



CITY OF SANTA MONICA
CIVIL ENGINEERING DIVISION
1918 MAIN STREET
SANTA MONICA, CA 90405

**NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE CALIFORNIA INCLINE REPLACEMENT PROJECT**

DATE: April 24, 2006

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Parties

LEAD AGENCY: City of Santa Monica
1918 Main Street
Santa Monica, CA 90405
Contact: James Creager, P. E.
Phone: (310) – 434 - 2641

The City of Santa Monica intends to prepare an Environmental Impact Report (EIR) for the reconstruction and rehabilitation of the California Avenue Incline Bridge. In accordance with Section 15082 of the State CEQA Guidelines, the City of Santa Monica has prepared this Notice of Preparation to provide Responsible Agencies and other interested parties with information describing the proposal and its potential environmental effects. Environmental factors that would be potentially affected by the project are identified in the attached Initial Study and include:

- Geology/Soils
- Hazards/Hazardous Materials
- Cultural Resources
- Noise
- Biological Resources
- Neighborhood Effects
- Construction Effects
- Hydrology/Water Quality
- Aesthetics
- Transportation/Circulation
- Public Services
- Mandatory Findings of Significance

PROJECT APPLICANT: City of Santa Monica

PROJECT LOCATION: California Avenue between Ocean Avenue and Palisades Beach Road (SR 1)

PROJECT DESCRIPTION: The City of Santa Monica, in cooperation with Caltrans, is currently planning the reconstruction and rehabilitation of the California Avenue Incline Bridge to meet current seismic standards. Construction of the new bridge will require the reconstruction of the upper and lower approaches to the bridge at Ocean Avenue and Palisades Beach Road, respectively. The California Avenue Incline Bridge will remain a three-lane roadway that terminates at either end with a signalized intersection. The California Incline Bridge has been identified as a historic resource. Alternatives are being developed by the design team that would minimize impacts to this historic resource. Construction is expected to last approximately 10 months. The proposed project would require closure of the bridge to traffic during the construction period.

REVIEW PERIOD: As specified by the State CEQA Guidelines, the Notice of Preparation will be circulated for a 30-day review period. The City of Santa Monica welcomes agency and public



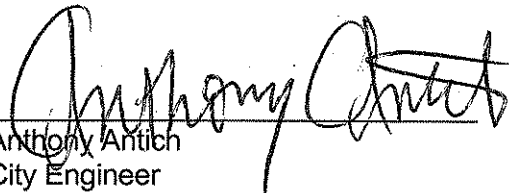
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input during this period regarding the scope and content of environmental information related to your agency's responsibility that must be included in the Draft EIR. **Comments may be submitted, in writing, by 5:30 p.m. on May 29, 2006** and addressed to:

Jim Creager
Civil Engineering Division
1918 Main Street
Santa Monica, CA 90405
Fax: (310) 393-4425
E-mail: jim.creager@smgov.net

SCOPING MEETING: The City is scheduled to hold a Public Scoping Meeting for the EIR to describe the proposed project, the environmental process, and to receive your verbal input on the information to be included in the EIR. The Public Scoping Meeting is scheduled from 2:30 p.m. to 5:00 p. m. on May 9, 2006 at Ken Edwards Center, 1527 4th Street, Santa Monica, CA 90401.

ESPAÑOL: Esto es una noticia de la preparación de un reporte sobre los posibles efectos ambientales referente a la construcción propuesta de un edificio de 16 unidades residenciales, lo cual puede ser de interés a usted. Para más información, llame a Carmen Gutierrez, al número (310) 458-8341.



Anthony Antich
City Engineer

4/21/04

Date

**INITIAL STUDY
AND
NEIGHBORHOOD IMPACT STATEMENT**

DATE FILED: April 24, 2006

This checklist is to be completed for all projects that are not exempt from environmental review under the California Environmental Quality Act (CEQA). The information, analysis, and conclusions contained in the checklist form the basis for deciding whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) is to be prepared. Additionally, the checklist shall be used to focus an EIR on the effects determined to be potentially significant.

I. INTRODUCTION

1. Project Title: California Incline Bridge Replacement
2. Lead Agency Name and Address: City of Santa Monica Civil Engineering Division, Environmental and Public Works Management Department, 1918 Main Street, Suite 300, Santa Monica, California 90405
3. Contact Person and Phone Number:
James Creager, P.E.
Phone: (310) - 434 - 2641
4. Project Location: California Avenue between Ocean Avenue and Palisades Beach Road (SR 1)
5. Project Sponsor's Name and Address: City of Santa Monica Engineering Division
6. General Plan Designation: Parks
7. Specific Plan Designation: None
8. Zoning: Designated Park (DP) with Beach Overlay District
9. Description of Project

The City of Santa Monica, in cooperation with Caltrans, is currently planning the reconstruction and rehabilitation of the California Incline Bridge to meet current seismic standards. The California Incline Bridge extends from Ocean Avenue to Palisades Beach Road (State Route [SR] 1), a distance of approximately 850 feet. The California Incline Bridge has an estimated sufficiency rating of 20 and is classified as structurally deficient, and thus qualifies for replacement under the federal Highway Bridge Replacement and Rehabilitation Program (HBRRP). It is

anticipated that the new bridge would occupy the upper portion of the Incline and consist of a reinforced concrete slab structure with spans on the order of 40' (12.2 meters). The bridge would be supported on pile bents founded below the unstable surface of the bluff. The railings of the bridge would need to satisfy certain aesthetic preferences based on visual and historic impacts. Construction of the bridge would require the reconstruction of the upper and lower approaches to the bridge at Ocean Avenue and Palisades Beach Road, respectively. The California Incline Bridge would remain a three-lane roadway that terminates at either end with a signalized intersection. The California Incline Bridge has been identified as a historic resource (HRG, 1998).

Construction of the proposed project is expected to last approximately 10 months. The proposed project would require closure of the bridge to traffic during the construction period. See Figures 1 and 2 for maps showing the regional and project vicinity.

10. Surrounding Land Uses and Setting

The California Incline Bridge extends from the intersection of Ocean and California Avenues (at the top of the Palisades bluffs) to Palisades Beach Road, at the base of the bluffs. The bridge bisects Palisades Park, which extends the width of the bluffs. Hence, adjacent land uses on either side of the right-of-way are zoned for park use [designated park (DP District)]. Land use designations east of the park and Ocean Avenue vary between high-density housing uses north of California Avenue and ocean front special uses south of California Avenue [residential visitor commercial (RVC District)]. Designated land uses west of the park and Palisades Beach Road include low to high density housing, residential-visitor commercial, and beach parking.

11. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

- Federal Highway Administration (NEPA Approval)
- California Department of Transportation (CEQA Approval)
- Regional Water Quality Control Board (National Pollutant Discharge Elimination System Permit)
- California Coastal Commission (Coastal Development Permit)
- City Planning Commission (City Council Approval)

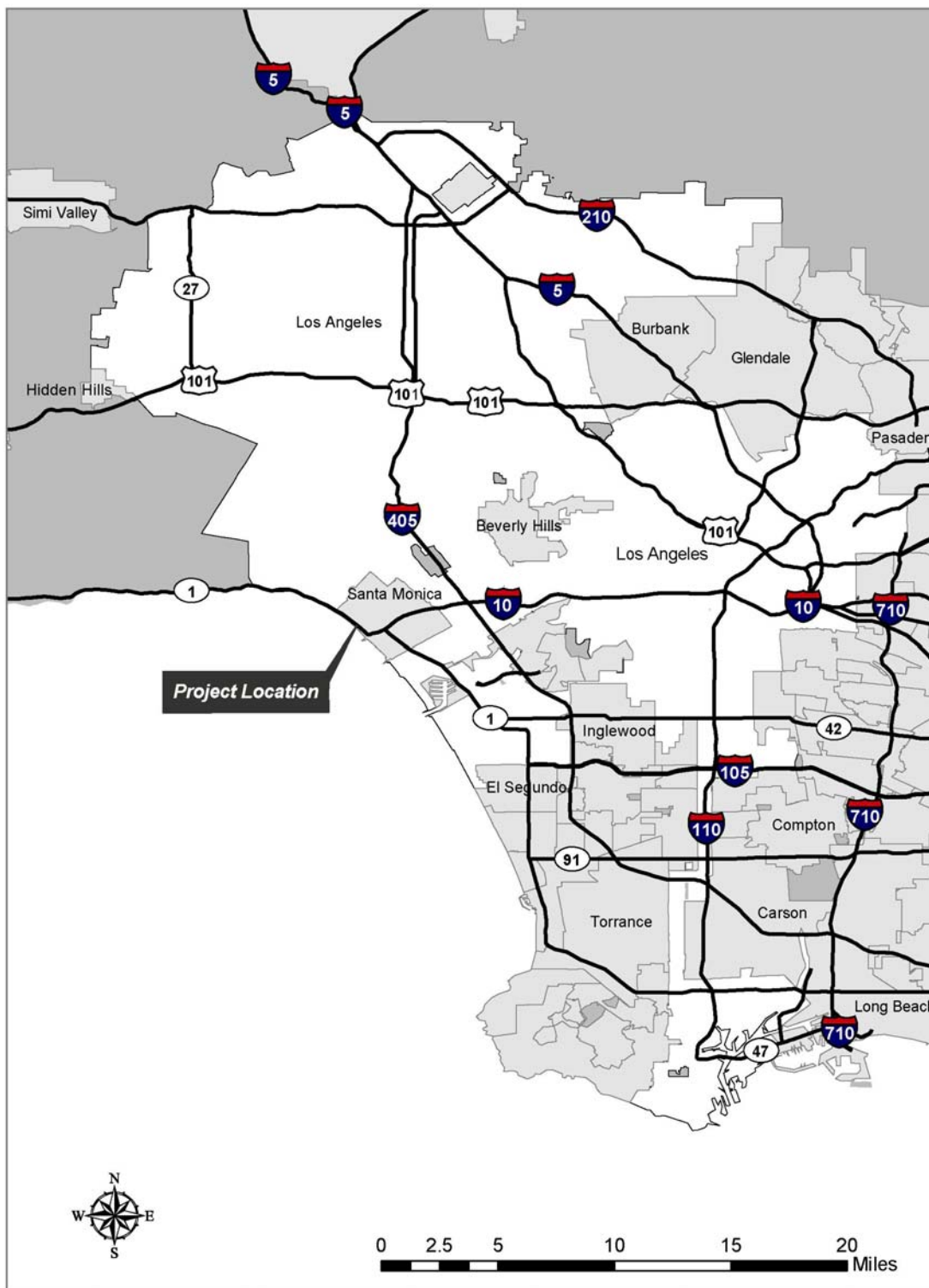


Figure 1. Regional Location Map



Figure 2. Project Vicinity Map

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Shadows	<input checked="" type="checkbox"/>	Public Services
<input checked="" type="checkbox"/>	Construction Effects	<input checked="" type="checkbox"/>	Hazards/Hazardous Materials	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Economic and Social Impacts
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Aesthetics	<input checked="" type="checkbox"/>	Noise
<input checked="" type="checkbox"/>	Transportation/Circulation	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Utilities/Service Systems
<input checked="" type="checkbox"/>	Mandatory Findings of Significance	<input type="checkbox"/>	Agriculture Resources	<input checked="" type="checkbox"/>	Neighborhood Effects

III. ENVIRONMENTAL IMPACTS

In completing this checklist, keep in mind the following:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis). All explanations should be contained in a "Discussion of Environmental Evaluation" which should be attached to this checklist.
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. A potentially significant impact is appropriate if there is substantial evidence that an effect may be significant. If there are one or

more potentially significant impact entries when the determination is made, an EIR is required.

- 4) A Negative Declaration: Less Than Significant With Mitigation Incorporated applies where the incorporation of mitigation measures has reduced an effect from a Potentially Significant Impact to a Less Than Significant Impact. The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," may be cross-referenced).
- 5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. GEOLOGY AND SOILS. Would the project				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone. According to the California Division of Mines and Geology there are no known faults or fault traces that cross the project site. The nearest known faults are two branches of the Santa Monica-Malibu Coast fault located more than 2 miles from the project site (California Division of Mines and Geology, 1999). The Environmental Impact Report (EIR) will address any earthquake hazards.

ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Because the project site is located in the seismically active southern California region, it is prone to ground shaking from local and distant faults. Earthquakes in the region could generate strong ground shaking at the site. Two branches of the Santa Monica-Malibu Coast fault extend through the City of Santa Monica and are located more than 2 miles from the project site (Triman, 2002). Studies done by the California Institute of Technology suggest that the Santa Monica-Malibu Coast fault, which forms a series of scarps that extend 1.8 to 2.5 miles through Santa Monica, has the potential to generate a magnitude 6.7 maximum credible earthquake. Other known faults that are likely to cause damage to the City include the San Andreas, Newport Inglewood, and Palos Verdes faults. The purpose of this project is to reconstruct and rehabilitate the California Incline Bridge to meet current seismic standards. The bridge will be designed and constructed in compliance with the seismic design provisions in the California State Building Code (Title 24 of the California Administrative Code). Proper bridge design and construction would reduce the risks posed by seismic hazards, such as earthquake-induced ground shaking, to acceptable levels. The new bridge would be less susceptible to damage due to seismic ground shaking than the existing bridge. The EIR will address any earthquake hazards.

iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Liquefaction is the loss of shear strength in generally cohesionless, saturated soils when the pore water pressure induced in the soil by the seismic event becomes equal to or exceeds the overburden pressure. The primary factors influencing liquefaction include the elevation of the groundwater table, soil type and grain size characteristics, relative density of the soil, initial

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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confining pressure, and intensity and duration of ground shaking. Soils most susceptible to liquefaction are low-density sands and silty sands that are generally within 50 feet of the ground surface.

According to the State Seismic Hazard Map for the Beverly Hills Quadrangle, the proposed project site is located just outside of a liquefaction zone. However, the potential for liquefaction is high at the proposed project site because soils under the bridge are composed of beach sand and alluvium. Groundwater in the area is as shallow as 8 feet below the ground surface and has been determined to be under artesian conditions (under pressure).

Liquefaction hazards will be discussed in detail in the EIR.

iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A significant risk from landslides already exists along and adjacent to the sea cliffs below Palisades Park on which the bridge would be located. Ground shaking related to an earthquake could provide a triggering force to initiate downslope movement of the already unstable earth mass. Heavy rains could also trigger movement. However, it is not expected that the new bridge would increase landslide hazards beyond the current condition. Nonetheless, the effects of bridge construction on landslides will be analyzed in the EIR.

b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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There is a potential for substantial soil erosion during construction of the proposed project due to the steep topography of the site. Demolition of the existing structure and excavation and grading activities could expose soils to rain and wind erosion. The EIR will discuss the implementation of Best Management Practices to minimize erosion effects.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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See the responses to 1.a.iii and 1.a.iv above.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The shrink-swell potential is a reflection of the ability of some soils with high clay content to change in volume with a change in moisture content. This characteristic poses a significant hazard to sites that undergo seasonal variation in soil moisture content, such as hillsides or flatlands with a seasonally fluctuating water table.

The soils under the bridge are primarily sandy with low clay content. Given the proximity of the project site to the coast, it is highly unlikely that soils in the area are expansive. In any event, foundations for the bridge structure will not be placed on expansive soils. If expansive soils are present, foundations will be placed on piles and stabilized on firm material. This issue will be further addressed in the EIR.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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This project would not require the use of septic tanks or alternative wastewater disposal systems.

2. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project involves the reconstruction of the California Incline Bridge. The new bridge would replace the existing bridge within the same alignment and would not increase the number of lanes or capacity of the bridge. Consequently, development of the proposed project is not expected to conflict with or obstruct implementation of any air quality plans. Also, see the response to 3.b below regarding temporary short-term construction impacts. Compliance with the applicable air quality plan will be addressed in the EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project site is located in the South Coast Air Quality Basin, which does not meet several federal air quality standards (the Basin is designated a nonattainment area for ozone, carbon monoxide, PM10 [particulate matter 10 microns or less in diameter] and PM2.5 [particulate matter 2.5 microns

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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or less in diameter]) (California Air Resources Board [CARB], 2004). Long-term air-quality impacts are not likely because the project would not include additional lanes or capacity that would induce or accommodate increased traffic. Short-term air quality impacts may occur due to air pollutants generated during demolition and construction activities, which may exceed the South Coast Air Quality Management District's recommended significance thresholds. The EIR will evaluate the significance of the project's potential impacts on air quality and identify feasible measures to minimize impacts.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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If the project is constructed concurrently with other nearby projects, nearby sensitive receptors could be adversely affected by the cumulative air quality impacts. The potential for cumulative air quality impacts will be addressed in the EIR.

d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The updated *CEQA Air Quality Analysis Guidance Handbook* (SCAQMD, 2005) identifies "sensitive receptors" as children, the elderly, persons with preexisting respiratory or cardiovascular illness, athletes and persons who engage in frequent exercise. Additionally, impacts on residents, users at the park and nearby beach would also be evaluated. The EIR will evaluate the significance of the project's potential impacts on sensitive receptors. Also, please see the responses to 2a, 2b and 2c above.

e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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During construction, fumes or odors from the operation of construction equipment powered by internal combustion engines and from the use of construction materials may be noticeable and annoying to persons in the immediate vicinity of the site. However, it is not expected that a substantial number of people would be adversely affected. Nonetheless, the EIR will address any construction-period odor issues.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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3. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would replace the existing bridge with a new bridge located on the same site. Consequently, the new bridge would not substantially increase the amount of impervious surfaces or storm water runoff. It is not expected that future runoff would violate water quality or waste discharge requirements. The bridge would not generate wastewater.

The proposed project construction and demolition activities have a potential to cause erosion, sedimentation, and the discharge of construction debris from the project site. Clearing of vegetation and grading activities, for example, would lead to exposed or stockpiled soils susceptible to peak stormwater runoff flows. Demolition activities and the presence of significant amounts of raw materials for construction, including concrete, asphalt, and slurry, may lead to stormwater runoff contamination. If uncontrolled, these materials could lead to water quality problems, including sediment-laden runoff, prohibited non-stormwater discharges, and ultimately the degradation of downstream receiving water bodies. Consequently, short-term impacts to surface waters during construction activities are considered potentially significant and will be studied in detail in the EIR. The EIR will also address measures to reduce runoff from the site.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would result in a negligible increase in impervious surfaces. Consequently, the proposed project would not substantially interfere with groundwater recharge. Operation and maintenance of the California Incline Bridge would require minimal amounts of water and therefore would not substantially deplete groundwater supplies.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no streams or rivers in the immediate vicinity of the project site (City of Santa Monica Zoning Map). The proposed project would include the construction of a new bridge in the same location and basic configuration as the existing bridge. Therefore, the project would not substantially alter existing drainage patterns.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no streams or rivers in the immediate vicinity of the project. The proposed project would include the construction of a new bridge in the same location and basic configuration as the existing bridge. Therefore, the project would not substantially alter existing drainage patterns.

The proposed project would result in a negligible increase in the amount of impervious surfaces due to the slightly greater width of the proposed new bridge. However, this increase is not expected to be substantial enough to result in flooding on- or off-site.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would replace the existing bridge with a new bridge located on the same site. The new bridge would result in a negligible increase in the amount of impervious surfaces. Consequently, the proposed project would not create a substantial increase in runoff that would exceed the capacity of existing or planned storm water drainage systems. The project would not create substantial additional sources of polluted runoff.

f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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No other impacts to water quality are anticipated due to construction and operation of the proposed bridge.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is not located within a 100-year flood hazard area and would not include new housing (FEMA, 1996).

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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According to FEMA flood mapping (Panel 0601590000A, May 1996), the proposed project is not within a 100-year flood hazard area. The proposed project is located in Zone X, which is an area that is designated as outside the 500-year flood plain.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not in a flood inundation hazard area, according to the Safety Element of the Los Angeles County General Plan.

j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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A seiche is a wave or series of waves that are produced within an enclosed or partially enclosed body of water (such as a lake, not an ocean). The proposed project site is not located near a lake, or any other enclosed body of water, and therefore could not be affected by a seiche.

A tsunami is a wave or series of waves created by a deep-sea earthquake or landslide. When tsunami waves reach shore, their amplitudes increase, causing flooding. The proposed project site is located in close proximity (950 feet or 289 meters) to the Pacific Ocean coastline and therefore could be affected by a tsunami. However, since the proposed project is the reconstruction of an existing bridge, it would not increase the risk of inundation by a tsunami.

A mudflow is a slow to rapid flowing mass of predominantly water-saturated, fine-grained earth material. It occurs when moisture deficient soils are saturated causing them to lose strength. The proposed project is the reconstruction of an existing bridge, it would not increase the risk of a mudflow.

4. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Several sensitive plants species were identified by the California Department of Fish and Game California Natural Diversity Database (CNDDB), 2004, as potentially located in the project area,

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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including salt spring checkerbloom (*Sidalcea neomexicana*), mud nama (*Nama stenocarpum*), southern tarplant (*Centromadia parryi ssp australis*), Parish's brittle scale (*Atriplex parishii*), Ventura marsh milk-vetch (*Astragalus pycnostachyus var lanosissimus*), salt marsh bird's-beak (*Cordylanthus maritimus ssp maritimus*), beach spectaclepod (*Dithyrea maritima*), and coastal dunes milk-vetch (*Astragalus tener var titi*). Parish's brittle scale, Ventura marsh milk-vetch, salt marsh bird's beak, and coastal dunes milk-vetch are considered extirpated. The other sensitive plant species identified in the CNDDDB database (salt spring checkerbloom, mud nama, southern tarplant, and beach spectaclepod) were not observed during a preliminary survey. Additionally, salt spring checkerbloom and mud nama are typically associated with wetlands and no wetlands were observed. However, further surveys to confirm these findings will be completed as part of the EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The CNDDDB did not identify any sensitive habitats occurring on the site. The portion of the bluffs adjacent to the incline on the north side is almost devoid of vegetation as the cliffs are extremely steep. Only a few weeds cling to the sides. South of the incline and east of Palisades Beach Road (SR 1), a mixture of native coastal sage scrub and non-native weeds is present. At the foot of the incline and northward a native plant bluff community is present. The proposed project would not affect this area. Additional surveys will be performed as part of the EIR process to confirm these findings.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The site does not contain and would not affect federally protected wetlands as defined by Section 404 of the Clean Water Act (EPA, 1994).

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Currently, the project site is an existing bridge and roadway surrounded by an urban park, urban streets, and residential properties. As the area is bordered by urban development and disconnected from other natural habitats it is unlikely that any species would utilize this area as a

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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corridor. Furthermore, the CNDDDB did not identify the project area as sensitive to wildlife species. Additional surveys will be performed as part of the EIR process to confirm these findings.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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This project would not conflict with any local ordinances or policies protecting biological resources.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site does not reside within the jurisdiction of any habitat conservation plan.

5. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would construct a new bridge in the same location, having the same basic configuration and capacity as the existing bridge. Therefore the project would not result in increases in traffic volumes or traffic noise.

Construction activities would result in temporary, intermittent high noise levels that could be annoying to pedestrians in the vicinity and occupants/residents of nearby buildings. This issue will be addressed in additional detail in the EIR.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Construction activities, including trucks traveling to and from the project site, could generate groundborne vibration and noise. However, construction impacts would be short-term and temporary. The EIR will address construction-period noise and vibration impacts.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Please see the response to 11.a above.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Please see the response to 11.a above.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project site is not located within an airport land use plan. It is located approximately 2 miles from Santa Monica Airport (Santa Monica Land Use Planning Map). Due to the distance from the airport and the fact that the project would not include new housing or businesses, it would not expose persons to excessive noise levels.

6. SHADOWS				
a) Will the proposal produce extensive shadows affecting adjacent uses or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would replace the existing California Incline Bridge with a new bridge in the same location and basic configuration. Therefore, it would not increase existing shadow patterns on adjacent uses or properties.

7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

During reconstruction of the bridge, paving and other construction materials would be transported to and from the project site and used onsite for reconstruction purposes. Some of these materials may have hazardous properties. However, these materials would be transported, handled and disposed of in accordance with all local and state law and guidelines to ensure safety of the workers and the public.

The closest identified hazardous waste site is Kurumaya USA, Inc., located at 1535 Ocean Avenue.. This site has been closed and no further action is required according to the *Final Master Environmental Assessment 1995/1996 Update* for the City of Santa Monica. Reconstruction of the bridge would not affect this site.

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No significant hazardous materials impacts are expected to occur as a result of the proposed project.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Please see the response to question 7.a.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no existing or proposed schools within one-quarter mile of the project site.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not a listed hazardous materials site. The closest identified hazardous waste site is Kurumaya USA, Inc., located at 1535 Ocean Avenue, less than a mile south of the project site. This site has been closed and no further action is required according to the *Final Master Environmental Assessment 1995/1996 Update* for the City of Santa Monica. Reconstruction of the bridge would not affect this site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located within an airport land use plan. It is located approximately 2 miles from Santa Monica Airport. Due to the distance of the project from the airport, no hazards to the public would occur. This issue will not be addressed in the EIR.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not within the vicinity of a private airstrip. This issue will not be addressed in the EIR.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Closure of the bridge during construction would adversely affect emergency vehicle access and increase congestion in the project area. Although these impacts would be short-term and temporary, appropriate measures will be identified in the EIR to minimize potential impacts.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is located within a park area and surrounded by urban and coastal areas. There are no wildland fire hazard zones on or adjacent to the proposed project site, and the proposed project would not result in an additional accumulation of brush, grass, trees, or other fuel sources. The proposed project would not include any activities that would expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

8. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project consists of reconstruction of the existing California Incline Bridge in the same location and basic configuration. The new bridge would contain the same number of lanes as the existing bridge. Therefore, the proposed project would not result in a net increase in population or housing in the City of Santa Monica either directly or indirectly.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not displace any housing.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not displace housing.

9. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is located on the edge of the bluffs of Palisades Park bordered by parkland to the north, east and south. Palisades Beach Road (SR 1), which is at the base of the bluffs and west of the project site, is a heavily traveled state highway linking Santa Monica to cities to the north. Consequently, the proposed project would not physically divide an established community.

b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project is a reconstruction project. It is consistent with local plans and policies.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project site is not included in any known habitat conservation plans or natural community conservation plans.

10. TRANSPORTATION/TRAFFIC. Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Reconstruction of the California Incline Bridge would not increase traffic volumes in the vicinity of the project site since the new bridge would have the same basic configuration and capacity as the existing bridge. However, closure of the bridge during construction could adversely affect traffic circulation in the project area. The EIR will identify the existing and future levels of service at local

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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study intersections during project construction to determine the significance of potential impacts and appropriate mitigation, if necessary.

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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See the response to 10.a above. The Los Angeles County Congestion Management Agency has designated neither the California Incline nor Palisades Beach Road as a congestion monitoring road/intersection (Katz Okitsu, 2002). It is currently unknown if the proposed project would exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways. This issue will be addressed in the EIR.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not change or affect air traffic patterns or volumes.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e. g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The California Incline Bridge currently meets Palisades Beach Road at an acute angle. The new California Incline Bridge would have the same basic configuration as the existing bridge. The project would not increase hazards to traffic or adjacent uses compared to those that already exist.

e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The California Incline Bridge was constructed in 1930 and is structurally deficient. Reconstruction of the bridge to current seismic building codes and standards in order to better withstand strong ground shaking during a major earthquake would have a beneficial effect on emergency access. However, the bridge would be closed during construction, which would adversely affect emergency vehicle access. This issue and potential mitigation will be addressed in further detail in the EIR.

f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There is no parking on California Incline and parking on the existing bridge is prohibited. In addition, the project does not involve changes to any parking near the bridge.

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g) Involve right-of-way dedication resulting in a reduced lot area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not require any additional right-of-way dedication.

h) Reduce access to other properties and uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The California Incline Bridge currently serves as one of two access routes between downtown Santa Monica and Palisades Beach Road (SR 1). The Santa Monica Freeway (I-10) also connects downtown Santa Monica to Palisades Beach Road. Closure of the bridge during construction would affect current circulation patterns and reduce access. Alternative access routes and traffic circulation patterns during construction will be addressed in detail in the EIR.

i) Create abrupt grade differential between public and private property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The California Incline Bridge project is a replacement project. The new structure would be constructed on the steep bluffs within Palisades Park in the same location as the existing bridge. The new structure would not create a new grade differential within the park that would inhibit public or private access.

11. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed bridge would not generate wastewater.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed bridge would not require new water or wastewater facilities.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not substantially increase storm water runoff or alter drainage patterns requiring new or expanded storm drain facilities. However, the proposed project would include the reconstruction of storm drainage facilities associated with the bridge structure and roadway.

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d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed bridge would not require new water, water entitlements, or expanded entitlements.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed bridge would not require new or expanded wastewater treatment facilities.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Solid waste generated by the proposed project would include finite amounts of demolition debris such as concrete and asphalt. Disposal of demolition and construction materials would occur in accordance with federal, state, and local regulations. Disposal would occur at permitted landfills, and construction contractors would be encouraged to recycle construction and demolition materials. Once completed the bridge would not result in an increase in solid waste generation.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would comply with all federal, state, and local statutes and regulations related to solid waste.

12. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Closure of the bridge during construction would affect emergency response times. However, these impacts would be short-term and intermittent. Mitigation measures will be identified in the EIR to minimize potential impacts, if any. Once completed, the project would not adversely affect emergency services and consequently no new or expanded facilities would be required.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the response to question 12.a.

c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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No schools exist within one-quarter mile of the project site. Saint Monica High School and Elementary School are located within 1 mile of the project site but are too far away to be directly affected. No significant impacts on these schools are anticipated.

d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is located within Palisades Park. Access to a portion of the park may be temporarily limited or restricted during reconstruction of the bridge. Once completed, the project would not adversely affect Palisades Park.

e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Noise and traffic congestion associated with reconstruction of the bridge may affect local bus routes and the Santa Monica Pier recreation facility. However, as noted above any noise impacts or traffic congestion would be short-term and intermittent. This issue will be addressed in the EIR.

13. RECREATION.				
a) Would the project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would replace the existing California Incline Bridge with a new bridge in the same location and basic configuration. The California Incline Bridge would continue to function as a pedestrian and vehicular bridge, and would not provide a new access to the nearby park. Therefore, it would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project does not include recreational facilities or require the construction or expansion of recreational facilities.

14. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Palisades Park, which surrounds the project site, is designated as a historical resource, eligible for listing in the National Register of Historic Places (HRG, 1998). The California Incline Bridge has been identified as a contributing feature of Palisades Park. Important architectural elements of the bridge (i.e., the concrete balustrade, supporting cantilever structures, and curvilinear right-of-way) are considered character-defining features of the park, as are the memorials, monuments, and mature trees east of the project site. The nearest designated local landmark to the project site is the Miramar Moreton Bay Fig Tree, which is northeast of the project site along Ocean Avenue at Wilshire Boulevard. It is not anticipated that the tree would be affected by the reconstruction project.

A Historic Resources Evaluation Report (HRER) for the project was prepared in 1998. A Determination of Eligibility, which identified the California Incline to be a contributing feature of Palisades Park, was completed in July 1998.

The EIR will identify in detail the impacts of the project on the existing bridge and park. The EIR will also identify and document any additional historical resources in the general vicinity of the site.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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According to an archaeological resources records search conducted in July 1991, two historically significant prehistoric sites were identified in the southwestern corner of the City (City of Santa Monica, 1996). Although the specific locations of these sites were not released, it is doubtful that the resources are located in the immediate vicinity of the project site. Nevertheless, further archaeological review will be completed as part of the EIR process. If necessary, feasible mitigation measures will be identified to reduce impacts identified as significant to a less than significant level.

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Dissected Pleistocene terraces and Pleistocene alluvium deposits are located throughout the City of Santa Monica (California Division of Mines and Geology, 1999). These deposits have a high potential to contain paleontological resources. A paleontological review will be completed as part of the EIR process. If necessary, feasible mitigation measures will be identified to reduce impacts identified as significant to a less than significant level.

d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There are no cemeteries located on or near the project site. The existing bridge has occupied the site since 1930. Furthermore, the steepness of the bluffs, on which the bridge would be reconstructed, renders the site unlikely for use as a formal cemetery during any time in modern history. It is not anticipated that human remains would be encountered. Pursuant to California State Law, if human remains are identified onsite, all legally required protocol would be followed. (Health and Safety Code Section 7050.5; Public Resources Code Sections 5097.94, 5097.98 and 5097.99).

15. AESTHETICS. Would the project:				
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a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The proposed project site is located on the bluffs of Palisades Park, which is designated as a historical resource. See the response to 14.a above. Reconstruction of the bridge may alter scenic vistas in the project vicinity. The significance of such changes will be addressed in detail in the EIR.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Palisades Beach Road (SR 1) is designated as a state scenic highway from SR 187 (Venice Boulevard) to SR 101 in Ventura County. In addition, the California Incline Bridge (i.e., the concrete balustrade and supporting cantilever structures) and the bluffs of Palisades Park are considered scenic resources. The EIR will evaluate the significance of the bridge reconstruction on scenic resources.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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See the response to 15b.

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d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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It is expected that the proposed reconstruction of the existing California Incline Bridge will include similar types of materials and features (i.e., light fixtures). The effects of the project on lighting and glare will be addressed in further detail in the EIR.

16. CONSTRUCTION EFFECTS				
a) Would the proposal have considerable construction period impacts due to scope, or location of construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The California Incline Bridge currently serves as an access route between downtown Santa Monica and Palisades Beach Road (SR 1). Closure of the bridge during construction over a period of approximately 10 months would have an adverse affect on traffic circulation and access in the project area. Access and traffic circulation patterns during construction will be reviewed in detail in the EIR. Alternate access routes will also be discussed in the environmental document.

17. ECONOMIC AND SOCIAL IMPACTS				
a) Does the project have economic or social affects that would result in additional physical changes (e.g., if a new shopping center located away from a downtown shopping area would take business away from the downtown and thereby cause business closures and eventual physical deterioration of the downtown?)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project is a reconstruction of an existing bridge. No permanent economic or social impacts (that would result in additional physical changes to the area) are expected as a result of implementation of the proposed project.

Construction of the project, however, has the potential to cause temporary adverse economic and social impacts. The California Incline Bridge currently serves as an access route to and from businesses in downtown Santa Monica. Construction of the bridge, which is estimated to last for approximately 10 months, would limit traffic and affect existing traffic patterns on downtown streets. This may indirectly impact the financial status of existing businesses. The EIR will address in further detail the economic and social impacts that are likely to occur as a result of the project.

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18. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not located on farmland and is not used for agricultural purposes. This issue will not be addressed in the EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not zoned for agricultural use and does not conflict with a Williamson Act contract. This issue will not be addressed in the EIR.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project would not involve the conversion of farmland to non-agricultural use. There is no farmland on or near the project site. This issue will not be addressed in the EIR.

19. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would result in the reconstruction of an existing bridge. Consequently, implementation of the proposed project would not result in the loss of availability of a known mineral resource. This issue will not be addressed in the EIR.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site is not delineated as a locally important mineral resource recovery site. This issue

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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will not be addressed in the EIR.

20. NEIGHBORHOOD EFFECTS				
a) Will the proposal have considerable effects on the project neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

During construction of the proposed project, local businesses and residents may be affected by increased noise levels, air pollution, traffic congestion, and diminished access. These issues will be addressed in additional detail in the EIR.

21. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or pre-history?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Several sensitive plants species were identified by the California Department of Fish and Game California Natural Diversity Database (CNDDDB) as potentially located in the project area. The portion of the bluffs adjacent to the incline on the north side is almost devoid of vegetation as the cliffs are extremely steep. Only a few weeds cling to the sides. South of the incline and east of Palisades Beach Road (SR 1), a mixture of native coastal sage scrub and non-native weeds are present. At the foot of the incline and northward a native plant bluff community is present. This area is not expected to be affected by the proposed project. Additional surveys will be performed to confirm these findings.

No sensitive habitats were identified by the CNDDDB. Therefore, it is unlikely that the project would degrade any sensitive, rare, or endangered habitat or plant species. Biological surveys will be performed as part of the EIR.

The proposed project has the potential to adversely affect cultural resources. The existing California Incline Bridge and Palisades Park have both been identified as historic resources (HRG, 1996). Alternative designs are under consideration that would minimize impacts to important architectural elements of the bridge (i.e., the concrete balustrade and supporting cantilever structures) and to the landscape of the park. The EIR will identify in detail the impacts of the project on the existing bridge and park.

Two significant archaeological resources were identified in the southwestern corner of the City in

Issues	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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July 1991. Although it is not expected that these resources are located in the immediate vicinity of the project site, further archaeological review will be completed as part of the EIR process. If necessary, feasible mitigation measures will be identified to reduce impacts identified as significant to a less than significant level.

Furthermore, because paleontological resources may exist on or in the vicinity of the project site, a paleontological review will be completed as part of the EIR process. If necessary, feasible mitigation measures will be identified to reduce impacts to a less than significant level.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The California Incline Bridge currently serves as an access route between downtown Santa Monica and Palisades Beach Road (SR 1). Closure of the bridge during construction over a period of approximately 10 months would have an adverse affect on traffic circulation and access in the project area. In the event that other road closures take place concurrently with reconstruction of the bridge, cumulative effects could occur.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Construction activities would result in temporary, intermittent high noise levels, possible groundborne vibration, and short-term air quality impacts. Furthermore, if the project is constructed concurrently with other nearby projects, nearby sensitive receptors could be adversely affected by cumulative noise or air quality impacts. Although, construction impacts would be short-term and temporary. These impacts will be addressed in detail in the EIR. Feasible mitigation measures will be identified to reduce impacts identified as significant to a less than significant level.

V. **SOURCES**

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