PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

DIST-CO-RTE: 07-LA-Route-001	**PM/PM:** 1-PM 37.548
EA: 38720	**EFIS Project ID:** 0722000205
Project Title: Potrero Canyon Pedestrian/Bicycle Bridge Project	

2. Project Description

The City of Los Angeles (City), in collaboration with the California Department of Transportation (Caltrans), the California Department of Parks and Recreation (DPR), and the Los Angeles County Department of Beaches and Harbors (DBH), propose to construct a pedestrian and bicycle bridge over the Pacific Coast Highway (PCH), also known as State Route 1 (SR 1). This bridge would enhance safety by providing a grade-separated access point for recreational users between George Wolfberg Park at Potrero Canyon (City Park) and Will Rogers State Beach (State Beach). Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and the City is the lead agency under the California Environmental Quality Act (CEQA). State funds are allocated for the Potrero Canyon Pacific Coast Highway Pedestrian/Bicycle Bridge Project (Proposed Project).

Project Location

The Proposed Project site is adjacent to the Brentwood-Pacific Palisades community and is approximately 0.5 miles southeast of the intersection of Temescal Canyon Road and SR 1. Refer to Figures 1 and 2 for the project vicinity and location maps.

Background

The 46-acre City Park was established in 2022 and features a mile-long passive design with trails winding through the restored riparian canyon. These trails lead from the existing Palisades Recreation Center to SR 1. As part of the City Park's development, Special Condition 28 in Amendment No. 11 of Coastal Development Permit No. 5-91-286 from the California Coastal Commission (CCC), required a feasibility study for a pedestrian crossing across SR 1, connecting the City Park with the State Beach. This study resulted in a feasibility technical memorandum dated August 2, 2016, which evaluated various alternatives for the pedestrian crossing. Ultimately, the pedestrian bridge overcrossing was determined the most feasible option based on this evaluation.

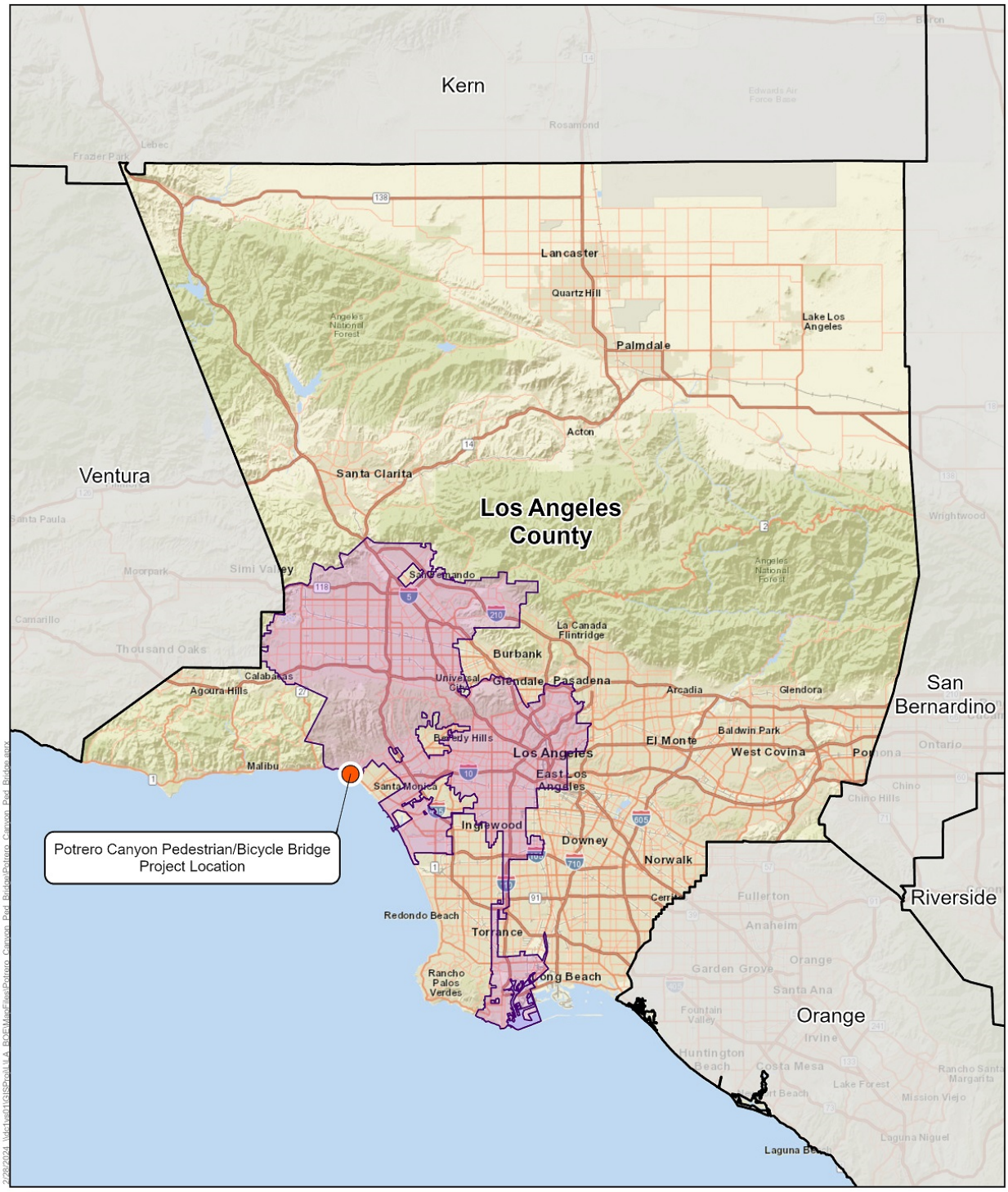

Figure 1
Project Vicinity Map
Potrero Canyon Pedestrian/Bicycle Bridge Project
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Figure 2
Project Location Map
Potrero Canyon Pedestrian/
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Purpose and Need

Purpose

The purpose of the Proposed Project is to enhance pedestrian and bicyclist access across SR 1 by constructing a public pedestrian and bicycle bridge connecting the City Park and the State Beach. Additionally, the proposed bridge aligns with the public access policies outlined in the California Coastal Act.

Need

The construction of the Proposed Project is needed due to the following reasons:

1. Lack of Direct Public Access:
    - Currently, there is no direct public access between City Park and the State Beach.
    - The nearest crosswalks at signalized intersections are more than 0.5 miles from City Park at the Pacific Coast Highway/Temescal Canyon Road intersection.
2. Safety Concerns:
    - Pedestrians and bicyclists lack safe access between the City Park and the State Beach.
    - PCH currently operates as a Class III bike route, where bikes and vehicles share the road.
    - High traffic volume and motor vehicles traveling at 45 miles per hour on SR 1 pose safety risks.
3. Interconnectivity Gap:
    - Due to the lack of direct public access and safety issues at the Proposed Project site, there is currently no seamless connection between the City Park and the State Beach for pedestrians and bicyclists.

Description of Work

The Proposed Project would construct a pedestrian and bicycle bridge spanning approximately 300 feet over SR 1. The bridge would originate from the Caltrans right-of-way (ROW) adjacent to the City Park and extend southward, connecting to the State Beach. The bridge would cross over SR 1, linking the pedestrian trail at the City Park (located north of SR 1) to the State Beach.

Alternatives

Alternative 1 Option 1

Alternative 1 Option 1 would construct an approximately 300-foot-long bridge structure over SR 1, connecting the City Park and the State Beach. The bridge would feature pigtail spiral ramps at both ends, linking it to the at-grade elevation. The bridge abutment and columns north of SR 1 would be strategically positioned between SR 1 and the existing slope to the north. Similarly, the bridge abutment and columns south of SR 1 would be situated near an existing landscaped area within the State Beach parking facility and the beach itself.

The overall bridge height would be approximately up to 36 feet including a 5-foot-deep bridge deck, architectural treatments, lighting, and safety fencing. The bridge would have 18.5 feet of clearance over SR 1 and 16 feet of clearance over the Beach parking lot. The length of the bridge ramps on the north side would be up to 404 feet, and up to 406 feet on the south side. The pedestrian and bicycle path on the bridge and ramps would be 12 feet wide, featuring an 8-foot-wide path and 2-foot-wide shoulders on each side. The slope of the ramp would average 5% and reach a maximum of 8.3%. Additionally, Alternative 1 Option 1 would include the installation of an ADA compliant railing system for pedestrians and bicyclists, as well as aesthetic enhancements consistent with the site's history, context, and coastal surroundings. Proposed lighting and signage on the bridge structure are also proposed and would comply with Caltrans standards. All affected ROW is publicly owned.

Alternative 1 Option 1 would also include the following improvements:

- Installation of new and relocated utilities, which may include electrical, communications, water, gas, and fiber optic lines.
- Continuation of grading for the trail from the City Park to the proposed pedestrian and bicycle bridge.
- Onsite and offsite drainage improvements that would connect to the existing drainage infrastructure.
- Implementation of pedestrian-scale lighting along the bridge structure and ramps.
- Removal of existing landscaping and installation of new landscaping, including drought-tolerant plants, replacement plantings, and appropriate irrigation.

Permanent Footprint

The permanent footprint of Alternative 1 Option 1 encompasses areas that cannot be restored after construction due to the presence of the permanent project elements, including the bridge structure and ramps. Ramps leading to the bridge structure would

comply with the ADA. There would be no improvements to SR 1 that would change the existing lane configuration.

This permanent footprint area serves as the location where operation, maintenance, and various actions to support pedestrian, bicycle, and recreational uses, as well as the upkeep of the bridge and associated amenities. Alternative 1 Option 1 is anticipated to have a maximum height of up to 36 feet above grade to accommodate the top of the bridge structure, including architectural treatments, lighting, and safety fencing. Excavation depths for utility relocation or installation and bridge foundations are anticipated to range from 7 to 20 feet below grade. Ground disturbances within the permanent footprint would include activities such as: grading, removal of existing concrete and asphalt, installation of new concrete bridge components (including foundations, columns, barriers, railings, lighting, and signage) replacement landscaping, utility installation or relocation (including electrical, communications, water, gas, and fiber optic lines).

Temporary Footprint

The temporary footprint encompasses all areas where ground disturbances are anticipated during construction and site preparation. This includes construction staging and storage areas, as well as access routes. The construction footprint would be clearly defined and fenced off. Construction staging (i.e., the storage of materials and equipment) would occur within the temporary and permanent footprints and the State Beach, Caltrans, and City rights-of-way. The construction footprint would require temporary construction easements (TCEs) from the City, Caltrans, and DPR ROW adjacent to Alternative 1 Option 1. Site preparation would involve clearing the site and preparing the area for construction. This includes activities such as clearing, grubbing, grading, and removing asphalt and concrete. During construction, activities may include grading, material hauling, trenching, excavation, pile driving, drilling, and falsework installation. The anticipated depth for trenching and excavation is 7 to 20 feet to accommodate utility installation/relocation and bridge foundations. Once construction is complete, all temporarily disturbed areas within the TCEs, including construction access routes and staging areas, would be restored.

Construction Schedule

Construction activities for Alternative 1 Option 1 would be minimized to the extent possible in residential areas during evening, night-time, weekend, and holiday periods. Construction work for Alternative 1 Option 1 may be conducted primarily during daylight hours from 7:00 a.m. to 6:00 p.m., subject to coordination with the State, Caltrans, County, and City. However, night-time work and temporary closures may be necessary to avoid major disruption for construction activities that could interfere with traffic or create safety hazards. Construction of Alternative 1 Option 1 is anticipated to begin in 2027 and could take up to 18-24 months to complete.

Refer to Figure 3 for the Alternative 1 Option 1 layout.

Alternative 1 Option 2

Alternative 1 Option 2 would construct an approximately 200-foot-long bridge structure over SR 1, connecting the City Park and the State Beach. The bridge improvements and specifications for Alternative 1 Option 2 are similar to those of Alternative 1 Option 1. However, unlike Alternative 1 Option 1, the bridge in Alternative 1 Option 2 would be perpendicular to SR 1 and would feature double-hairpin spiral ramps within the State Beach area. The length of the bridge ramps, for Alternative 1 Option 2, on the north side would be up to 390 feet, and up to 436 feet on the south side. The bridge abutment and columns would be situated within the existing landscaped area near the parking facility and beach. Additionally, north of the bridge, the long bridge approach ramp, abutment, and columns would be positioned between SR 1 and the base of the existing steep slope north of SR 1. The non-bridge improvements for Alternative 1 Option 1 are also applicable to Alternative 1 Option 2.

Refer to Figure 4 for the Alternative 1 Option 2 layout.

Alternative 1 Option 3

Alternative 1 Option 3 would construct an approximately 200-foot-long bridge structure over SR 1, connecting the City Park and the State Beach. The bridge improvements and specifications for Alternative 1 Option 3 are similar to those of Alternative 1 Option 1 and Alternative 1 Option 2. However, in Alternative 1 Option 3, the bridge crossing is perpendicular to SR 1 but is slightly skewed and shifted west compared to Alternative 1 Option 2. Additionally, Alternative 1 Option 3 features a single-hairpin spiral ramp within the State Beach area. The length of the bridge ramps, for Alternative 1 Option 3, would be up to 365 feet, and up to 431 feet on the south side. The bridge abutment and columns would be located within the existing landscaped area near the parking facility and beach area. North of the bridge, the long bridge approach ramp, abutment, and columns would be positioned between SR 1 and the base of the existing steep slope north of SR 1. As with Alternative 1 Option 1, the non-bridge improvements are also applicable to Alternative 1 Option 3.

Refer to Figure 5 for the Alternative 1 Option 3 layout.

Alternative 2 (No-Build Alternative)

Under the No-Build Alternative, there would be no direct access provided to the State Beach from the City Park. Pedestrians and bicyclists accessing the State Beach from the City Park would have to use the existing roadway network to cross SR 1 by traveling 0.5 miles west to the at-grade, signalized intersection at Temescal Canyon Road or 0.5 mile east to the Roosevelt Pedestrian Tunnel at SR 1 and West Channel Road. The No-Build Alternative would not meet the purpose and need of the Proposed Project.

Figure 3
Alternative 1 Option 1 Map
Potrero Canyon Pedestrian/
Bicycle Bridge Project
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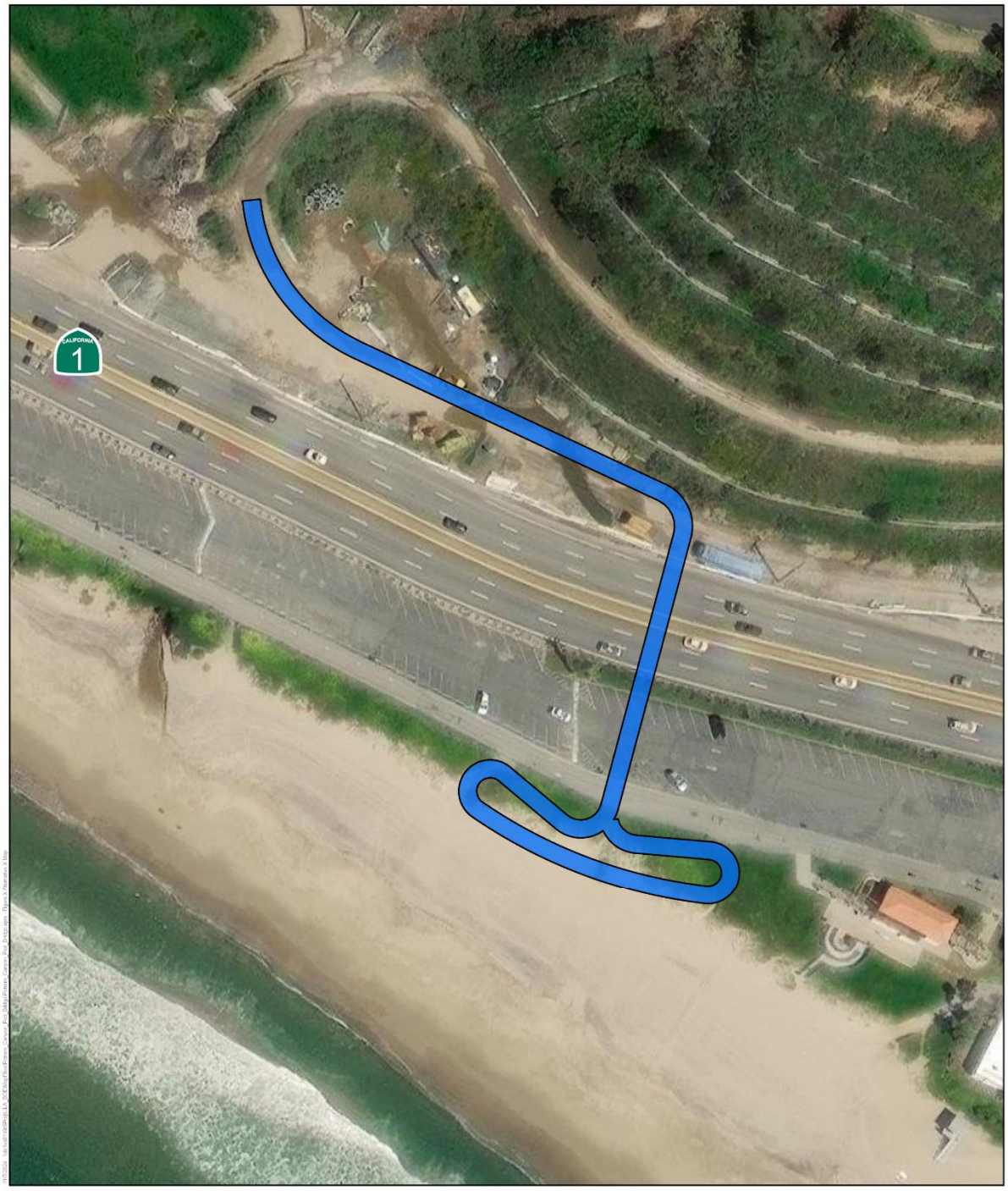

Figure 4
Alternative 1 Option 2 Map
Potrero Canyon Pedestrian/
Bicycle Bridge Project
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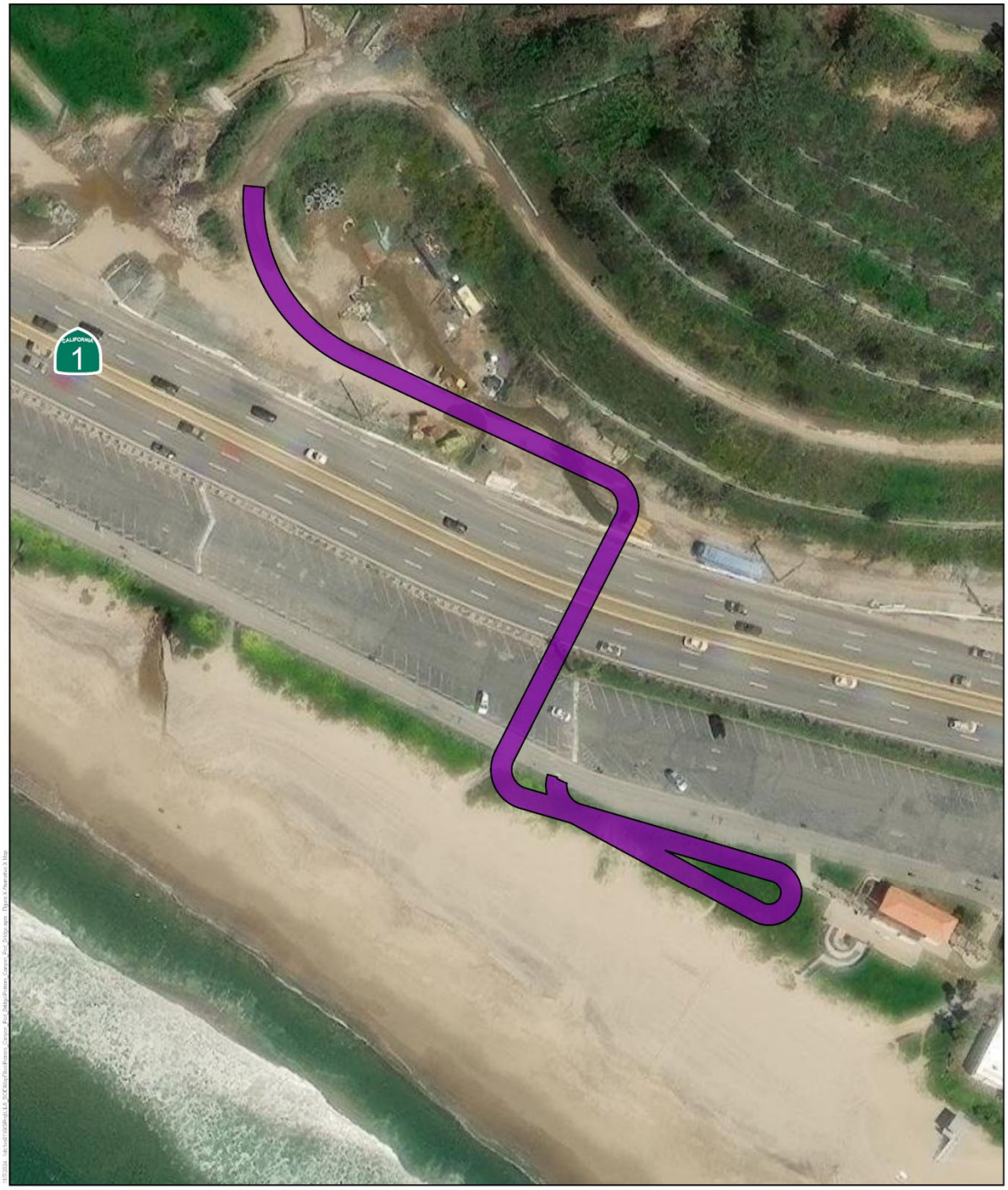

Figure 5
Alternative 1 Option 3 Map
Potrero Canyon Pedestrian/
Bicycle Bridge Project
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3. Anticipated Environmental Approval

CEQA (choose one):

☐ Exemption
☐ Statutory ☐ Categorical ☐ Common Sense
☒ Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND
☐ Environmental Impact Report

NEPA (choose one):

☒ Categorical Exclusion
☐ Environmental Assessment with Finding of No Significant Impact
☐ Routine ☐ Complex
☐ Environmental Impact Statement

CEQA Lead Agency (if determined): City of Los Angeles

Estimated length of time (months) to obtain environmental approval: 22 Months

Estimated person hours to complete identified tasks: To Be Determined

4. Special Environmental Considerations

This Preliminary Environmental Assessment Report (PEAR) has identified several potential environmental impacts that may require special considerations should Alternative 1 Option 1 , Alternative 1 Option 2 or Alternative 1 Option 3 be implemented. Alternative 1 Option 1 ,Alternative 1 Option 2 and Alternative 1 Option 3 would have similar potential to impact environmental resources. The following environmental considerations have been identified:

- Coastal Zone – The entire Project is in the Coastal Zone based on the California Coastal Commission Coastal Zone Map (California Coastal Commission 1977). The Project would require a TCE from DPR for construction and permanent easements for the column and ramp structure as well as an aerial easement to span across the parking lot. The Project would require either a new coastal development permit (CDP) or an amendment to the CDP for George Wolfberg Park at Potrero Canyon. The City of Los Angeles does not have a certified local coastal program (LCP) for the Pacific Palisades area. Therefore, the Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act (Section 30000, Public Resources Code). The Coastal Act Chapter 3 Policy Consistency Summary Table would be completed for the Project during the Project Approval/Environmental Document (PA/ED) phase for use in completing the application during the Plans, Specifications, and Estimates (PS&E) phase, thereby documenting consistency with the California Coastal Act.

- Cultural and Tribal Cultural Resources – Construction of Alternative 1 Option 1,Alternative 1 Option 2 or Alternative 1 Option 3 would require clearing and grubbing and excavation, which could result in potential impacts to unknown archaeological resources or human remains within the disturbance area.

- Geology, Soils, Seismic, and Topography – The Project area is located within an earthquake fault zone, a liquefaction zone, and a landslide zone. The Project area is susceptible to strong ground motion; therefore, the Project area and the proposed improvements could be exposed to these hazards.

- Hazardous Waste/Materials – Soil containing aerially deposited lead (ADL) could be disturbed during excavation of the highway shoulder. Additionally, unknown hazardous waste could be encountered during construction activities.

- Section 4(f)/Section 6(f) Resources – The State Beach is a publicly owned recreation area and qualifies as a Section 4(f) resource. The State Beach has had Land and Wildlife Conservation Funds spent within the property and, therefore, is eligible for consideration under Section 6(f). Alternative 1 Option 1,Alternative 1 Option 2 or Alternative 1 Option 3 would place columns and ramps within the State Beach that would require a TCE during construction and a permanent easement for these components after construction. The pedestrian bridge is identified within the General Plan for the State Beach and the Project would be consistent with the plan. DPR is the owner of the property and will be required to agree to the Project, including any onsite improvements to offset the loss of use at the column and ramp locations pursuant to Section 6(f). Additionally, DPR will have to concur with the Section 4(f) finding for the Project. It is anticipated that a *de minimis* or a programmatic Section 4(f) finding would be required to document the Section 4(f) use. If there is disagreement or controversy regarding use finding or evaluation, and it is determined that a full Section 4(f) evaluation is required, the additional time required for preparation, legal sufficiency review, and coordination/approval with DPR for the improvements within the State Beach could require additional time during the PA/ED phase to complete.

- Utilities – Two sewer main lines are in the Project vicinity, as well as overhead electric lines. Preliminary design of the Project would determine if the conflict with the overhead electric lines can be eliminated either by undergrounding or by relocation.

5. Anticipated Environmental Commitments

- Utilities – Any disruptions to utility service would be scheduled and coordinated to ensure they would not adversely affect the surrounding community.

- Emergency Services – A Traffic Management Plan (TMP) would be developed to identify potential construction traffic impacts and coordinate any delays or changes in access on SR 1 and within the State Beach. Potential construction impacts

would be coordinated with local Police and Fire, California Highway Patrol, State Beach lifeguards and the community to minimize traffic impacts on emergency services during construction.

- Visual/Aesthetics – Landscaping and aesthetic treatments would be included to enhance the aesthetic appearance of the bridge and disturbed areas. Context-sensitive solutions (CSS) would be evaluated during the planning phase and implemented design, and construction of the bridge. The *Landscape Architecture Scoping Questionnaire to Determine Visual Impact Assessment Level* identifies that a standard Visual Impact Assessment (VIA) would be prepared during the PA/ED phase and would include an analysis of project impacts and would provide CSS for visual enhancements to minimize potential impacts to SR 1.

- Cultural Resources – It is unlikely that the Alternative 1 Option 1 would cause an adverse effect to any significant built environmental resources. Alternative 1 Option 1 ,Alternative 1 Option 2 or Alternative 1 Option 3 have the potential to cause an adverse effect to previously unidentified archaeological resources during project construction (pending completion of technical studies). Measures to avoid impacts on cultural resources would be implemented as applicable and could include (1) monitoring and worker education, (2) delineating environmentally sensitive areas (ESAs) to avoid sensitive sites or resources, and (3) implementing a cultural resources monitoring plan and stopping work for inadvertent discoveries, including human remains. Based on the discovery of buried precontact resources during other construction projects within the vicinity, tribal construction monitoring may be requested as part of tribal coordination under Assembly Bill (AB) 52.

- Hydrology and Floodplains – Best management practices (BMPs) would be incorporated into the final project design, as applicable, to capture pollutants and stormwater runoff and to avoid impacts on local hydrology.

- Water Quality and Stormwater Runoff – The Proposed Project would need to be designed and constructed to the requirements of the applicable Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Stormwater Permit, Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activity, and the Statewide Stormwater Management Plan. BMPs would be developed and implemented according to the Caltrans and City of Los Angeles Bureau of Engineering NPDES requirements and be in compliance the City of Los Angeles Municipal Separate Storm Sewer System (MS4) Permit.

- Geology, Soils, Seismic, and Topography – Potential impacts would be minimized by incorporating appropriate Project design features and constructing the Proposed Project in conformance with the Caltrans Seismic Design Criteria, California Building Code (CBC), and Caltrans Highway Design Manual (HDM). Temporary erosion control measures and project design features to address slope stability, pile driving, soils, seismicity, and topography would be developed and finalized during final project design.

- Paleontological Resources – Depending on the results of the Paleontological Identification Report (PIR), a Paleontological Evaluation Report (PER) and Paleontological Mitigation Plan (PMP) may be prepared as applicable to provide guidance to reduce potential impacts to paleontological resources. The PMP would be prepared during the Plans, Specifications, and Estimates (PS&E) phase.

- Hazardous Waste/Materials – An evaluation to identify the potential presence of ADL in soils that would be disturbed during construction is recommended. Development of hazardous material management and disposal options for soil containing lead is recommended unless it can be reused within Caltrans ROW in accordance with the Caltrans Soil Management Agreement. If applicable, based on the Initial Site Assessment (ISA) recommendations, a site investigation would be completed during the PS&E phase to identify hazardous materials and ensure proper handling and disposal of contaminated soil and groundwater have been addressed. If groundwater is encountered during excavation or drilling, dewatering may be required, which would require an NPDES permit under the Clean Water Act, Section 402. Work plans, health, and safety plans, potentially lead compliance plans, and excavation and transportation plans would be needed to protect workers from exposure.

- Air Quality – The Project would be constructed in compliance with Caltrans' Standard Specifications, Section 14-9, Air Quality. A nonstandard special provision 14-9.05 would be included for compliance with and accountability of applicable Air Quality Management District (AQMD) rules and regulations. Additional measures may be developed in coordination with the local air district to minimize potential impacts during construction.

- Noise and Vibration – Based on the scope of this project, the Project is not a Type I project as defined in the 2020 Traffic Noise Analysis Protocol (Caltrans 2020) and is not expected to raise traffic noise levels or cause a substantial noise increase. Therefore, a detailed noise study is not required for this project. The plans and specifications would include measures to minimize or eliminate adverse construction noise and vibration impacts on nearby land uses or activities. The Project would be constructed in compliance with Caltrans' Standard Specifications, Section 14-8.02, Noise Control, and the City's noise ordinance. Coordination with the City would be needed prior to starting construction if overnight or weekend work is required.

- Biological Environment – Measures to avoid and minimize impacts on nesting migratory birds and raptors would be implemented, including BMPs to prevent construction debris and dust from entering waterways, preconstruction surveys, and reduced work areas. To avoid impacts to migratory birds, a nesting survey would likely be needed within 3 days prior to any vegetation disturbance during the migratory bird nesting season (February 1 to September 1). If an active nest is discovered, the area would likely need to be avoided during the breeding season

with an adequate buffer (depending on the species). There may be additional avoidance and minimization measures identified for the Project based on the biological evaluation.

- Section 4(f)/Section 6(f) – Consultation and coordination with the official(s) of the agency or agencies with jurisdiction over identified potential Section 4(f)/Section 6(f) resources would be required.

6. Permits and Approvals

- State Historic Preservation Officer (SHPO): Section 106 Consultation (6 to 12 months during the PA/ED phase)

- Native American Heritage Commission: AB 52 Consultation (8 to 12 months during the PA/ED phase)

- Caltrans encroachment permits for ADL investigation or any work within the Caltrans ROW (2 to 3 months during the PS&E phase).

- City and California State Parks encroachment permits to complete geotechnical borings (2 to 3 months during the PA/ED phase)

- CDP or Amended CDP (10 to 14 months during the PA/ED and PS&E Phases, and prior to the Ready to List [RTL] phase)

7. Level of Effort: Risks and Assumptions

The PEAR technical summaries listed in Section 8 provide information and reference discussions based on data gathered from existing public data, including local general plans and environmental documents. The summaries are based on assumptions about Project design, Project area, and accuracy of information gathered. To manage risk, potential issues that could affect Project design, timeline, and budget are identified and planned for. These Project assumptions and potential risks are as follows:

- The Project is subject to federal action and analysis pursuant to NEPA. Caltrans will be the lead NEPA Agency. The Project is also subject CEQA. The City of Los Angeles will be the lead agency under CEQA.

- The scope of the discussion includes the No Build Alternative, Alternative 1 Option 1 ,Alternative 1 Option 2 and Alternative 1 Option 3. Additional impact analysis may be required if changes are made to the current scope of alternatives, or if other changes to conditions could affect the analysis.

- On the east side of SR 1, ROW is owned by the City; on the west side of SR 1, ROW is owned by DPR. Caltrans ROW for SR 1 is located between City and DPR ROW. The Project would require an encroachment permit from Caltrans during

construction and an air space easement across SR 1 for the bridge. Columns and bridge structure on the east side would be within City ROW. Columns and bridge structure on the west side would be located in DPR ROW. TCEs would be required during construction and permanent easements for the structure and operation and maintenance.

- The preliminary design and cost estimates may not include all required TCEs because specific details and agreements for locations of columns, erosion control, revegetation of disturbed soil areas, construction staging areas, utility relocation, or other additional areas required for construction have not yet been finalized or negotiated. Additional TCEs and utility easements may be required for construction and utility relocation/undergrounding. The temporary construction footprint to be identified for the Project will be large enough to account for all potential TCEs and easements required for the Project. TCEs would be restored to the previous or better condition upon completion of construction.

- It is assumed that the Proposed Project would not adversely affect properties listed or eligible for listing on the National Register of Historic Places (NRHP). If it is determined that the Proposed Project would adversely affect cultural or paleontological resources, additional studies and coordination would be required. This could extend the Project schedule and increase Project costs.

- It is assumed that a Natural Environmental Study (Minimal Impact) (NES-MI) would be the appropriate level of document for biological resources. Based on preliminary site evaluation and field review, no special-status plant or animal species or habitat are anticipated to occur on the Project site. In compliance with the Endangered Species Act, coordination with U.S. Fish & Wildlife Services (USFWS) will be required due to potential impacts to Western Snowy Plover (beach habitat), which is federally listed as Threatened. It also is anticipated that there are no California Department of Fish and Wildlife (CDFW) or U.S. Army Corps of Engineers (USACE) regulated waters or special aquatic sites. If it is later determined that significant biological resources are present on the site, a full NES, coordination with the resource agencies and permits may be required. This would extend the schedule and increase Project costs.

- ADL and potentially other hazardous waste and materials are in the Project area. If unknown hazardous materials are identified in the Project area, additional studies and remediation efforts would be required. This could extend the Project schedule and increase Project costs.

- A Categorical Exclusion (CE) is the appropriate level of environmental document for NEPA (23 Code of Federal Regulations [CFR] 771.117(c)(3)) based on the assumptions stated herein and the technical summaries in Section 8. If it is determined during the PA/ED phase that a higher-level document or additional studies are required, this would increase the cost and schedule for the PA/ED phase of the Project.

- The Project would provide safer access for pedestrians and bicycles from the City Park to the State Beach. Based on coordination with the public to date, the pubic appears to generally support the Project. The Project is not anticipated to result in public controversy; however, the City will continue to engage and involve the public and keep them informed through extensive outreach, including meetings, mailings, surveys, and other means. If during the PA/ED phase public controversy increases to the point that a higher-level document is required, this would increase the cost and schedule for the PA/ED phase of the Project.

- Based on the Project being included within the General Plan for the State Beach, it is anticipated that DPR would be supportive of the Project and a *de minimis* or programmatic Section 4(f) finding would be approved. Controversy associated with DPR issuing the permanent easements could require preparation of a full Section 4(f) evaluation, which would increase the cost and schedule for the PA/ED phase of the Project.

8. PEAR Technical Summaries

Land Use

The Project area is located along SR 1 in the Brentwood-Pacific Palisades community of the City of Los Angeles. The pedestrian and bicycle bridge would cross above SR 1 to connect City Park with the State Beach. The Proposed Project also would connect pedestrians and bicyclists to the Marvin Braude Bike Trail, which is a 22-mile paved bicycle path running from the State Beach along the Los Angeles County coast through various jurisdictions to Torrance County Beach in Torrance, California. The Marvin Braude Bike Trail also serves as a Primary California Coastal Trail route. The State Beach is also identified as a Beach or Shoreline Route of the California Coastal Trail (California Coastal Trail 2024).

Existing and Future Land Use

The land use setting is coastal surrounded by open space and low-density residential land use designations. City Park and State Beach are designated as open space on the City of Los Angeles General Plan Land Use Map for the Brentwood-Pacific Palisades Community Plan area (City of Los Angeles 2006a). The Project would be sited on or span above lands owned by the City and the State (Caltrans or DPR). The Proposed Project would not result in any land use changes and would not affect or acquire private property. The Proposed Project would not result in or facilitate change in land use. No additional analysis of the Project's impacts on land use is required.

Consistency with State, Regional, and Local Plans

The Proposed Project would be designed to be consistent with the goals, policies, and objectives listed in applicable regional and local plans, which include the following:

- California 2040 Transportation Plan (Caltrans 2016)

- Caltrans District 7 Active Transportation Plan (Caltrans 2022)

- Southern California Association of Governments (SCAG) 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2016)

- Los Angeles County Metropolitan Transportation Authority Active Transportation Strategic Plan (Metro 2023)

Consistency with the California Coastal Act, 1976, as Amended

The Proposed Project would require either a new coastal development permit or an amendment to the CDP Permit No. 5-91-286, associated with the development of City Park. The City does not have a certified LCP for the Pacific Palisades area. Therefore, the Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act (Section 30000, Public Resources Code). The Coastal Act Chapter Three Policy Consistency Summary Table would be completed for the Project to document consistency with the California Coastal Act. The Proposed Project would be designed to be consistent with the goals, policies, and objectives listed in applicable regional and local plans, which include the following:

- General Plan for Topanga and Will Rogers State Beaches, which includes the Proposed Project (DPR 1986)

- Brentwood-Pacific Palisades Community Plan (City of Los Angeles 2006b)

The Proposed Project would be consistent with planning documents and will be constructed under a CDP or Amendment to CPD Permit No. 5-91-286. No additional analysis of the Proposed Project's consistency with state, regional and local plans is required.

Parks and Recreation

Parks and recreation areas, within 0.5 miles of the Proposed Project, include Temescal Canyon Park, located to the north near the intersection of Temescal Canyon Road and SR 1, and City Park, located east of and adjacent to the Proposed Project. The south end of the Project would be located within State Beach, which is owned by DPR and is operated by the Los Angeles County Department of Beaches and Harbors. In addition, the Proposed Project would connect pedestrians and bicyclists to the Marvin Braude Bike Trail, which is a 22-mile paved bicycle path running from the State Beach along the Los Angeles County coast; this trail would pass beneath the bridge within the Project area.

Within State Beach, the Proposed Project would require a permanent easement to accommodate a bridge column and spiral ramp. On the east side of SR 1, adjacent to City Park, columns and ramps would be located within City ROW. The ramp and column locations within the State Beach would result in a permanent use of Section 4(f) land. However, the use is consistent with facilitating access to the recreational use and the

pedestrian bridge was planned for and included in the 1986 General Plan for Topanga and Will Rogers State Beaches.

It should be noted that Land and Water Conservation Fund monies have been expended within the State Beach, so Section 6(f) and Section 4(f) coordination with DPR regarding permanent easements/use of California State Park land would occur at the same time (Land and Water Conservation Fund 2022). Onsite improvements associated with impacts to parking or other areas within the State Beach would be evaluated and discussed during Section 4(f)/Section 6(f) coordination, to ensure no net loss of recreational value. As previously discussed, this use to facilitate pedestrian access from City Park to the State Beach is consistent with the 1986 State Parks General Plan and Section 6(f) preservation purposes for the State Beach. A Section 4(f) evaluation would include a preliminary assessment of potential sites and uses, Section 4(f)/Section 6(f) coordination would be completed during the PA/ED phase. It is anticipated that the Proposed Project would qualify for either a *de minimis* or programmatic Section 4(f) finding.

Coastal Zone

The coastal zone generally extends inland 1,000 yards from the mean high tide line (California Coastal Act Section 30103). The Proposed Project is located within the coastal zone (CCC 1977). However, it would not affect any land or water use or natural resources of the coastal zone. As discussed within the City Park CDP No. 5-91-286, the bridge would require either an amendment to the CDP or a new CDP based on further consultation between the City and the CCC. A Caltrans Coastal Consistency analysis table would be completed for the Proposed Project. The table would include the project-specific facts and circumstances and include an analysis of each applicable coastal resource within the Project area. A discussion of the relevant Project features (including standard measures) that have been incorporated into the Project to avoid or minimize the Project's environmental consequences, would be included in the consistency analysis. The Coastal Act Chapter Three Policy Consistency Summary Table would be prepared to evaluate coastal zone consistency and support the CDP decision.

Growth

The Proposed Project would connect beach and park users to a planned and existing system of recreational bike paths/trails between City Park and the State Beach. The Proposed Project would not result in changes to land use patterns or induce an increase in population growth. The Proposed Project is not a growth-inducing project. No additional analysis of growth-inducing impacts is required.

Farmlands/Timberlands

Based on a review of the California Department of Conservation inventory of agricultural land resources, there are no timberlands or important farmland within the Project area (California Department of Conservation 2022). No further analysis of farmlands/ timberlands is required.

Community Impacts

Community Character and Cohesion

The Proposed Project would not present the potential to evoke any measurable impact on the character and cohesion of the community. The Proposed Project is located along an existing major highway corridor in western Los Angeles. The areas adjacent to the Project include open space recreational uses for biking and hiking/walking trails and beach front access along the Pacific Ocean. Beyond the top of the steep slope are established residential communities that surround City Park. The Proposed Project would result in beneficial impacts resulting in safer and more direct community access and enhanced recreational opportunity between the State Beach and City Park. The Proposed Project would not degrade community character and cohesion within the adjacent communities. Community impacts would not be substantial and preparation of a community impact assessment for the Proposed Project would not be required.

Relocations

All Proposed Project improvements would be completed within state (Caltrans and DPR) and City ROW. The Proposed Project is not anticipated to result in the relocation or acquisition of any residential or commercial property.

Environmental Justice

There are no minority or low-income populations within or adjacent to the Project area (U.S. Census Bureau 2020). The Proposed Project would not result in any disproportionately high or adverse effects on minority and low-income populations. No further environmental justice analysis for the Project is required.

Utilities/Emergency Services/Public Facilities

Utilities

Utilities and service systems crossing or adjacent to the Project area include overhead electric lines and two sewer main lines. In addition to these utilities, a 36-inch underground storm drain crosses SR 1 at the northerly portion of the Project area. A map showing the existing utilities in the Project area is included in Attachment D. No impacts to sewer lines or storm drains are anticipated. The Project would most likely require the undergrounding of existing overhead electric lines that are located adjacent and parallel to northbound SR 1. Continued utility coordination would occur throughout the design and construction of the project. Any disruption to utility services would be scheduled and coordinated with service providers to ensure that it would not substantially affect the surrounding community, to the maximum extent feasible. During the PA/ED phase, coordination with utility providers will further identify impacts and relocation requirements based on preliminary design. A Utilities Impacts technical memorandum will be prepared for the PA/ED environmental document.

Emergency Services

Fire protection and emergency services are provided by county and local police and fire departments/stations. Construction activities would occur along and above SR 1, and

within and adjacent to the State Beach parking lot. Construction could result in traffic impacts with typical construction delays. The Proposed Project is required to prepare a TMP, which would be developed to coordinate construction activities with emergency service providers, businesses, and the public. Access along SR 1 and within the State Beach parking lot would be maintained throughout construction.

Public Facilities

The lifeguard headquarters, restrooms, and other State Beach facilities are located within and adjacent to the Project area. Coordination with DPR regarding these facilities would occur as needed prior to and during construction.

Visual/Aesthetics

The Caltrans *Landscape Architecture Scoping Questionnaire to Determine VIA Level* was completed for the Proposed Project and resulted in a score of 31 (refer to Attachment E). This score established that the Proposed Project would result in moderately noticeable visual changes to the environment. To fully assess impacts to all potentially affected viewer groups (drivers on SR 1; users of City Park, the State Beach, and open space resources; and people living near the study area), a VIA Standard Report would be required during the PA/ED phase. The VIA would describe in detail the Proposed Project's visual attributes, its visual impact, and any potential environmental commitment. Lighting and signage on the bridge would be compliant with Caltrans and City standards. Additionally, visual simulations of the Project area are recommended, but not required.

CSS regarding materials, color, and other aesthetic design treatments for the pedestrian and bicycle bridge would be integrated into the Proposed Project design to the maximum extent feasible. These aesthetic design treatments are anticipated to minimize impacts by limiting new sources of light and glare that would affect the surrounding areas and by ensuring the bridge design is compatible with the character and aesthetic quality of the existing built environment.

Cultural Resources

To determine whether cultural resources would be affected by the Proposed Project, a literature search was conducted for the Project area. A 0.5-mile buffer around the Project area, encompassing Alternative 1 Option 1 ,Alternative 1 Option 2 and Alternative 1 Option 3, was included in this search. Based on this background research (refer to Attachment F), two cultural resources have been identified within the Project boundaries: one California Historical Landmarks plaque for Port Los Angeles and the Pacific Coast Highway alignment. However, because of extensive development in the area, the road likely no longer possesses its historic integrity aspects of feeling, setting, and association. Therefore, it is possible the highway segment in the Project boundaries would be found ineligible for listing in the NRHP and the California Register of Historic Resources and would not be adversely affected by the Proposed Project (pending completion of technical studies). As a result, the Project has a low potential to directly affect significant built environment resources under the Alternative 1 Option 1 , Alternative 1 Option 2 and Alternative 1 Option 3 and cultural resource sensitivity is low.

No known archaeological sites exist within the Project boundaries, but previous studies completed in the vicinity of the Project area have encountered buried precontact resources during ground-disturbing activities. In addition, the Project area was extensively developed in the late 1800s, and there is potential for subsurface historic-era deposits associated with Port Los Angeles. The Proposed Project has a moderate potential for encountering buried archaeological resources.

The absence of any NRHP-eligible or -listed resources in the Project boundaries indicates the Project has a low potential to cause a Section 4(f) use of a historic property.

Based on preliminary research completed for this assessment, there is a moderate potential the Project can encounter previously unidentified cultural resources during construction. During the PA/ED phase, it is recommended that the Project complete cultural resources technical studies (Historic Property Survey Report [HPSR], Archaeological Survey Report [ASR], Historic Resources Evaluation Report [HRER], and a Finding of No Adverse Effect [FNAE] or FNAE Standard Conditions – Environmentally Sensitive Area). The technical studies would include the following:

- Delineation of an area of potential effects.
- Additional Native American, Caltrans, and SHPO consultation.
- Archaeological and built environmental surveys.
- Recordation and evaluation of cultural resources.
- Assessment of potential effects if the resources are determined significant.

During construction, Native American and archaeological monitoring may be required. The studies would be completed in accordance with the Caltrans Section 106 Programmatic Agreement.

Hydrology and Floodplains

The Project site is located within the Santa Monica Bay watershed. The existing drainage flow pattern is from northeast to southwest toward the Pacific Ocean. Stormwater runoff from the mountainous areas to the northeast side of SR 1 is conveyed under SR 1 through cross culverts and discharged into the ocean. A high percentage of the soils within the Project area have a high infiltration capacity. The receiving water bodies are the State Beach, Santa Monica Bay Offshore/Nearshore, and the Pacific Ocean. No substantial impacts to the receiving water bodies are anticipated. The Project area is not within or adjacent to flood hazard areas. Additionally, the Project area is not within a floodplain. Therefore, no further flood hazard/flood risk studies are required in the PA/ED phase.

Water Quality and Stormwater Runoff

A Scoping Questionnaire for Water Quality Issues (SQWQ) was completed for the Proposed Project (refer to Attachment G). The SQWQ is intended to aid in the

environmental assessment of a project for water quality impacts and to help determine if a Water Quality Assessment Report (WQAR) would be required. The SQWQ, analyzed water quality and stormwater runoff for the Proposed Project. As discussed in the SQWQ, the SWDR Short Form (SWDR), prepared for the PSR-PDS, indicates that the new impervious surface areas of 0.04 acres are anticipated as a result of the construction of the new path and bridge structure above previously unpaved areas. New impervious surface areas would be located both inside and outside Caltrans' ROW. No treatment BMPs are required for the Proposed Project. Preliminary Design Pollution Prevention have been identified for the Proposed Project which include the following:

- Vegetated slopes, including permanent landscaping consistent with native vegetation pallet utilized in for the City Park.
- As applicable, grading slopes at a rate of 4:1 (H:V) and introducing slope rounding to promote sheet flow and reduce the potential for concentrated flows.

The SWDR, including impervious surface areas and BMP evaluations, would be updated during the PA/ED and PS&E phases. The Proposed Project would comply with the Caltrans Statewide NPDES Permit Order Number 2022-0033-DWQ. Based on the results of the SQWQ, preparation of a WQAR is not required.

Geology, Soils, Seismic and Topography

The Project area is located within an Alquist-Priolo fault zone, attributed to the Potrero Canyon Fault, and landslide zone. The Project area is also in a liquefaction zone attributed to the shallow groundwater and saturated sandy soils (Jacobs and Psomas 2024). A work plan for subsurface investigations for the bridge and retaining walls, luminaries and reinforced concrete box extension would be submitted to Caltrans Office of Geotechnical Design South for approval. During the PA/ED phase, a District Preliminary Geotechnical Report and Structures Preliminary Geotechnical Report would be prepared. A Preliminary Foundation Report would be prepared during the PA/ED phase to support the Structures Type Selection Report.

Paleontology

A review of soils for paleontological sensitivity was completed within the Proposed Project area. It is currently anticipated that excavations would not impact the slopes and would be primarily within the Quaternary Beach Sands or artificial fill beyond the toe of slope. The geology within the Project vicinity has been mapped in Geologic Map of the Topanga and South ½ Canoga Park Quadrangles, Los Angeles California by Dibblee (1992) at a scale of 1:24,000. The map indicates that the Project area is located within, adjacent to, or underlain by four geologic units. A more detailed soils discussion and a paleontological sensitivity map is provided in Attachment H.

Quaternary Beach Sand (Qs) (Holocene)

This soil type is very young (Holocene) beach deposits of sand. Sediments are too young to be considered to have paleontological sensitivity. Thus, a potential fossil yield classification (PFYC) of 2 – low paleontological potential of the Holocene units is

predicted but increases with depth if the underlying Pleistocene and older deposits are present and encountered.

Quaternary Landslide Debris (Qls) (Holocene)

This soil type is Holocene and possible late Pleistocene landslide debris. Significant fossils may be present in the Qls that have not been damaged during landslide mass movements. Qls sediments are all considered to possess a PFYC of 3 – moderate paleontological potential.

Quaternary (Pleistocene) Older Surficial Sediments (Qoa)

Older Surficial Sediments within the Project area are remnants of older weakly consolidated alluvial deposits consisting of silt, sand, and gravel. The Pleistocene alluvial sediments are all considered to possess a PFYC of 4 – high paleontological potential.

Tertiary (Pliocene) Fernando Formation (Tf)

This soil type is a shallow marine clastic deposit of gray, silty claystone that locally contains calcareous concretions and small marine shell fragments, as well as breccia derived from Tush deposit (Dibblee 1992). The formation may or may not be directly associated with the Pico Formation, both of which are known to contain significant fossils and are considered to possess a PFYC 4 – high paleontological potential.

During the PA/ED phase, a PIR would be conducted. Pending the results of the PIR, a PER and PMP would be prepared, as applicable. The PMP would be prepared during the Plans, Specifications, and Estimates (PS&E) phase.

Hazardous Waste/Materials

Based on the results of historical site investigations, there are five recognized environmental conditions (RECs) and one historical REC (Attachment I) within the Project area. The RECs identified include (1) ADL in the soil, (2) an area of soil impacted by a historic railroad that paralleled SR 1, (3) an area where dumping was observed, (4) a location of a former aboveground storage tank that contained tar, and (5) a soil stockpile area that was the result of a landslide. The historical REC is an area where former leaking underground storage tanks were located.

During the PA/ED phase, evaluation of surface soils is recommended to identify the potential presence of ADL that could be disturbed during construction. Development of management and disposal options for soil containing potentially hazardous concentrations of lead is recommended. Appropriate environmental commitments also would be developed after the completion of the ISA during the PA/ED phase; ADL, asbestos-containing material (ACM) and lead-based paint (LBP) surveys may be required during the PS&E phase. A Preliminary Site Investigation (PSI) may also be required during the PS&E phase to further assess potential impacts if the available information from the ISA is not adequate to estimate risk.

Air Quality

The Proposed Project is located within the South Coast Air Basin (Basin) governed by the South Coast Air Quality Management District and is included in the SCAG metropolitan planning organization. The land uses in the Project area are residential, recreational, and undeveloped.

Under the national ambient air quality standards (NAAQS), the Basin is designated as extreme nonattainment for the 2008 and 2015 ozone standards and serious nonattainment for the 2006 and 2012 standards for particulate matter with aerodynamic diameter equal to or less than 2.5 micrometers ($PM_{2.5}$). The area also is in serious maintenance for particulate matter with aerodynamic diameter equal to or less than 10 micrometers (PM_{10}), nonattainment for lead, serious maintenance for carbon monoxide (CO), maintenance for nitrogen dioxide (NO_2), and attainment for sulfur dioxide (SO_2). Under California ambient air quality standards (CAAQS), Los Angeles County is in nonattainment for ozone, PM_{10}, and $PM_{2.5}$ standards. The County is in attainment or unclassified for all other pollutants under CAAQS.

The Proposed Project is in a federal nonattainment area for ozone and PM_{10}, and in a maintenance area for $PM_{2.5}$; however, the Proposed Project is a highway crossing project that is exempt from project-level transportation conformity requirements per 40 CFR 93.126.

Construction-generated emissions would be evaluated in accordance with Caltrans-recommended methodologies. Construction of the Proposed Project would be required to comply with Caltrans' Standard Specifications, Section 14-9, Air Quality. Project construction is anticipated to be conducted in 18-24 months. The air quality conformity for the Proposed Project would be documented in the Transportation Air Quality Conformity Findings Checklist and filed with the NEPA CE during the PA/ED phase.

Greenhouse Gas Emissions

NEPA does not require the analysis of greenhouse gas (GHG) emissions. However, CEQA requires an impact analysis of GHG emissions. The GHG emissions, generated from construction of the Project, would be quantified using the latest Sacramento Metropolitan Air Quality Management District's Road Construction Model. Control measures in reducing construction emissions would be described in the technical memorandum.

During the PA/ED phase, a GHG Emissions technical memorandum and applicable Transportation Air Quality Conformity Findings Checklist would be prepared and would include a quantitative assessment of GHG emissions.

Noise and Vibration

The Proposed Project requires an evaluation of potential noise impacts under NEPA and CEQA. Procedures for conducting noise studies and evaluating noise abatement measures are codified under 23 CFR 772. The Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol) last

updated in April 2020 was developed to provide Caltrans with a set of policies and procedures for applying 23 CFR 772 in California (Caltrans 2020). Caltrans has adopted the Protocol and the Technical Noise Supplement (TeNS) as a guideline to assess potential noise impacts. These documents would be used as guidelines to assess potential noise impacts resulting from the Proposed Project. Based on the Protocol, the Proposed Project is not considered a Type I project; therefore, a noise study report is not required. However, construction of the Proposed Project would generate temporary short-term noise that would potentially increase ambient noise levels within the Project area. A Noise and Vibration technical memorandum evaluating construction noise would be developed to identify maximum noise levels generated by construction activities related to the Proposed Project and potential impacts to nearby sensitive noise receivers.

During construction of the Proposed Project, noise from construction activities may intermittently and temporarily dominate the noise environment in the immediate area of construction. Construction noise would be predicted using methods outlined in the Protocol that use the Federal Highway Administration's Roadway Construction Noise Model (RCNM), version 1.1. Additionally, Caltrans standard specifications and standard special provisions for construction activity would be discussed within a Noise and Vibration technical memorandum.

Vibration

Anticipated vibration levels during construction would be assessed at nearby structures and residential land uses. Vibration impacts would be discussed in the noise and vibration technical memorandum using vibration levels estimated for construction equipment anticipated for the Proposed Project. If vibration levels exceed significance criteria, the Noise and Vibration technical memorandum would present appropriate minimization measures to reduce project impacts. This technical memorandum is proposed for the PA/ED phase.

Energy and Climate Change

According to the Caltrans Standard Environmental Reference, because the CEQA document will be an Initial Study and the Proposed Project is considered a non-capacity-increasing project (Caltrans 2019), an Energy Analysis Report or a Technical Memorandum is recommended for the PA/ED phase (Caltrans 2023). The pedestrian and bicycle bridge would not increase operational emissions. If the community surrounding City Park and the State Beach uses the bridge instead of driving, the Project would result in some localized reductions in emissions.

Biological Environment

A review of the CDFW California Natural Diversity Database (CNDBB), IPaC (Information for Planning and Conservation)-generated USFWS Species List, and National Marine Fisheries Service California List Tool was conducted to determine which biological resources could be affected by the Project (refer to Attachment J). Most of the Project area is developed except for roadside and ornamental vegetation.

Based on the disturbed and developed condition of the Project area, no special-status natural communities are anticipated to be present. In addition, it is unlikely that the Project area has suitable habitat for special-status animals and no designated critical habitat exists within the Project area. There may be suitable habitat for special-status plants in the Project area, including those listed in the CNDBB and IPaC: the federally endangered Braunton's milk-vetch (*Astragalus brauntonii*), Ventura marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*), Coastal dunes milk-vetch (*Astragalus tener* var. *titi*), and salt marsh bird's-beak (*Cordylanthus maritimus* ssp. maritimus); the federally threatened Santa Monica mountains dudleya (*Dudleya cymosa* ssp. *ovatifolia*), and the state threatened beach spectaclepod (*Dithyrea maritima*). There is no potential for fish species or essential fish habitat to be in the Project area. To avoid impacts to migratory birds, such as the federally threatened Western Snowy Plover *(Charadrius nivosus nivosus)*, avoidance measures are recommended.

A NES-MI is recommended to assess the presence of special-status plant species within the Project area for the PA/ED phase. It does not appear that the Project area contains any waterways, wetlands, or other water features under jurisdiction of the USACE, RWQCB, or CDFW; however, the absence of jurisdictional features would be confirmed during project-level surveys. The NESMI will also identify plant species that would be removed due to the Proposed Project and the planned replacement plant palette. Minimization measures for project construction would be developed in the NESMI and environmental document, and would include measures on typical bird nesting restrictions, and biological monitoring.

Cumulative Impacts

A list of projects for the cumulative impact analysis would be prepared during preparation of the environmental document, which would analyze cumulative impacts and identify past, present, and reasonably foreseeable future projects.

Land uses, within a 0.25-mile radius from the Proposed Project, comprise open space and existing single-family residences. General Plan land use designations, pursuant to the 2016 Brentwood-Pacific Palisades Community Plan, and planned developments also reflect these existing land uses. The Transportation section of the Community Plan reflects goals and objectives for improvements to the area’s existing local streets and roadways. Based on a review of the City of Los Angeles Bi-Weekly Entitlement Case Filings Interactive website, there is one entitlement request for a residential improvement (City of Los Angeles 2024).

Based on the Caltrans District 7 Current Projects website, Pacific Coast Highway Safety Projects in the west side are in the City of Malibu, several miles from the Project area (Caltrans 2024). Based on these current and reasonably foreseeable projects and when viewed with the proposed pedestrian and bicycle bridge, the Proposed Project is not expected to result in cumulative impacts with the implementation of the Proposed Project.

Context Sensitive Solutions

Caltrans implements CSS to plan, design, construct, maintain, and operate its transportation system. CSS include innovative and inclusive approaches that integrate

and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals, and are developed through a collaborative, interdisciplinary approach involving all stakeholders. To ensure that CSS are fully integrated into the project development process, early planning is required along with ongoing community involvement. Coordination would be conducted among the City, Caltrans, emergency service departments, and any other applicable public agencies or community groups throughout the project development process to ensure that CSS are fully considered and incorporated into the Proposed Project.

9. Summary Statement for Project Initiation Document

This PEAR includes an initial environmental evaluation of the Project, a summary of key environmental issues, and identifies the type of environmental document, environmental studies and permits and next steps for the PA/ED phase. The Project has the potential to result in a direct physical change to the environment and therefore requires environmental review pursuant to the CEQA. In addition, because federal funding is anticipated in the future, environmental review is also being completed pursuant to NEPA.

The City would be the lead agency under CEQA. Based on the preliminary evaluation within this PEAR, the anticipated environmental document for the Project is anticipated to be an Initial Study (IS) with either a proposed Negative Declaration (ND) or Mitigated Negative Declaration (MND). An IS would be prepared during the PA/ED phase to determine whether the project may have a significant adverse impact on the environment.

Caltrans would be the lead agency under NEPA. Based on the preliminary evaluation conducted as part of this PEAR, Caltrans has determined that a CE is the appropriate level of environmental documentation for “Construction of bicycle and pedestrian lanes, paths and facilities (23 CFR 771.117(c)(3))”.

Alternative 1 Option 1 , Alternative 1 Option 2 and Alternative 1 Option 3 1 and 2 have similar environmental constraints and impacts. A preliminary assessment of the Proposed Project has identified the potential for impacts related to utilities; visual/aesthetics; cultural resources; paleontological resources; geology, soils, seismic, and topography; hazardous waste/materials; and the biological environment. Environmental Commitments listed above in Section 5 would be further developed in the PA/ED phase. Preparation of environmental technical reports would be required during the PA/ED phase, including the following:

- Utilities Impacts Technical Memorandum
- VIA
- HPSR, ASR, HRER, and an FNAE or FNAE SC – ESA
- PIR will be conducted. Based the results, PER and PMP would be prepared as applicable.

- ISA (ADL, ACM, and lead-based paint (LBP) surveys and PSI may be required for PS&E)
- Section 4(f)/Section 6(f) Evaluation
- Coastal Act Chapter Three Policy Consistency Summary Table
- Noise and Vibration Technical Memorandum
- Transportation Air Quality Conformity Findings Checklist
- GHG Emissions Technical Memorandum
- NES-MI

10. Disclaimer

This PEAR provides information to support programming of the Proposed Project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the Project description provided in the Project Initiation Document. The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR would be needed for changes in Project scope or alternatives, or in environmental laws, regulations, or guidelines.

11. List of Preparers

12. Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

[redacted] 1/21/2025

Environmental Branch Chief Date

[redacted] 1/22/2025

Project Manager Date

ATTACHMENTS

Attachment A: PEAR Environmental Studies Checklist
Attachment B: Project Schedule
Attachment C: Bottom Up Tool (To Be Provided by Caltrans)
Attachment D: Existing Utilities Map
Attachment E: Visual Impact Assessment Scoping Questionnaire
Attachment F: Cultural Resources Records Search Summary
Attachment G: Scoping Questionnaire for Water Quality Issues
Attachment H: Paleontological Resources Soil Sensitivity Review and Map
Attachment I: Initial Site Assessment Records Search Data
Attachment J: Biological Resources Records Search Data

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