Project Name: State Route 1 (SR-1/Lincoln Boulevard) Multimodal Improvements Project
DIST-CO-RTE-PM: 07-LA-001-PM 30.16/30.72
EA: 07-33880
EFIS ID: 0717000061

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDINGS

FOR

STATE ROUTE 1 (SR-1/LINCOLN BOULEVARD) MULTIMODAL IMPROVEMENTS

PROJECT

The following information is presented to comply with State CEQA Guidelines (Title 14 California Code of Regulations, Division 6, Chapter 3, Section 15091) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Division 2, Chapter 11, Section 1501 et seq.). Reference is made to the Final Environmental Impact Report (FEIR) for the project, which is the basic source for the information.

The following effects have been identified in the EIR as resulting from the project. Effects found not to be significant have not been included.

Aesthetics/Visual – Scenic Vista, Visual Character, Light or Glare

Adverse Environmental Effects:

The project site is surrounded by and within the foreground of scenic vistas including views of the Ballona Wetlands Ecological Reserve (BWER), the Santa Monica Mountains to the north, the San Gabriel Mountains to the northeast, and the Westchester bluffs topped with development to the southeast. Views of these scenic vistas would be altered by Alternative 2. Widening the existing roadway and realigning and increasing the profiles of bridges would alter and reduce some views. The abutments that would be built under Alternative 2 could potentially be the target of graffiti once constructed, which would detract from the visual environmental for viewers. Alternative 2 would require the relocation of power poles within the project site which would incrementally increase night lighting and visual clutter in the project site. Replacement fencing would be installed and would detract from views of the BWER. and would be a potentially significant impact. A proposed noise abatement barrier would obstruct views. All of these proposed scope items would contribute to a potentially significant impact. With implementation of the measures below, the impacts to scenic vistas would be less than significant with mitigation incorporated.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

With implementation of the measures below, the impacts to aesthetics/visual would be less than significant.

- **MM VIS-1: Night Lighting**: Construction night lighting would be limited to the maximum extent feasible. The contractor will ensure that all construction lighting is hooded and downcast, and that direct illumination be limited to the active portions of the project site. Prior to relocating or installing any new permanent roadway lighting as part of the Project, a lighting plan shall be developed that requires all permanent exterior lighting to be directed downward within the Project's permanent impact footprint and away from adjacent parcels. The City will ensure compliance with these requirements.
- **MM VIS-2: Construction Staging**: To minimize temporary impacts to views, the construction staging area south of Ballona Creek and west of SR-1/Lincoln Boulevard shall be enclosed with an 8-foot-tall or taller chain-link fence with privacy windscreen or similar materials. The contractor would ensure the maintenance of the screening material at all times and shall remove and replace sections of screening material that experience graffiti, wind, or other damage. The contractor shall provide daily visual inspections to ensure the immediate surroundings of construction staging areas are free from construction-related clutter and to maintain the areas in a clean and orderly manner throughout the construction period.
- **MM VIS-3: Replacement Landscaping**: All existing landscaped areas that would be temporarily disturbed by project construction would receive replacement landscaping. All new landscaping within temporary construction easement areas would consist of appropriate native, non-invasive plant palette that is developed by the City in consultation with each property owner. All proposed landscaping would conform to the latest Model Water Efficient Landscape Ordinance and applicable local ordinances. New landscaping in temporary impact areas within the Ballona Wetlands Ecological Reserve would be coordinated with CDFW as detailed in **MM REC-1.** Restoration of temporary impact areas within Fiji Gateway Park would be coordinated with the County as detailed in **MM REC-4**.
- **MM VIS-4: Bridge Aesthetic Treatments**: During final design, once a bridge architect is selected for the Project, the City will develop aesthetic treatments for the two proposed bridges and for the noise barrier. During final design, the City and bridge architect will work with stakeholders to determine bridge aesthetics for the two replacement bridges, including conducting at least one focused outreach

meeting related to aesthetics with California Coastal Commission staff as well as an additional meeting with members of the public. Affected stakeholders will be able to provide input on the preferred architectural style and coloring of the bridges, and preferred style and treatments for the noise barrier.

- **MM VIS-5: Anti-Graffiti Treatments**: During final design, anti-graffiti treatments shall be specified for the project's bridges, abutments, retaining walls, and noise barrier.

Biological Resources – Special Status Species, Natural Communities, Wetlands, Wildlife Movement, Tree Preservation Policy

Adverse Environmental Effects:

Temporary Impacts
Alternative 2 would cause temporary impacts to biological resources during construction. These include disturbance to special-status species and other wildlife from vegetation removal, construction noise and vibration, dust, changes in water quality, and increased human activity near habitat areas. Temporary effects would also occur to wildlife movement corridors, native wildlife nursery sites, and wetlands and other waters.

Permanent Impacts
Alternative 2 would result in permanent impacts such as the loss of natural vegetation communities, long-term removal of wildlife habitat, and increased permanent noise levels. The alternative would also create permanent impacts on wetlands and other waters, including Ballona Creek and Fiji Ditch, although the number of permanent footings in Ballona Creek would be reduced compared to the existing bridge. Permanent effects to wildlife would include habitat loss and the potential for injury or mortality of individual animals. With implementation of the measures below, the impacts to biological resources would be less than significant with mitigation incorporated.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

With implementation of the measures below, impacts to biological resources would be less than significant.

- **MM BIO-6: Temporary Impacts to Menzie's golden bush scrub**: The City shall mitigate for temporary impacts to Menzie's golden bush scrub at a minimum 1:1

ratio through the planting of Menzie's golden bush scrub within the temporarily impacted areas of the BWER. The City shall mitigate for permanent impacts to Menzies's golden bush scrub at a minimum 1:1 ratio using one of the following approaches:

a. Preparing and implementing a Habitat Mitigation and Monitoring Plan (HMMP) to establish Menzie's golden bush scrub at a 1:1 ratio within City-controlled lands that are adjacent to the BWER;
b. Providing funding to CDFW to establish Menzie's golden bush scrub at a 1:1 ratio within the BWER; or
c. Purchase of credits for a habitat type containing Menzie's golden bush scrub from a mitigation bank at a 1:1 ratio.

- **MM BIO-7: Temporary impacts to California bulrush marsh**: The City shall mitigate for temporary impacts to California bulrush marsh at a 1:1 ratio through the planting of California bulrush marsh within the temporarily impacted areas of the BWER, or within temporarily impacted drainages such as Fiji Ditch, Feature 3 just north of the Culver Loop, etc.
- **MM BIO-8: Arroyo willow thicket removal**: Arroyo willow thicket, which is located entirely within the Culver Loop, would be removed by hand tools unless authorized to remove by mechanical means by CDFW and USFWS.
- **MM BIO-9: Arroyo willow thicket mitigation for permanent impacts**: The City shall mitigate for permanent impacts to arroyo willow thicket at a minimum 1:1 ratio using one of the following approaches:
    a. Preparing and implementing a Habitat Mitigation and Monitoring Plan (HMMP) to establish arroyo willow thicket at a 1:1 ratio within City-controlled lands that are adjacent to the BWER;
    b. Providing funding to CDFW to establish arroyo willow thicket at a 1:1 ratio within the BWER; or
    c. Purchase of credits for a habitat type containing arroyo willow thicket from a mitigation bank at a 1:1 ratio.
- **MM BIO-11: Regulatory Permits**: The City shall ensure that:
    a. No ground-disturbance, deposition of fill, or vegetation clearing activities within jurisdictional drainages shall occur until all regulatory permits have been obtained. This includes a USACE Section 404 Permit; an RWQCB Section 401 Water Quality Certification; a CDFW Section 1602 Streambed Alteration Agreement; and a CCC Coastal Development Permit (CDP).
    b. The Contractor shall maintain a copy of agency permits at the construction site throughout the duration of construction.
    c. Compensatory mitigation shall be provided at a minimum 1:1 ratio for permanent impacts to waters under the regulatory authority of the USACE, the RWQCB, the CDFW, and the CCC. Final details of the compensatory mitigation shall be determined within the regulatory permits. Mitigation for permanent impacts to waters would consist of one of the following approaches:
        i. Providing funding to CDFW to rehabilitate, enhance, or restore jurisdictional waters within the BWER;

ii. Preparing and implementing a Habitat Mitigation and Monitoring Plan (HMMP) to rehabilitate, enhance, or restore jurisdictional waters within City-controlled lands that are adjacent to the BWER; or
iii. Purchase of credits from a mitigation bank.

- **MM BIO-12: Permanent impacts to Lewis' evening-primrose and paniculate tarplant**: The City shall mitigate for permanent impacts to Lewis' evening-primrose and paniculate tarplant at a minimum of 1:1 ratio (number of plants established: number of plants impacted) using one of the following means:
    a. By incorporating Lewis' evening-primrose and paniculate tarplant into the planting plan for the temporarily impacted areas of the BWER;
    b. By incorporating Lewis' evening-primrose and paniculate tarplant into a Habitat Mitigation and Monitoring Plan (HMMP) for City-controlled lands that are adjacent to the BWER; or
    c. Providing funding to CDFW to establish Lewis' evening-primrose and paniculate tarplant within the BWER.
- **MM BIO-13: Permanent impacts to suffrutescent wallflower, south coast branching phacelia, or woolly seabite**: If suffrutescent wallflower, south coast branching phacelia, or woolly seablite are determined to be present with the impact area per the survey results from **MM BIO-5**, the City shall mitigate for permanent impacts to the species at a minimum 1:1 ratio (number of plants established: number of plants impacted) using one of the following means:
    a. By incorporating the species into the planting plan for the temporarily impacted areas of the BWER;
    b. By incorporating the species into a Habitat Mitigation and Monitoring Plan (HMMP) for City-controlled lands that are adjacent to the BWER; or
    c. Providing funding to CDFW to establish the species within the BWER. If the survey results associated with MM BIO-5, finds the species is absent, no further mitigation would be needed.

Cultural Resources – Historical Resources, Archaeological Resources, Human Remains

Adverse Environmental Effects:

In the Historic Property Survey Report (HPSR) Caltrans concluded that no historical resources are known to be present within the project site and that undisturbed portions of the APE have a low sensitivity for containing precontract resources associated with resources associated with resource gathering and processing. Alternative is not anticipated to encounter or disturb any cultural resources during construction. There is a remote possibility that undiscovered intact archaeological deposits may be present and encountered within the project site during construction of Alternative 2. Alternative 2 is not expected to disturb human remains. There has been no information that there are any known Native American burial sites or cemeteries within the project site. With

implementation of the measures below, the impacts to cultural resources would be less than significant with mitigation incorporated.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

With implementation of the measures below, the impacts to cultural resources would be less than significant with mitigation incorporated.

- **MM CUL-1: Post-Review Discovery and Monitoring Plan**: The City shall ensure that the procedures identified in the Post-Review Discovery and Monitoring Plan (PRDMP) are implemented, including: archaeological monitoring procedures; Native American participation in monitoring; environmental sensitivity training; notification procedures; procedures to be implemented in the case of human remains being encountered; procedures and protocols for archaeological field work, laboratory protocols, procedures for processing of isolates and/or secondary deposits if they are encountered during construction; and preparation and submittal of a final Cultural Resources Monitoring Report to Caltrans and to Native American parties that were involved in consultation during the circulation of the Draft EIR/EA period.

Hazards and Hazardous Materials – Hazard to the Public, Hazardous Site, Adopted Emergency Response Plan

Adverse Environmental Effects:

Implementation of Alternative 2 could result in a hazard to the public by potentially disturbing existing contaminated soil and groundwater within the project site. Due to historical uses and releases of hazardous materials associated with the former Bon Marche Cleaners site, a Chevron Station, the Celery Dump site, the Pacific Electric Railway, the deposition of fill material from Marina del Rey, and other recorded sites, it is possible that excavation activities within areas west of SR-1/Lincoln Boulevard within the project site could encounter contaminated groundwater and soils. There is potential for ADL to be present in undisturbed areas of soil within the project site originating from historic leaded gasoline emissions. The project site contains structures that may contain hazardous materials. Asbestos was used in many building materials prior to 1978; however, may have been used into the early 1980s. Asbestos containing materials include fireproofing, acoustic ceiling material, transite pipe, roofing materials, thermal insulation, and other building materials. It is of primary concern when it is friable (that is,

material that can be easily crumbled): during demolition, if not properly identified and mitigated, asbestos fibers could become airborne. The project site is located within a Methane Zone designated by the City of Los Angeles Department of Building and Safety. Treated Wood Waste (TWW) may be generated by Alternative 2 through the removal of posts along metal beam guard railing, thrie-beam barrier, piles, utility poles, or roadside signs. Alternative 2 would result in the generation of hazardous waste through the removal of street lighting and signal and electrical components during construction. Construction of Alternative 2 would involve the transportation, use, storage, and disposal of limited quantities of hazardous materials such as paints, solvents, sealers, thinners, adhesives, fuels (e.g. gasoline, diesel), hydraulic fluids, oils, lubricants, grease, and asphalt. The release of hazardous materials could occur during routine transport, disposal, or use, or through reasonably foreseeable upset and accident conditions during equipment and hazardous material use. Alternative 2 would involve the removal of pavement markings that may contain elevated concentrations of lead and chromium. Construction of Alternative 2 would involve ground disturbance in proximity to existing pipelines. A portion of Alternative 2 would occur on a hazardous materials site compiled pursuant to Government Code Section 659962.5, Alternative 2 would not create a significant hazard to the public or the environment since these materials were previously not determined to occur in this area. Alternative 2 would not substantially conflict with any applicable emergency response or evacuation plans including the Los Angeles County Operational Area Emergency Response Plan, the City of Los Angeles Emergency Operations Plan, or the City of Los Angeles Hazard Mitigation Plan. With implementation of the measures below, the impacts to hazards and hazardous materials would be less than significant with mitigation incorporated.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

With implementation of the measures below, the impacts to hazards and hazardous materials would be less than significant with mitigation incorporated.

- **MM HAZ-1: Sampling and Analysis Plan (SAP)**: During final design, the City shall develop and implement a sampling and analysis plan (SAP) to evaluate soil and groundwater throughout the project site. The results of the soil and groundwater sampling will determine which soils can be reused on site, and the appropriate handling, transport, and disposal requirements for other soils. The SAP will include the following minimum requirements:
    a. A site investigation work plan and health and safety plan shall be prepared in accordance with Caltrans District 7 requirements for review and will be

submitted for approval by the Office of Environmental Engineering during final design and prior to performing the work.

b. Site investigations shall be conducted for all partial acquisition and temporary construction easement parcels, which would include soil and groundwater sampling.
b. Three shallow borings to 5 feet below ground surface shall be advanced within impacted areas within APN 4224-009-905. This property was formerly the Tosco/Unocal/76 Station #5071 facility that experienced a release of petroleum products. Soil samples shall be collected and analyzed for TPH, VOCs, and metals.
c. A limited shallow site investigation will be conducted for impact areas that were previously utilized as part of the Pacific Electric Railway including APNs: 4211-007-920, 4211-007-910, 4211-015-900, and 4211-015-903 to evaluate the presence of potential contaminants originating from railroad land use. Railroad contaminants including metals, petroleum hydrocarbons, herbicides, VOCs, SVOCs, and asbestos shall be analyzed in samples collected from borings along the former railroad alignment.
d. Utility structures requiring removal prior to project construction would have a site investigation performed for hazardous materials and petroleum products. Removal shall be completed in accordance with applicable laws and regulations. Transformers shall be removed by the utility that operates the equipment prior to construction.
e. Groundwater encountered during construction shall be tested to determine quality and impact on construction, disposal options or National Pollutant Discharge Elimination System (NPDES) permit discharge limitations, and health and safety requirements. The soil samples shall be collected at or just below the static water level to sample soil that may have been affected by contaminated groundwater migrating from offsite properties. Each soil sample shall be labeled with a unique sample identification number, placed in to plastic bags in coolers with ice packs, along with the appropriate chain of custody documentation, and delivered to the analytical testing laboratory within the required testing method holding times.
f. All soil samples collected for these site investigations shall be collected into Teflon-lined metal or plastic tubes and sealed to minimize the loss of volatile compounds. The groundwater samples shall be collected into glass bottles with Teflon-lined lids and the appropriate preservatives to seal in and preserve volatile compounds, if any. If groundwater is being collected for VOCs, the volume of the groundwater shall be sufficient that no headspace is left in the container when sealed. Each sample shall be labeled with a unique sample identification number, placed in to plastic bags in coolers with ice packs, along with the appropriate chain of custody documentation, and delivered to the analytical testing laboratory within the required testing method holding times.
g. All soil and groundwater samples shall be analyzed for petroleum hydrocarbons using USEPA Test Method 8015 or equivalent, including a

silica gel cleanup (USEPA Test Method 3630C or equivalent) to remove naturally occurring polar non-petroleum hydrocarbons that could interfere with the analyses.

i. All soil and groundwater samples shall be analyzed for VOCs using USEPA Test Method 8260 or equivalent (at a minimum, the test methods shall be capable of detecting PCE).

ii. Following receipt of laboratory results of the chemical testing, soil or groundwater material that exceeds the DTSC screening levels and/or EPA Region 9 Regional Screening Levels for soil or the public health goals (PHGs) and/or maximum contaminant levels (MCLs) for groundwater, and cannot be reused on site shall be transported by a DTSC-licensed hazardous waste hauler and disposed of at an offsite disposal facility licensed to receive the contaminated soil and groundwater. Alternative disposal options, such as onsite burial, shall be considered for soil and groundwater found not to contain contaminates or having concentrations below the regulatory thresholds.

iii. When completed, all site investigation reporting shall be submitted to the City and Caltrans Environmental Engineering staff. The City or the Contractor shall implement recommendations from the site investigations to avoid and minimize potential effects from hazardous materials.

- **MM HAZ-2: ADL Site Investigation**: An ADL Site Investigation shall be conducted during final design and prior to Project construction. A work plan for the ADL Site Investigation shall be prepared by the City and submitted to Caltrans Environmental Engineering for review and approval. The ADL Site Investigation will include soil borings approximately every 150 feet along both sides of SR-1/Lincoln Boulevard and Culver Boulevard within the project site. The ADL Site Investigation report shall classify soil in accordance with hazardous waste criteria and provide recommendations for soil management. The Contractor shall implement the recommendations from the ADL Site Investigation regarding the handling, usage, and disposal of soils.
- **MM HAZ-3: Hazardous Materials Survey**: A hazardous materials survey shall be conducted during final design to further evaluate any structures that may contain asbestos containing materials or lead based paint including the SR-1/Lincoln Boulevard Bridge over Ballona Creek, the Culver Boulevard Bridge over SR-1/Lincoln Boulevard, and the remnant abutments of the Pacific Electric Railway bridge that are located immediately north of the Culver Bridge overcrossing. The survey shall be conducted under the oversight of a California Division of Occupational Safety and Health (Cal/OSHA) Certified Asbestos Consultant (CAC) and California Department of Public Health (CDPH) lead Inspector/Assessor and will serve to confirm the presence or absence of asbestos containing materials and lead based paint through collection of bulk samples and laboratory analysis. During final design, special provisions for the Project shall be prepared based on the results of the hazardous materials

survey(s) that direct the contractor on the management of hazardous building materials during construction.

- **MM HAZ-4: Health and Safety Plan**: Prior to construction, the Contractor will develop a health and safety plan. The Contractor shall submit the plan to the City prior to beginning any field work. The plan shall include requirements for health and safety-related monitoring during construction as well as applicable control measures for areas of the project site, such as the use of exhaust and ventilation systems to reduce methane and hydrogen sulfide gas levels; use of respiratory and other personal protective equipment; and training and educating workers. The Contractor shall implement the health and safety plan throughout the construction period.
- **MM HAZ-5: Yellow Traffic Striping and Pavement Marking**: Testing of yellow traffic striping and pavement marking material that needs to be removed as part of the Project shall be performed by the City or Contractor prior to construction. If the testing reveals that striping to be removed requires special handling, the Contractor shall implement the following measures to avoid and minimize potential impacts associated with the removal of pavement markings.
    a. The Contractor shall submit a written work plan to the City for approval. The plan shall describe the locations and approaches to the removal, storage, and disposal of yellow thermoplastic and yellow painted traffic stripe and pavement markings.
    b. Yellow thermoplastic and yellow paint to be removed from the project site will be disposed of at a Class 1 disposal facility or a Class 2 disposal facility. Testing of residue is likely to require the EPA's Total Lead and Chromium Method 7000 series. If the yellow thermoplastic and yellow painted traffic stripe and pavement marking residue is transported to a Class 1 disposal facility, a manifest shall be used, and the transporter shall be registered with the California Department of Toxic Substances Control. The contractor will obtain the United States Environmental Protection Agency Identification Number and sign all manifests as the generator within 2 working days of receiving sample test results and approving the test methods.
    c. The Contractor shall prepare a project specific Lead Compliance Plan to minimize worker exposure to lead while handling removed yellow thermoplastic and yellow paint residue. Personal protective equipment, training, and washing facilities required by the Contractor's Lead Compliance Plan shall be supplied by the Contractor. The Contractor shall submit the plan to the City for review and approval prior to beginning work.
    d. Prior to removing yellow thermoplastic and yellow painted traffic stripe and pavement marking, personnel who have no prior training, including State personnel, shall complete a safety training program provided by the Contractor that meets State requirements.
    e. Where grinding or other methods approved by the City are used to remove yellow thermoplastic and yellow painted traffic stripe and pavement marking, the removed residue, including dust, shall be contained and collected immediately. Sweeping equipment shall not be used. Collection shall be by a high efficiency particulate air (HEPA) filter equipped vacuum

attachment operated concurrently with the removal operations or other equally effective methods approved by the City.

f. The removed yellow thermoplastic and yellow painted traffic stripe and pavement marking residue shall be stored and labeled in covered containers, conforming to State provisions. The containers shall be a type approved by the United States Department of Transportation for the transportation and temporary storage of the removed residue. The containers shall be handled so that no spillage will occur. The containers shall be stored in a secured enclosure at a location within the project site until disposal, as approved by the City.

Tribal Cultural Resources

Adverse Environmental Effects:

In the Historic Property Survey Report (HPSR) Caltrans concluded that no historical resources are known to be present within the project site and that undisturbed portions of the APE have a low sensitivity for containing precontract resources associated with resource gathering and processing. Out of an abundance of caution and in deference to Native American concerns, the City of Los Angeles, in coordination with Caltrans, will implement an archaeological and Native American monitoring program. With implementation of the measures below, the impacts to tribal cultural resources would be less than significant with mitigation incorporated.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

With implementation of the measures below, the impacts to tribal cultural resources would be less than significant with mitigation incorporated.

- **MM CUL-1: Post-Review Discovery and Monitoring Plan:** See Cultural Resources section above for referenced measure.

Mandatory Findings of Significance

Adverse Environmental Effects:

Alternative 2 would result in less than significant impacts with mitigation measures incorporated related to aesthetics, biological resources, cultural resources, hazardous waste, and tribal cultural resources. Alternative 2 would not have impacts that are individually limited but cumulatively considerable when viewed in connection with the effects of past, current, and probable future projects. Therefore, Alternative 2 would result in a less than significant impact related to this threshold.

Findings:

Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

Statement of Facts:

The project includes measures to address potential impacts. Overall, significant impacts are avoidable with the inclusion of project features designed to minimize impacts and appropriate mitigation measures that would compensate for impacts that could not be avoided.

Gloria Roberts	Gloria Roberts (Oct 15, 2026 18:47:24 PDT)	10/15/2026
District Director (or designee)	Signature	Date

EA 33880 CEQA Findings 10-15-2026

Final Audit Report 2026-10-16

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