Report, and a Finding of Effect (FOE) for the proposed project.

Caltrans District 12, in cooperation with the City of Huntington Beach (City), is proposing to add Class II bicycle lanes and comprehensive Class II bicycle lanes in both directions along State Route 1 (SR-1) between the Santa Ana River Bridge (Post Mile 21.5) and Anderson Street (Post Mile 31.1) in the city of Huntington Beach.

Studies for the Undertaking resulted in the documentation of one historic property within the APE:

- State Route 1/Pacific Coast Highway (PCH). The character defining features (CDFs) of the PCH are the general road alignment and right-of-way features such as streetlights, signs, sidewalks, curbs, and gutters constructed during the period of significance (1926–1971).

Mr. Price  
December 30, 2021  
Page 2 of 2

FHWA\_2021\_1025\_001  
CATRA\_2021\_1025\_001

Caltrans assumed the PCH to be eligible for listing on the National Register under Criterion A due to large size and limited potential for effects, pursuant to Stipulation VIII.C.4 of the 106 PA. The Caltrans Cultural Studies Office approved the assumption of eligibility for the assumed-eligible historic properties on October 7, 2021.

Caltrans, pursuant to Section 106 PA Stipulation X.B.2, found that there will be no adverse effect to the PCH. No CDFs will be physically impacted by the undertaking, and changes that are being made are consistent with changes that have already occurred to the resource.

Based on my review of the submitted documentation, I have no objections to the finding of no adverse effect for this undertaking.

If you have any questions, please contact Natalie Lindquist at [natalie.lindquist@parks.ca.gov](mailto:natalie.lindquist@parks.ca.gov).

Sincerely,



State Historic Preservation Officer

## **Appendix K - Public Notice – Proposed MND/Notice of Availability**

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## Public Notice

**SR-1 Class II Bike Lane Facility Improvements Project**  
 Notice of Intent to Adopt a *Mitigated Negative Declaration*  
 Notice of Availability of an Initial Study and Draft Section 4(f) De Minimis Finding  
 (Study results available)





City of Huntington Beach, County of Los Angeles, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

**WHAT'S BEING PLANNED?**

The California Department of Transportation (Caltrans) proposes a safety improvements project on State Route 1 (SR-1) between the Santa Ana River Bridge (PM 21.5) and Anderson Street (PM 31.1) in the City of Huntington Beach (City), in the County of Orange. The project proposes to add comprehensive Class II bike lanes in both directions along SR-1 within the stated limits to move towards Caltrans' Complete Streets directive. Additional proposed safety elements for bicyclists are widening of right-turn pockets, widening of existing shoulders, and reducing median island widths to accommodate bike lane treatments; removing existing sand deposits along the roadway; installing a concrete center median barrier; replacing and refreshing lane and shoulder striping; implementing bicyclist detection sensors at signalized intersections; upgrading curb side grated inlets to be bike-rated; and installing signage from Anderson Street to Santa Ana River Bridge; upgrading guardrail at the Bolsa Chica Ecological Reserve; and relocation of traffic signal and lighting poles. Other elements proposed includes installing two traffic census stations at Goldenwest Street and Warner Avenue; and upgrading an existing traffic signal pole at the northwest corner of SR-1 and Seal Beach Boulevard (PM 32.7). There are 2 alternatives, the Build and No Build Alternatives.

**WHY THIS PUBLIC NOTICE?**

Caltrans has studied the effects this project may have on the environment. The studies show it will not significantly affect the quality of the environment. The report that explains why is called an Initial Study. This notice is to tell you of the availability of the Proposed Mitigated Negative Declaration (MND) and Initial Study and Draft Section 4(f) De Minimis Finding for your review before the final design is selected.

**WHAT'S AVAILABLE?**

The Proposed MND and IS and Draft Section 4(f) De Minimis are available for review at the Caltrans District 12 Office, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705, on weekdays from 8:00 a.m. to 5:00 p.m. The documents are also available for review at the following locations during normal business hours. Due to COVID-19, Caltrans suggests checking library hours of operation (may be subject to change).

- Huntington Beach City Hall, Planning Department, 2000 Main Street, Huntington Beach, CA 92648
- Huntington Beach Central Library, 7111 Talbert Avenue, Huntington Beach, CA 92648

In addition, project information is available online at: <https://www.dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-1-bike-lane-project>

**WHERE YOU COME IN?**

Do you have any comments about processing the project with a Proposed MND and IS? Do you disagree with the findings of our study as set forth in the Proposed MND, the IS, and Draft Section 4(f) De Minimis Finding? Would you care to make any other comments on the project? Would you like a public meeting/hearing?

Public Comment Period: October 20th, 2021 to November 19th, 2021

Please submit your comments or request for a public hearing no later than 5:00 pm, November 19th, 2021 via email to: [CTD12\\_SR1\\_Bike\\_Lane\\_Project@dot.ca.gov](mailto:CTD12_SR1_Bike_Lane_Project@dot.ca.gov), or in writing to: Carmen Lo, Associate Environmental Planner, Caltrans District 12, Division of Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705. The date we will begin accepting comments is October 20th, 2021. If there are no major comments, Caltrans will proceed with the project's design.

**CONTACT?**

Individuals who require special accommodation (American Sign Language interpreter, accessible seating, documentation in alternate formats, etc.) are requested to contact the District 12 Public Information Office at (657) 328-6000. TDD users may contact the California Relay Service TDD line at 1 (800) 735-2929 or Voice Line at 1 (800) 735-2922. For more information about this study or any other transportation matter, call Sheikah Fortenberry at District 12's Public Information Office at (657) 328-6000 or e-mail at [D12PIO@dot.ca.gov](mailto:D12PIO@dot.ca.gov)



## Aviso Público

**Proyecto de mejoras de la infraestructura del carril para bicicletas Clase II de la SR-1**  
*Aviso de intención de adoptar una Declaración Negativa de Mitigación*  
*Aviso de la disponibilidad de un Estudio Inicial y un borrador de la*  
*Conclusión de Minimis conforme a la Sección 4 (f)*  
*(Los Resultados del estudio están disponibles)*





**¿QUÉ SE ESTÁ PLANIFICADO?**

El Departamento de Transporte de California (Caltrans) propone un proyecto de mejoras de seguridad en la Ruta Estatal 1 (SR-1) entre el Puente del Río Santa Ana (PM 21.5) y Anderson Street (PM 31.1), en la ciudad de Huntington Beach (Ciudad), en el Condado de Orange. El proyecto propone agregar carriles integrales para bicicletas de Clase II en ambas direcciones a lo largo de la SR-1 dentro de los límites establecidos para avanzar hacia el cumplimiento de la directiva de Caltrans denominada Complete Streets (Calles Completas). Los elementos de seguridad adicionales propuestos para los ciclistas son el ensanchamiento de los espacios para dar vuelta a la derecha, el ensanchamiento de los arcones existentes y la reducción del ancho de las islas ubicadas en las medianas para acomodar los nuevos elementos de los carriles para bicicletas; eliminar los depósitos de arena existentes a lo largo de la calzada; la construcción de un nuevo muro de contención a lo largo de los carriles para bicicletas; reemplazar y renovar las líneas del carril y el arcén; implementar sensores de detección de ciclistas en intersecciones señalizadas; mejorar los drenajes con rejilla del lado de la acera para que sean aptos para bicicletas; y la instalación de señalización desde Anderson Street hasta Santa Ana River Bridge; mejorar las barandillas en la Reserva Ecológica Bolsa Chica y la reubicación de semáforos y postes de iluminación. Otros elementos que se proponen son la instalación de dos estaciones de censo de tráfico en Goldenwest Street y Warner Avenue; y mejora de un poste de señales de tráfico existente en la esquina noroeste de SR-1 y Seal Beach Boulevard (PM 32.7). Hay 2 alternativas: la de construir y la de no construir.

**¿POR QUÉ SE HACE ESTE AVISO PÚBLICO?**

Caltrans ha estudiado los efectos que este proyecto puede tener en el medio ambiente. Los estudios muestran que no afectará significativamente la calidad del medio ambiente. El informe que explica esta conclusión se llama Estudio Inicial. Este aviso es para informarle sobre la disponibilidad para su revisión de la Propuesta de Declaración Negativa de Mitigación (MND, por sus siglas en inglés), además del Estudio Inicial y el Borrador de la Conclusión de Minimis conforme a la Sección 4 (f), antes de que se seleccione el diseño final.

**¿QUÉ SE ENCUENTRA DISPONIBLE PARA SU REVISIÓN?**

La propuesta de la MND y el IS, además del borrador de la Conclusión de Minimis conforme a la Sección 4 (f), están disponibles para su revisión en la Oficina del Distrito 12 de Caltrans, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705, de lunes a viernes, desde las 8:00 a.m. hasta las 5:00 p.m. Los documentos también están disponibles para su revisión en las siguientes ubicaciones durante el horario normal de trabajo. Debido al COVID-19, Caltrans sugiere verificar el horario de funcionamiento de la biblioteca (ya que puede estar sujeto a cambios).

- Alcaldía de Huntington Beach, Departamento de Planificación, 2000 Main Street, Huntington Beach, CA 92648
- Biblioteca Central de Huntington Beach, 7111 Talbert Avenue, Huntington Beach, CA 92648

Además, la información del proyecto está disponible en línea en: <https://www.dot.ca.gov/caltrans-near-me/district-12/district-12-programs/district-12-environmental/sr-1-bike-lane-project>

**¿DÓNDE LE PEDIMOS SU PARTICIPACIÓN?**

¿Tiene algún comentario sobre el procesamiento del proyecto utilizando la propuesta de MND y el IS? ¿No está de acuerdo con las conclusiones de nuestro estudio según lo establecido en la MND propuesta, el IS y el Borrador de la Conclusión de Minimis conforme a la Sección 4 (f)? ¿Le interesaría hacer algún otro comentario sobre el proyecto? ¿Le gustaría que se organizara una reunión/audiencia pública?

**Período para recibir los comentarios del público: 20 de octubre de 2021 al 19 de noviembre de 2021**

Envíe sus comentarios o solicite una audiencia pública a más tardar a las 5:00 p.m. del 19 de noviembre de 2021 por correo electrónico a: [CTD12\\_SR1.Bike.Lane.Project@dot.ca.gov](mailto:CTD12_SR1.Bike.Lane.Project@dot.ca.gov), o por escrito a: Carmen Lo, Associate Environmental Planner, Caltrans District 12, Division of Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705. La fecha en que comenzaremos a aceptar comentarios es el 20 de octubre de 2021. Si no se presentan comentarios importantes, Caltrans continuará con el diseño del proyecto.

**¿CONTACTO?**

Se solicita a las personas que requieran adaptaciones especiales (intérprete de lenguaje de señas estadounidense, asientos accesibles, documentación en formatos alternativos, etc.) que se comuniquen con la Oficina de Información Pública del Distrito 12 llamando al (657) 328-6000. Los usuarios de TDD pueden comunicarse con la línea TDD del servicio de retransmisión de California al 1 (800) 735-2929 o con la línea de voz al 1 (800) 735-2922. Para obtener más información sobre este estudio o cualquier otro asunto relacionado con transporte, llame a Sheilah Fortenberry de la Oficina de Información Pública del Distrito 12 al (657) 328-6000 o envíe un correo electrónico a [D12PIO@dot.ca.gov](mailto:D12PIO@dot.ca.gov)



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DAILY PILOT | COASTLINE PILOT | HUNTINGTON BEACH INDEPENDENT

WEDNESDAY, OCTOBER 20, 2021

Client Name: Arellano Associates LLC  
 Advertiser: California Department of Transportation...  
 Section/Page/Zone: Section A/A003/DPT  
 Description: FCS/District 12  
 Ad Number: 7814809-1  
 Insertion Number: 3 x 10.2500  
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 Color Type: B&W  
 Publication Date: 10/20/2021

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**WALKOUT**

Continued from page A1

not even a drop in the bucket.

"Meanwhile, our coastal economy is based on these beautiful beaches behind me up and down the coastline—across for 144 billion a year, employing over a half million Californians."

The event was headlined by actress and environmental activist Jane Fonda, who was shown with cheer by the attendees as she spoke about the need to protect the ocean. She said that a commitment to ending offshore oil drilling must be made not just locally but at the state and federal level too.

Fonda added that new jobs must be made available to those who have worked in fossil fuel industries.

"We work in an industry that helped build this country," Fonda said. "We must not blame them. The oil and gas and coal that gets it is not being used, it's all stranded assets. The workers must never be stranded assets."

**TRADITION**

Continued from page A1

"After you fill some clothes with hay you think, how I've got to make it stand up—it doesn't have any bones," he said Monday, indicating the PVC pipes helped prop the straw up. "We just wanted to have a little support of it. Then it all started to come together."

The three-day display of scarecrows in Costa Mesa drew back as far as 1938, when residents were asked to craft their own creations out of anything within reach—some even featured flowers or even auto parts.

Scarecrow Festival is a few years from the original festival went into a sort of hibernation and did not see the light of day until a handful of costumed residents decided in 2013 it was time to revive it.

The event was brought to Fairview Park near the O.G. Model Engineering Coot Hill Junction train depot.

At that two-day event, residents could cast votes for their favorite scarecrow, while children and adults enjoyed live public radio on the model tracks.

But the pandemic last year brought that joyride to a standstill, and it seemed once more an effort would have to be undertaken to revive the tradition.

**Daily Pilot**

A Times Community News publication incorporating Huntington Beach Independent, Coastline Pilot, Orange Coast Daily Pilot and the Newport Harbor News Press combined with Daily Pilot

**CONTACT US**  
 Carol Cormack  
 Managing Editor  
 carolcormack@times.com  
 949-466-4608

**Raymond Arroyo**  
 Advertising Director  
 714-966-4608

**Address**  
 30540 Talbert Ave.,  
 Suite 300 West  
 Fountain Valley, CA 92708

**Business Office**  
 (714) 966-4600  
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**CROSSWORD AND SUDOKU ANSWERS**

ARN	EVERTS	ABLE
LOAD	SIFF	SEEM
FAZE	ROTOR	SEAM
DISPERADO	SEFF	
PION	LI	OS
ADMIRE	JOLLIEST	
CREST	HOPED	VIA
TOTI	BLIKER	HANK
ON	REVIEW	BOGE
RELAPSES	CAREEN	
GYM	PHIL	LIS
MOLE	ISOLA	TING
IRON	RAVE	HEAR
CENT	HEIN	GAZE
EGGS	CRIM	TAX

6	7	2	1	8	4	9	5	3
1	8	4	3	9	5	6	7	2
9	5	3	7	2	6	4	8	1
8	2	9	6	4	3	5	1	7
5	3	6	2	7	1	8	9	4
7	4	1	8	5	9	3	2	6
4	6	5	9	1	7	2	3	8
3	1	8	5	6	2	7	4	9
2	9	7	4	3	8	1	6	5

**BAN**

Continued from page A1

"I'm not opposed to the country in preventing school closures and has the lowest case rates. We encourage other states to follow our lead to keep our kids safe and prevent the spread of COVID-19."

Some parents were already peeved that their children began the school year forced to wear masks indoors, per California Department of Public Health guidelines. But the vaccine requirement would add the COVID-19 shot to the list of vaccines children already need before they can attend school.

The majority of kids ages 12 to 17 in Orange County have already received the requirement. According to data from the Orange County Health Care Agency, 163,458 children in that age range have received an mRNA shot dose, compared to 80,295 who remain unvaccinated.

Ocean View School District reported no increase in staff absences Monday. But student absences were up 9.27% from the previous Monday, district public information manager Tish Montgomery said.

"We understand that families and students may have strong emotions and questions about Gov. Newsom's COVID-19 vaccine mandate," OVID Super Carol Hays said in a statement. "However, keeping children home from school to protest the requirement does not hurt the state, but it does result in lost learning time and funding for Ocean View students."

Newport-Mesa Unified School District spokeswoman Annette Franco said district officials "didn't see a significant decrease in attendance" across district campuses due to Monday's walkout or any other observable reason.

"Pending school has a huge impact on a student's academic success, and while people may disagree about the protocols schools are required to follow, we can all agree that keeping students in school is what's best for their growth and achievement," Franco later said in a statement.

The district recently required all faculty and staff to prove their vaccination status or provide weekly negative COVID-19 test-

**MEMBERS OF A CHILDREN'S COSTUME PARADE**

stand their stuff at Lions Park to the tune of 'Monter Mash'.

ment decided to bring the Scarecrow Festival to a standstill, and it seemed once more an effort would have to be undertaken to revive the tradition.

This year, members of the city's Parks and Community Services Department

given recent restoration efforts at Fairview changing the venue seemed like the right thing to do.

Recruitment Manager Monique Vilasenor said

the venue seemed like the right thing to do.

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**Public Notice**

88-1 Class II Bike Lane Facility Improvement Project

Notice of Availability of an Initial Study and Draft Section 4(f) De Minimis Finding (Study Report Available)

the California Department of Transportation (Caltrans) proposes a Class II bicycle facility improvement project on State Route 1 (SR 1) in the City of Huntington Beach, CA.

Caltrans proposes to add approximately 1.5 miles of Class II bicycle facilities along SR 1 within the jurisdiction of the City of Huntington Beach, CA.

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**WHERE YOU COME IN?**

Do you have any comments about processing the project with a proposed MND or Draft Section 4(f) De Minimis Finding?

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# LA VIDA

Semana del 22 de octubre de 2021

excelsiorcalifornia.com

**HALLOWEEN**

## Recomendaciones para un 'trick or treat' seguro

Hay varias actividades que son consideradas seguras por las autoridades, entre ellas, pedir dulces

**Redacción de Excelsior**  
carolain@excelsior.com

El asunto clave este Halloween es que el trato no se lo dé el Covid-19, sino los laberintos de horror, los disfraces que destruirán por las calles o las ornamentaciones de ultratumba.

Pues aunque los números de casos de personas infectadas va en disminución, las autoridades recomiendan mucha precaución durante las celebraciones de la Noche de Brujas.

El año pasado, las tradicionales celebraciones fueron masivamente suspendidas, sin embargo, algunas madres de familia se sienten más confiadas en llevar a sus hijos a hacer 'trick-or-treat' este año. "Ahora creo que sí me animo porque los casos han bajado, ya la niña va a la escuela y el riesgo de infectarse es mayor ahí que en la calle 'pidiendo dulces'", dijo Ana Quiñonez, de Glendora.

Le hemos hecho una canasta de largo alcance para que pueda guardar distancia", agrega entre risas.

El año pasado se abstuvieron de llevar a sus hijos de 6 a 8 años a pedir dulces en el vecindario, solamente organizaron una fiesta de



Foto: Excelsior

**ARRIBA:** Van a las panareas o con dulce usando disfraces y sus mascarillas en 2020. Las autoridades recuerdan que una máscara de disfraz NO sustituye a una máscara facial que protege contra COVID-19.

**ABAJO:** Un pequeño se prepara para pedir dulces en la Calle Olive de Redlands, el año pasado durante la pandemia. Recuerde a los niños que no deben correr ni tocar a la casa con las manos sucias.

disfraces en familia. Otras madres aún guardarán sus precauciones.

**Vacunados**

Glenda Larios, de Whittier, dice que planea llevar a su hijo Stephanie de 13 años a una pequeña unión con sus amigas de la escuela.

"Ya está vacunada con dos dosis, y tengo más confianza en que todo estará bien", agrega la madre de familia.

Las vacunas para menores de 12 años fueron autorizadas por las autoridades desde mayo.

Los funcionarios de salud han insistido a los residentes a planificar un Halloween seguro, recordando a las familias que los espacios cerrados con poca circulación de aire, lugares abarro-

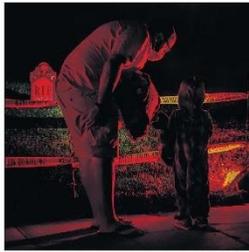


Foto: Excelsior

lados con mucha gente y entornos de contacto cercano donde las personas hablan, ríen, gritan o respiran muy juntos son los entornos más peligrosos para contraer el

**SE RECOMIENDA:**

Las autoridades recomiendan lo siguiente para las celebraciones de Halloween:

**Evite estos lugares:**

- Espacios cerrados con escaso flujo de aire
- Lugares concurridos con mucha gente cerca

**Si sale a pedir dulces:**

- Mantenga su grupo pequeño. Llévele su grupo a su hogar inmediatamente o a un lugar pequeño que comience.
- Use una mascarilla. Sea creativo y haga que su mascarilla sea parte de su disfraz.
- Una mascarilla de disfraz NO cubre a una mascarilla facial que protege contra COVID-19.
- No use una mascarilla de disfraz sobre una mascarilla facial. Puede dificultar la respiración.
- Use una mascarilla al acercarse a un lugar al que libre flujo de gente y si debe estar adentro con otras personas.
- Asegúrese de que todos en su grupo usen una mascarilla de manera consistente y correcta en su grupo o en diferentes hogares, especialmente si hay personas que están no completamente vacunados.
- Mantenga la distancia de otros grupos. Españar en la acera al menos 6 pies de otros grupos.
- Mantenga los manos limpias. Lleve un desinfectante de manos para que los niños puedan lavarse las manos mientras piden dulces. Recuerde a los niños que no deben comer ni tocarse la cara con las manos sucias.
- Sea Flexible. Si una casa o una calle está llena de gente, respárese más tarde o vaya a otra menos concurrida.

**Evite estos lugares:**

Las actividades más seguras serán las que se realicen al aire libre, incluidas las fiestas de disfraces en espacios abiertos, las visitas a los huertos de calabazas, los recorridos de fantasmas, el 'trick or treat', siempre y cuando se hagan de manera segura", dijo el departamento de salud en un comunicado. "Siempre que sea posible, intente estar al aire libre, especialmente si está con personas, incluidos niños, que aún no están vacunados; se deben usar mascarillas que cubran la nariz y la boca si está en multitudes o contacto cercano con otras personas que no sean de su hogar. El número de pacientes con COVID ha fluctuado en los últimos días después de semanas de disminución constante, aumen- tando durante tres días seguidos y luego disminuyendo durante los días siguientes del aumento del sábado pasado."

### Aviso Público

Proyecto de mejoras de la infraestructura del carril para bicicletas Clase II de la SR-1

Aviso de intención de adoptar una Declaración Negativa de Mitigación

Aviso de la disponibilidad de un Estudio Inicial y un Borrador de la Declaración de Admisión conforme a la Sección 4 (f) (i) de la Leyenda del estudio según disponible

**¿QUÉ SE ESTÁ PLANIFICANDO?**

El Departamento de Transportación de California (Caltrans) propone un proyecto de mejoras de seguridad en la Ruta Estatal 1 (SR-1) entre el Puente de Rio Santa Ana (SR-21) y el Intersección SR-131 (I-5), en la ciudad de Huntington Beach (CH), en el Condado de Orange, CA 92640. El proyecto incluye: agregar carriles protegidos para bicicletas de Clase II en ambas direcciones a lo largo de la SR-1 entre los límites establecidos para asegurar hasta el cumplimiento de los requisitos de California Assembly Bill (AB) 680 (California Connected). Los elementos de seguridad adicionales propuestos para los ciclistas son el reanclamiento de los espacios para ciclistas a la derecha, el área de trabajo de los arboles existentes y la reubicación de arboles de las áreas cercanas a los cruces para acomodar los nuevos elementos de los carriles para bicicletas, eliminar los árboles de área existentes a lo largo de la SR-1, la construcción de un muro de contención a lo largo de los carriles para bicicletas, reemplazar y renovar las líneas de tránsito y el arbolado, y mejorar los elementos de detección de ciclistas en intersecciones señalizadas, mejorar los drenajes con riego del lado de la acera que sean adecuados para, y la instalación de señalización desde Andrews Street hasta Sierra Vista Drive. El proyecto mejorará las condiciones de la "Sierra Ecología Buena Cero" y la reubicación de semáforos y postes de luz cercanos. Otro elemento de este proyecto es la instalación de dos estaciones de monitoreo de tráfico en Oldmixon Street y Warner Avenue, y reubicar un poste de señales de tráfico existente en la esquina noroeste de SR-1 y Seal Beach Boulevard (SR-27). Hay 2 alternativas: la de reubicar y la de no reubicar.

**¿POR QUÉ SE HACE ESTE AVISO PÚBLICO?**

Caltrans ha evaluado los efectos que este proyecto puede tener en el medio ambiente. Los estudios muestran que no se anticipa ningún cambio en la calidad del medio ambiente. El informe que explica esta conclusión se llama Estudio Inicial. Entre otros se puede encontrar sobre la disponibilidad para su revisión de la Propuesta de Declaración Negativa de Mitigación (MND), por sus siglas en inglés), además del Estudio Inicial y el Borrador de la Declaración de Admisión conforme a la Sección 4 (f) (i) según lo que sea subsecuente del diseño final.

**¿QUÉ SE ENCUENTRA DISPONIBLE PARA SU REVISIÓN?**

La propuesta de MND y el A-15, además del borrador de la Declaración de Mitigación con el A-2 y Sección 4 (f), están disponibles para su revisión en la Oficina del Distrito 12 de Caltrans, 1150 East 4th Street, Suite 110, Se la Ana, CA 92640, de lunes a viernes, desde las 8:00 a. m. hasta las 5:00 p. m. Los documentos también están disponibles para su revisión en las siguientes direcciones durante el horario normal de trabajo: Distrito 12 de Caltrans, California High-Speed Rail, 1200 West 12th Street, Suite 110, Huntington Beach, CA 92648.

• Atención del Huntington Beach, Departamento de Planeación, 2000 Main Street, Huntington Beach, CA 92648

• Biblioteca Central de Huntington Beach, 1711 Third Street, Huntington Beach, CA 92648

Además, la información de proyecto está disponible en línea en: <https://www.dot.ca.gov/hq/transportation-planning/1200west12thstreet/1200west12thstreet.html>

**¿DÓNDE LE PEDIMOS SU PARTICIPACIÓN?**

• Tiene algún comentario sobre el procesamiento del proyecto o alguna pregunta de MND y el A-15 y A-2, así como sobre las conclusiones de nuestro estudio, así como el borrador de la MND y el A-15 y A-2, o el Borrador de la Declaración de Admisión conforme a la Sección 4 (f) (i) de la Leyenda del estudio, o cualquier otro comentario sobre el proyecto? ¿Le gustaría que se organice una reunión pública pública?

• Pídanos para recibir los comentarios del público del 20 de octubre de 2021 a las 5:00 p. m. al 19 de noviembre de 2021. Envíe sus comentarios a través de una audiencia pública, más tarde a las 5:00 p. m. el 19 de noviembre de 2021, por correo electrónico a: [CALTRANS@caltrans.ca.gov](mailto:CALTRANS@caltrans.ca.gov), o por correo a: Carmen Lopez, Asistente Ejecutiva del Distrito, Caltrans Distrito 12, Governor of Environmental Analysis, 1150 East 4th Street, Suite 110, Santa Ana, CA 92705. La fecha en que comienza a aceptar comentarios es a las 5:00 p. m. del 20 de octubre de 2021. Si no se prescriben comentarios digitales, Caltrans contactará con el diseño del proyecto.

**¿CONTACTO?**

Se solicita a las personas que requieren adaptaciones especiales (incluyendo el lenguaje de señas) para participar, asistencia accesible, documentación en formatos alternativos, etc. que no concurran con la Oficina de Información Pública del Distrito 12, llamado al (800) 342-6000. Los usuarios de TDD pueden comunicarse con la línea TDD del servicio de información de California al (800) 735-2029 o con la línea de voz al (800) 735-3029. Para obtener más información sobre este estudio o cualquier otro relacionado con transporte, llame a Tishia Forstner de la Oficina de Información Pública del Distrito 12 al (857) 328-6000 o envíe un correo electrónico a [OTD@dot.ca.gov](mailto:OTD@dot.ca.gov)

## ¡Alerta de seguridad importante!

Philips ha emitido un anuncio de retiro de una serie de equipos de CPAP, BiPAP y ventiladores.

Los dispositivos afectados incluyen DreamStation, System One y Trilogy.

Si utiliza uno de estos dispositivos, obtenga información sobre el retiro y regístrese en Philips.

Regístrese ahora.

[Philips.com/src-update](https://philips.com/src-update)

Llame al +1-877-907-7508 si no puede visitar el sitio web o no tiene acceso a Internet.

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## **Appendix L - Section 7 Informal Consultation**

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## United States Department of the Interior

U.S. FISH AND WILDLIFE SERVICE

Ecological Services  
Carlsbad Fish and Wildlife Office  
2177 Salk Avenue, Suite 250  
Carlsbad, California 92008



In Reply Refer to:  
FWS-OR-2022-0024202-S7-001

March 25, 2022  
*Sent Electronically*

Charles Baker  
Senior Environmental Planner  
Division of Environmental Analysis  
Caltrans District 12  
1750 East 4<sup>th</sup> Street,  
Santa Ana, California 92705

Attention: Kedest Ketsela, Biologist

Subject: Informal Section 7 Consultation for the SR-1 Bicycle and Safety Improvements Project, Orange County, California

Dear Charles Baker:

This is in response to your October 18, 2021, letter requesting our concurrence with your determination that the subject project is not likely to adversely affect the federally threatened coastal California gnatcatcher (*Polioptila californica californica*; gnatcatcher) and western snowy plover {Pacific Coast population DPS [*Charadrius nivosus nivosus* (*C. alexandrinus* n.); plover]}, the federally endangered light-footed Ridgway's (=clapper) rail [*Rallus obsoletus* (=longirostris) *levipes*; Ridgway's rail] and California least tern [*Sternula antillarum browni* (=Sternula *antillarum browni*); tern], and plover designated critical habitat, in accordance with section 7 of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*). The project is receiving Federal funding through the Federal Highway Administration (FHWA). The California Department of Transportation (Caltrans) has assumed FHWA's responsibilities under the Act for this consultation in accordance with Renewed 23 U.S.C. 326 and 23 U.S.C. 327 and as described in the National Environmental Policy Act assignment Memorandum of Understanding between FHWA and Caltrans (effective October 1, 2012). Additional project information was provided on January 11, 2022.

### PROJECT DESCRIPTION

Caltrans is proposing to construct approximately 9.6-miles of bicycle lane and safety improvements on State Route (SR) 1 between the Santa Ana River Bridge and Anderson Street (Figures 1–3). This project will add Class II bike lanes and Class III bike routes in both directions along SR-1. Project implementation will include: (1) widening of right-turn pockets; (2) widening of existing shoulders; (3) reducing median island widths to accommodate bike lane treatments; (4) removing existing sand deposits along the roadway; (5) replacing and refreshing lane and shoulder striping;

(6) implementing bicyclist detection sensors at signalized intersections; (7) upgrading curb side graded inlets to be bike-rated; (8) installing signage from Anderson Street to Santa Ana River Bridge; (9) upgrading guardrails at the Bolsa Chica Ecological Reserve; and (10) relocating traffic signals and lighting poles. Project construction is scheduled to commence in winter of 2025 and will take approximately 15 months to complete.

### CONSERVATION MEASURES

The following conservation measures (CM) have been incorporated into the project to avoid and minimize potential effects to gnatcatcher, plover, tern, rail, and plover critical habitat:

- CM 1. A biologist (Project Biologist)<sup>1</sup> approved by the Carlsbad Fish and Wildlife Office (CFWO) will be on site: (a) during all vegetation clearing, and (b) weekly during project construction within 500 feet of gnatcatcher, plover, tern, and rail habitat to monitor compliance with all conservation measures. Caltrans will submit the biologist's name, contact information, and work schedule on the project to the CFWO at least 15 working days prior to initiating project impacts. The Project Biologist will be provided with a copy of this consultation. The Project Biologist will be available during pre-construction and construction phases to address protection of sensitive biological resources, monitor ongoing work, and maintain communications with construction personnel to facilitate the appropriate and lawful management of issues relating to biological resources.
- CM 2. If feasible, the clearing and grubbing of native habitats for the project will be conducted between September 1 and February 14 to avoid the gnatcatcher, plover, tern, and rail breeding seasons. Should clearing or grubbing be necessary from February 15 to August 31, the Project Biologist will survey the vegetation in question and demonstrate to the satisfaction of the CFWO that no nesting is occurring in the area to be disturbed.
- CM 3. An employee education program will be developed and implemented by the Project Biologist. Each employee (including temporary, contractors, and subcontractors) will receive a training/awareness program prior to working on the proposed project. They will be advised of the potential impact to the listed species and the potential penalties for taking such species. At a minimum, the program will include the following topics: occurrence of the listed and sensitive species in the area (including photographs), their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violations of Federal and State laws, reporting requirements, and project features designed to reduce the impacts to these species and promote continued successful occupation of the project area.

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<sup>1</sup> The Project Biologist will be familiar with the federally listed species potentially affected by the project (i.e., gnatcatcher, plover, tern, and rail) and with the habitats that support these species.

- CM 4. All native or sensitive habitats outside and adjacent to the construction limits will be designated as Environmentally Sensitive Areas (ESAs) on project maps. ESAs will be temporarily fenced during construction with orange plastic snow fence; orange silt fencing; or, in areas of flowing water, with stakes and flagging. No personnel, equipment, or debris will be allowed within the ESAs. Temporary ESA fencing and flagging will be installed in a manner that does not impact habitats to be avoided and such that it is clearly visible to personnel on foot and operating heavy equipment. Caltrans will submit to the CFWO, at least 5 days prior to initiating project impacts (except for impacts resulting from clearing to install temporary fencing), the final plans for initial clearing and grubbing of habitat and project construction. These final plans will include photographs that show the fenced and flagged limits of impact and all areas to be impacted or avoided. Field maps indicating the location of temporary ESA fencing and/or staking will also be provided. If work occurs within habitat beyond the fenced or demarcated limits of impact, all work will cease until the problem has been remedied to the satisfaction of the CFWO. Temporary ESA fencing and markers will be maintained in good repair until the completion of project work and removed upon completion of project work.
- CM 5. If nighttime construction is necessary, all project lighting (e.g., staging areas, equipment storage sites, roadways) will be selectively placed and directed toward the construction site and away from adjacent habitats. Construction lighting will be of the lowest illumination necessary for safety, and light glare shields will be used to reduce the extent of illumination into adjacent habitats.
- CM 6. Permanent project lighting will be of the lowest illumination necessary for safety and will be directed toward the paved roadway and away from sensitive habitats. Light glare shields will be used to reduce the extent of illumination into sensitive habitats. Caltrans will review the permanent lighting plans for the project and then submit them to the CFWO. If lighting is required in proximity to tern, plover, and rail sheltering, foraging, and nesting habitats, it will be of the minimum height necessary for safety and will be fitted with spikes to prevent perching by raptors that may prey upon listed bird species in the adjacent habitat.
- CM 7. Impacts from fugitive dust will be avoided and minimized through watering and other appropriate measures.
- CM 8. All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other such activities will be restricted to designated staging areas located out of drainages and waterways.
- CM 9. A construction Storm Water Pollution Prevention Plan (SWPPP) and soil erosion and sedimentation plan will be developed to identify best management practices that will be implemented during construction to minimize erosion, prevent sediment and debris from entering drainages, and maintain water quality.

Sediment will not be stockpiled in areas where material could be washed into drainages/wetlands by rainfall. Erosion and sediment control devices used for the proposed project, including fiber rolls and bonded fiber matrix, will be made from biodegradable materials such as jute, with no plastic mesh, to avoid creating a wildlife entanglement hazard.

- CM 10. The project site will be kept as clear of debris as possible. All food-related trash items will be enclosed in sealed containers and regularly removed from the site. All spoils, invasive plant cuttings, and material disposal will be disposed of properly.
- CM 11. During project construction all invasive species included on the National Invasive Species Management Plan, the State of California Noxious Weed List, and the California Invasive Plant Council's Invasive Plant Inventory list (Cal-IPC 2006) found growing within the project impact area will be identified and removed at least once a month. Special care will be taken during transport, use, and disposal of soils containing invasive weed seeds, and all weedy vegetation removed during construction will be properly disposed of to prevent spread into areas outside of the construction area. All heavy equipment will be washed and cleaned of debris prior to entering a new area to minimize the spread of invasive weeds.
- CM 12. If project construction is necessary during the gnatcatcher, plover, tern, and rail breeding seasons (February 15–August 31), that will generate noise in excess of 60 dBA hourly Leq or ambient noise levels—whichever is greater—within gnatcatcher, plover, tern, and/or rail nesting habitat, measures will be implemented to reduce noise disturbance to these species. A noise abatement plan will be submitted to the CFWO for review and approval 30 days prior to commencing project work. The noise abatement plan will include the following information: (a) a description of the noise abatement measures that will be implemented by the project (e.g., mufflers, use of a vibratory driver, shroud for pile driver, soft start, cushion block, sound wall or curtain, placement of project generators away from the nesting habitat and behind k-rail, etc.) and (b) noise levels that are anticipated within the adjacent gnatcatcher, plover, tern, and/or rail nesting habitat. The Project Biologist will oversee implementation of the noise abatement plan and may conduct noise monitoring and gnatcatcher, plover, tern, and rail surveys as needed, based on their judgment and knowledge of the species, site, and proposed activities, to minimize noise impacts to these species. If the Project Biologist suspects that these measures are ineffective, and project activities may be adversely affecting the gnatcatcher, plover, tern, and/or rail, culpable activities will be suspended within 500 feet of active nesting territories until nesting activity is completed and fledglings are no longer in the area, or until effective avoidance and minimization measures can be identified, implemented, and demonstrated to be effective.
- CM 13. Project design features adjacent to tern, plover, and rail sheltering, foraging, and nesting habitats will not include decorative night lighting or vertical elements that

may be used as a perch by raptors to prey on terns, plovers, and rails, and plans will specify that the height of vegetation planted near tern, plover, and rail sheltering, foraging, and nesting habitats habitat will be limited (e.g., up to approximately 8 feet in height) to prevent perching and predation by raptors on listed species.

- CM 14. Project personnel will be prohibited from bringing domestic pets to construction sites to avoid disturbance and depredation of wildlife by domestic pets in adjacent habitats.
- CM 15. Caltrans will offset permanent and temporary impacts to 0.07 acre of plover critical habitat through the restoration or enhancement of 0.14 acre of plover habitat in the vicinity of the project site, and within or directly adjacent to designated critical habitat. Caltrans will submit a habitat restoration/enhancement plan for this restoration/ enhancement area to the CFWO for review and approval at least 30 days prior to initiating project impacts. This plan will include a detailed description of restoration/enhancement methods, criteria for restoration to be considered successful, and monitoring protocol(s). Following the completion of construction activities within each area of impact, the restoration plan will be implemented for a minimum of 5 years, unless success criteria are met earlier. The approximately 0.03 acre temporary impact area will be hydroseeded with locally native plants. The plant establishment period will be limited to 1 year and the contractor will reapply hydroseed within 1 year if the initial hydroseed application does not establish.
- CM 16. The Project Biologist will submit a final report to the CFWO within 120 days of project completion including photographs of impact areas and adjacent habitat, documentation that authorized impacts were not exceeded, and documentation that general compliance with all conservation measures was achieved. The report will specify numbers and locations of listed species (if observed); observed listed species behavior (especially in relation to project activities); and remedial measures employed to avoid and minimize impacts to listed species and critical habitat. Raw field notes should be available upon request by the CFWO.

## **BASELINE CONDITIONS**

The project footprint is comprised primarily of bare ground and previously disturbed developed areas adjacent to the roadway, and it includes small amounts of coastal sage scrub, goldenbush scrub, and coastal strand habitats (Table 1). While gnatcatchers were not observed during general field surveys conducted for the project, there are documented occurrences of gnatcatchers within the Bolsa Chica Ecological Reserve adjacent to the project footprint, and marginal foraging habitat is present within the project footprint. Plovers were also not observed during general field surveys, but they are known to occur within fenced environmentally sensitive areas along the coastal beaches in proximity to the project. Terns were observed during general field surveys for the project, foraging at the Bolsa Chica Ecological Reserve, Santa Ana River, Brookhurst Marsh,

and flying in and out of the Least Tern Preserve located at Huntington State Beach adjacent to the Santa Ana River. Rails were not observed during general field surveys, but they are known to forage and nest at the Bolsa Chica Ecological Reserve and Huntington Beach Wetlands adjacent to the project footprint (Caltrans 2021).

**Table 1. Permanent and Temporary Impacts to Sensitive Habitats.**

<b>Sensitive Vegetation Communities</b>	<b>Permanent (acres)</b>	<b>Temporary (acres)</b>
Coastal Sage Scrub	<0.01	<0.01
Coastal Strands	1.65	0
Disturbed Coastal Strands	0.04	<0.01
Disturbed Saltbush Scrub	<0.01	0
Goldenbush Scrub	0.06	0.03
<b>Total</b>	<b>1.75</b>	<b>0.03</b>

The action area is located adjacent to and partially within CA 46C, a Subunit of the Bolsa Chica Reserve Unit of designated plover critical habitat. A total of 471 acres are designated within the Bolsa Chica Reserve Unit. Physical and biological features (PBFs)<sup>2</sup> of plover critical habitat include sandy beaches, dune systems immediately inland of an active beach face, salt flats, mud flats, seasonally exposed gravel bars, artificial salt ponds and adjoining levees, and dredge spoil sites (Service 2012). These subunits were occupied at the time of listing, are currently occupied, and annually support one of the largest breeding populations of plover in the region.

#### **EFFECTS ANALYSIS**

There is potential for the project to result in construction disturbance to gnatcatchers, plovers, terns, and rails as a result of vegetation removal, noise, lighting, introduction of invasive species, erosion, sedimentation, and human encroachment resulting from the project. The project will result in 0.06 acre and 0.03 acre of permanent and temporary impacts to scrub habitat suitable for gnatcatcher foraging and dispersal, respectively (Caltrans 2021). The project will result in 1.69 acre of permanent impacts to coastal strand habitats suitable for plover and tern roosting and dispersal.

<sup>2</sup> The designation of critical habitat for the plover uses the term “primary constituent element” (PCE) to refer to the physical and biological features within critical habitat that are essential to the conservation of the species. The new critical habitat regulations (81 FR 7214) replace this term with physical or biological features (PBFs). The shift in terminology does not change the approach used in conducting this effects analysis, which is the same regardless of whether the original designation identified PCE, PBF, or essential features. In this consultation, we use the term PBF to mean PCE.

To ensure that any effects of vegetation removal on individual gnatcatchers are reduced to the level of insignificance,<sup>3</sup> a Service-approved biologist will be present to ensure that gnatcatchers are not directly killed or injured during any vegetation removal activities conducted for the project. Gnatcatchers may be passively flushed out of the work area in the direction of scrub habitats adjacent to the project site as the small amount of vegetation clearing for the project is conducted. In the context of this project, this low-level flushing activity conducted in small patches of marginal foraging and dispersal habitat adjacent to the existing highway following general nesting surveys (see CM 2 above) is considered an avoidance and minimization measure that has an insignificant effect on individual gnatcatchers and does not rise to the level of take as defined by the Act.

In the unlikely event a plover or tern is roosting in coastal strand habitat within the project area, they may be passively flushed out of the work area in the direction of coastal strand habitat adjacent to the project site as ESA fencing is installed. In the context of this project, this low-level flushing activity conducted in marginal roosting habitat adjacent to the existing highway following general nesting surveys (see CM 2 above) is considered an avoidance and minimization measure that has an insignificant effect on individual plovers and terns and does not rise to the level of take as defined by the Act. While rails are known to occur adjacent to the project site, there is no suitable rail habitat within the project footprint, thus vegetation removal is not anticipated to result in impacts to rail individuals.

Noise and vibration associated with the use of mechanized equipment during construction of the proposed project has the potential to disrupt gnatcatcher, plover, tern, and rail nesting behavior in adjacent habitat by masking intraspecific communication and startling birds (e.g., see Dooling and Popper 2007 for a discussion of observed effects of highway noise on birds). To minimize construction noise impacts to gnatcatchers, plovers, terns, and rails, noise abatement measures will be implemented, and monitoring will be conducted to reduce noise to ambient levels at gnatcatcher, plover, tern, and rail nest locations. With implementation of noise abatement measures, gnatcatchers, plovers, terns, and rails are unlikely to be substantially disrupted by proposed construction activity.

Construction lighting has the potential to affect gnatcatchers, plovers, terns, and rails. Light that alters natural light patterns in ecosystems can lead to increased predation, disorientation, and disruption of inter-specific interactions (Longcore and Rich 2004). State Route-1 is an existing facility, so adjacent habitat is already exposed to increased lighting, high activity levels, and increased invasive species introductions. To avoid lighting impacts to gnatcatchers, plovers, terns, and rails, construction lighting will be shielded and directed toward work areas and away from adjacent habitat. Changes to operational lighting are limited to the relocation of some light poles. Operational lighting will be of the lowest illumination necessary for safety and will be directed toward the paved roadway and away from sensitive habitats. Light glare shields will be used to reduce the extent of illumination into sensitive habitats. Lighting will be of the minimum height necessary for safety and will be fitted with spikes to prevent perching by raptors

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<sup>3</sup> For the purposes of section 7 consultation, an insignificant effect is one that is sufficiently small that a person would not be able to meaningfully measure, detect, or evaluate it.

that may prey upon listed bird species in the adjacent habitat. With implementation of these measures, the effects of project lighting on gnatcatchers, plovers, terns, and rails are likely to be insignificant.

The project has also incorporated measures (listed above) to minimize erosion, sedimentation, and construction disturbance from human encroachment into the adjacent habitat. With the proposed measures, any increase in habitat degradation associated with these factors is likely to be insignificant.

The project will permanently and temporarily impact approximately 0.04 acre and 0.03 acre of designated critical habitat for the plover, respectively. This habitat does not contain PBFs and consists of goldenbush scrub located at the southeast intersection of Warner Avenue and SR-1.

The small amount of impacts (0.07 acre) to critical habitat without PBFs within the Bolsa Chica Reserve Unit of designated plover critical habitat will not affect the function of the Unit of plover critical habitat to support one of the largest breeding populations of plover in the region. In addition, project impacts will be offset through the restoration or enhancement of 0.14 acre of plover habitat in the vicinity of the project site, and within or directly adjacent to designated critical habitat. With the proposed measures, any effects to designated critical habitat are expected to be insignificant.

## CONCLUSION

Based on the information provided and the conservation measures that have been incorporated into the project description, we concur with your determination that the project is not likely to adversely affect the gnatcatcher, plover, tern, and rail. In addition, we concur with your determination that the project is not likely to adversely modify designated critical habitat for the plover. Therefore, the interagency consultation requirements of section 7 of the Act have been satisfied. Although our concurrence ends informal consultation, obligations under section 7 of the Act will be reconsidered if new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not previously considered or this action is subsequently modified in a manner that was not considered in this assessment.

If you have any questions regarding this letter, please contact [Sally Brown](#)<sup>4</sup> of this office at 760-431-9440, extension 278.

Sincerely,

CAROL  
ROBERTS

Digitally signed by  
CAROL ROBERTS  
Date: 2022.03.25  
12:52:10 -07'00'

for Jonathan D. Snyder  
Assistant Field Supervisor

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<sup>4</sup> sally\_brown@fws.gov

**LITERATURE CITED**

[Caltrans] California Department of Transportation. 2021. SR-1 Bicycle and Safety Improvements Project, Natural Environment Study, Orange County, California. 304 pp + Appendices.

[Cal-IPC] California Invasive Plant Council. 2006. California Invasive Plant Inventory. Cal-IPC Publication 2006-02. California Invasive Plant Council: Berkeley, CA. Available: [www.cal-ipc.org](http://www.cal-ipc.org).

Dooling, R.J. and A.N. Popper. 2007. The effects of highway noise on birds. Prepared by Environmental BioAcoustics LLC for the California Department of Transportation, Sacramento, California. 74 pp.

Longcore, T. and C. Rich. 2004. Ecological light pollution. *Front Ecological Environment* 2:191-198.

[Service] U.S. Fish and Wildlife Service. 2012. Endangered and Threatened Wildlife and Plants; Revised Designation of Critical Habitat for the Pacific Coast Population of Western Snowy Plover; Final rule. *Federal Register* 77: 36728-36869.



FIGURE 5

**LEGEND**

- Project Location
- Previous Project Improvements/Impacts
- Additional Project Improvements/Impacts
- Impacts to developed areas aren't shown on the map
- Critical Habitat
- Western snowy plover

SR-1 Bicycle and Safety Improvements Project  
Critical Habitat and NCCP Areas  
12-ORA-1 PM 21.5/31.1  
EA 12-051400

SOURCE: Caltrans (4/14/2021 and 2/9/2022); Google Maps (2020); U.S. Fish and Wildlife Service (2021)  
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Figure 1. SR-1 Bicycle Safety Improvements Project Sheet 1 of 3 (Caltrans 2021).

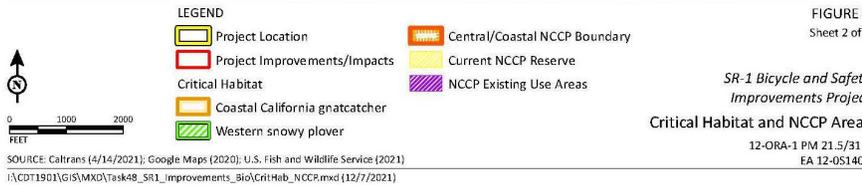
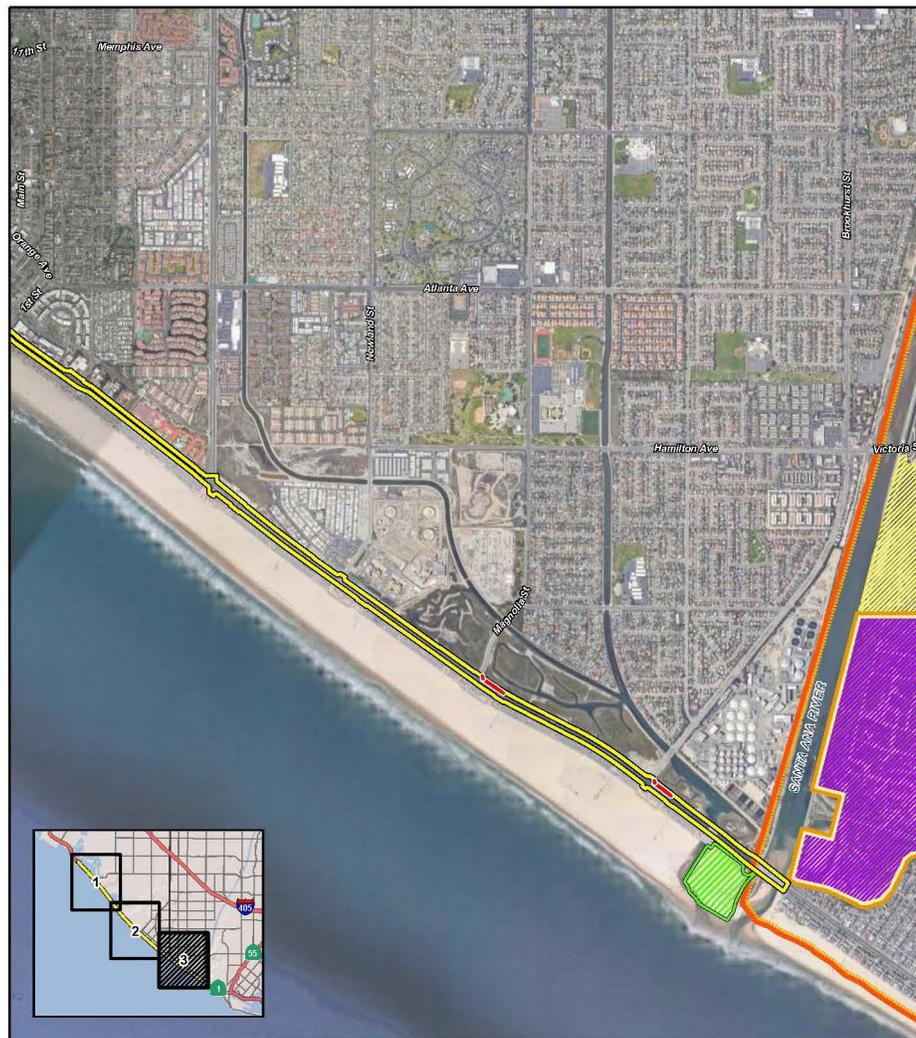


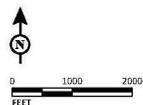
Figure 2. SR-1 Bicycle Safety Improvements Project Sheet 2 of 3 (Caltrans 2021).



LEGEND

- Project Location
- Project Improvements/Impacts
- Critical Habitat
- Coastal California gnatcatcher
- Western snowy plover
- Central/Coastal NCCP Boundary
- Current NCCP Reserve
- NCCP Existing Use Areas

FIGURE 5  
Sheet 3 of 3



SOURCE: Caltrans (4/14/2021); Google Maps (2020); U.S. Fish and Wildlife Service (2021)  
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SR-1 Bicycle and Safety  
Improvements Project  
Critical Habitat and NCCP Areas  
12-ORA-1 PM 21.5/31.1  
EA 12-051400

Figure 3. SR-1 Bicycle Safety Improvements Project Sheet 3 of 3 (Caltrans 2021).

## Appendix M - NEPA Categorical Exclusion

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**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM**

**Caltrans NEPA Determination** (Check one)

**Not Applicable**

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

**23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2019, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

**23 CFR 771.117(c): activity (c)(4)**

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

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

**23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

**Senior Environmental Planner or Environmental Branch Chief**

Smita Deshpande	<i>Smita Deshpande</i>	March 22, 2022
Print Name	Signature	Date

**Project Manager/ DLA Engineer**

Steve Kinaly	<i>Steve Kinaly</i>	03-22-2022
Print Name	Signature	Date

**Date of Categorical Exclusion Checklist completion (if applicable):** 10/11/21

**Date of Environmental Commitment Record or equivalent:** 10/11/21



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM**

**Continuation sheet:**

The project proposes to reduce bicyclist fatalities and serious injuries on the California State Highway System by adding comprehensive Class II bike lanes in both directions along SR-1 within the stated limits to move towards Caltrans' Complete Streets directive. The total length of the project is approximately 10 miles (mi). In addition to the Class II bike lane enhancements, the project will also replace and upgrade an existing traffic signal pole at the northwest corner of SR-1 and Seal Beach Boulevard in the City of Seal Beach. This improvement was previously environmentally evaluated as part of a separate safety project (EA 0N850) and has been incorporated; therefore, environmental analysis of this improvement is not included further in this document. However, this upgraded traffic signal pole will be constructed as part of this project. An Initial Study (IS) with proposed Mitigated Negative Declaration (MND) has been prepared pursuant to CEQA and a Categorical Exclusion (CE) will be prepared pursuant to NEPA. There are 2 alternatives, Build and No Build Alternatives. Alternative 1 are the proposed improvements as discussed under Project Description below and is often referred to as the Build Alternative, and Alternative 2 (No Build Alternative) retains the existing conditions.

**Purpose:** The purpose of this project is to reduce bicyclist fatalities and serious injuries on the California State Highway System

**Need:** Per the 2018 Bicyclist Safety Improvement Monitoring Program, there are spot locations and corridors within the project limits that involve high concentrations of bicyclist-involved collisions.

**Collision Analysis**

Traffic Accident Surveillance and Analysis System (TASAS) data involving bicyclists on PCH from PM R18.59 to PM 33.45 are summarized below, which includes collisions that occurred during the five-year period from January 1, 2010 to December 31, 2014.

**Traffic Accident Surveillance and Analysis System (TASAS) - Bicycle Data**

Location	Number of Accident			Persons	
	Total	Fatal	Injury	Killed	Injured
SR-1 Northbound	79	1	78	1	96
SR-1 Southbound	86	1	85	1	98

Source: Draft Project Report (DPR; September 2021), Caltrans.

The above table for the five-year period showed a total of 194 collisions a total of two fatalities.

The California Department of Transportation (Caltrans) proposes a safety improvement project on State Route 1 (SR-1) between the Santa Ana River Bridge (PM 21.5) and Anderson Street (PM 31.1) in the City of Huntington Beach (City), in the County of Orange. The project proposes to add comprehensive Class II bike lanes in both directions along SR-1 within the stated limits to move towards Caltrans' Complete Streets directive. Additional proposed safety elements for bicyclists are widening of right-turn pockets, widening of existing shoulders, and reducing median island widths to accommodate bike lane treatments; removing existing sand deposits along the roadway; replacing and refreshing lane and shoulder striping; implementing bicyclist detection sensors at signalized intersections; upgrading curb side grated inlets to be bike-rated;



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM**

installing signage; and install census stations at the intersections of SR-1 at Goldenwest Street and SR-1 at Warner Avenue. Other elements proposed include upgraded guardrail and relocation of traffic signal and lighting poles. There are 2 alternatives, Build and No Build Alternatives. Proposed improvements of the Alternative 1 (Build Alternative) are discussed in detail below. Alternative 2 (No Build Alternative) retains the existing conditions; and does not satisfy the purpose and need of the project.

Alternative 1 (Build Alternative) proposes to address bicyclist safety throughout the corridor by introducing various improvements involving new delineation, signage, and other roadway modifications. The following improvements are included in Alternative 1 and shown on Appendix E (Layout Plans).

- Install a comprehensive Class II bike lane in both directions of SR-1 within project limits. These improvements will provide bicyclists riding on the highway with more continuity in using designated bike travelled ways. Accommodation of new bike lanes and marked shared lanes will require modifying delineation, signage, and existing roadway sections (e.g. reducing existing raised median width, widening existing roadway section at spot locations).
  - Existing raised median width on SR-1 from Twin Dolphin Drive to Beach Boulevard will be reduced by approximately 2' in each direction.
  - Additional roadway section of approximately 1,900 sf will be added on SB SR-1 after the Warner Avenue intersection to accommodate the proposed buffered Class II bike lane. The additional roadway section measures at a maximum of approximately 6' in width beyond the existing edge of pavement and ends approximately 600' beyond the Warner Avenue intersection.
- Widen right-turn pockets on NB SR-1 at 3 intersections (SR-1 and Brookhurst Street, SR-1 and Magnolia Street and SR-1 and Warner Avenue) to accommodate new bike lane treatments. Proposed bike lane treatments will further improve the continuity for cyclists using bike lane facilities on SR-1, as well as improve safety at the following major intersections:
  - Brookhurst Street (Widening required)
  - Magnolia Street (Widening required)
  - Warner Avenue (Widening required)
  - Goldenwest Street
  - Huntington Street
  - Twin Dolphin Drive
  - Beach Boulevard

Widening at these intersections will require right-of-way (ROW) acquisitions involving property owned by California State Lands Commission (SLC) and Huntington Beach Wetlands Conservancy. In addition, combined bike and right-turn lanes are proposed at right-turn locations, where there is insufficient space for a dedicated bike lane treatment.

- Install bike detection sensors at signalized intersections within the project limit. This addition falls under the Complete Streets initiative in providing bicyclists with an improved experience in using state highway facilities.
- Relocate traffic signal poles and reconstruct Americans with Disabilities Act (ADA) facilities at locations affected by the Class II bike lane improvements. The following locations that will require further reconfiguration as a result of the bike facility improvements.



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM**

- **Southeast curb return of SR-1 and Warner Avenue intersection.** Curb ramp reconstruction will be required at this intersection as a result of the proposed bike lane treatment and widening will be required at this intersection;
- **Southwest curb return of SR-1 and Warner Avenue intersection.** Curb ramp and sidewalk reconstruction, as well as traffic signal and lighting pole relocations to accommodate installation of buffered Class II bike lane in SB SR-1 direction;
- **Southeast curb return of SR-1 and Magnolia Street intersection.** Curb ramp and sidewalk reconstruction, as well as traffic signal and lighting pole relocations as a result of the proposed bike lane treatment and widening.
- **Southeast curb return of SR-1 and Brookhurst Street intersection.** Curb ramp and sidewalk reconstruction, as well as traffic signal and lighting pole relocations will be required at this intersection as a result of the proposed bike lane treatment and widening.
- Refresh bike and vehicle lane delineations, where needed and added signage. In addition to the striping, marking, and signage accompanying the Class II bike lanes and shared lanes, this project proposes safety measures through enhancing visibility for bike facilities on SR-1. Proposed improvements include green bike-lane treatment areas between through-lane and right-turn-lanes as mentioned previously, green merging zones to identify potential areas of conflict. At high speed segments of SR-1, there is "No Parking Anytime" signage to be added to discourage illegal parking that would compromise the proposed bike facilities. Vehicle lane lines are to be restriped as needed.
- Other safety elements proposed include upgraded bike-friendly grates for curb side inlets, high visibility crosswalks at heavily used pedestrian crossings from Anderson Street to Santa Ana River Bridge, and a guardrail upgrade at the Bolsa Chica Ecological Reserve to meet current standards.
- Existing sand deposits along Beach Boulevard to Brookhurst Street and Warner Avenue to Seapoint Street will be cleaned up to prevent accumulation of sand and debris onto the roadway that may interfere with the movement of bicyclists on SB SR-1.
- Install two additional traffic census stations at the intersection of SR-1 at Goldenwest Street and SR-1 at Warner Avenue.
- The proposed project will require approximately 1,250 sqft of Temporary Construction Easement (TCE) from the Bolsa Chica Ecological Reserve; 50 sqft of Permanent Easement (PE) and 80 sqft of TCE the southwest corner of SR-1/Warner Avenue; 5 sqft PE and 20 sqft of TCE at the southeast corner of SR-1/Magnolia; and 5 sqft PE and 20 sqft of TCE at the southeast corner of SR-1/Brookhurst.

**No Build Alternative**

Under the No Build alternative, the project purpose and need will not be addressed, and it will retain the existing roadway condition. However, it does not preclude the construction of future improvements. This Alternative will not reduce bicyclist fatalities and serious injuries within the project limits.

Caltrans has studied the effects this project may have on the environment and no significant environmental consequences are anticipated with the proposed project. Any environmental impacts resulting from the project will be mitigated, avoided, or minimized from proposed



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measures and project features provided in the attached Environmental Commitments Record (ECR); therefore, no significant environmental consequences are anticipated with the proposed project. In addition, a Section 4(f) De Minimis was prepared and attached which concluded the project will not cause any significant impacts to the Section 4(f) properties. A concurrence to the de minimis determination was received by the California State Lands Commission and is also attached.

The project lies within the coastal zone; therefore, construction or maintenance activities shall not commence until a coastal permit exclusion determination or coastal development permit has been obtained from the California Coastal Commission (CCC), and/or the Certified Local Coastal Program agency(s) that hold jurisdiction. This will be completed during the PS&E phase for delivery projects.

**Attachments:**

Environmental Commitment Record  
Final Section 4(f) De Minimis Determination