



ADDENDUM NO.1 TO THE SANTA MONICA PIER BRIDGE REPLACEMENT PROJECT
ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT (SCH:
#2014121041)
AUGUST 2025

Introduction

This Addendum to the Santa Monica Pier Bridge Replacement Project (Project) Final Environmental Impact Report (Final EIR/EA) (SCH#2014121041) analyzes modifications to the proposed condition of approval, originally approved for the Project by the City of Santa Monica (City) on June 13, 2023. Condition of approval NOI-1 in the FEIR required that temporary noise barriers and/or noise blankets used during construction provide a minimum Standard Transmission Class (STC) rating of 40 dB. Following consultation between the City and the project design consultant, it has been determined that achieving this level of attenuation is not feasible due to material limitations, site constraints, and constructability concerns. As such, the City proposes to revise this condition to reflect feasible noise attenuation performance while still ensuring compliance with the City's construction noise standards.

Background

Project Location

The project area is in the southwestern portion of Los Angeles County, in the City of Santa Monica. The project site is the Pier Bridge, which connects the intersection of Ocean Avenue and Colorado Avenue to the Santa Monica Pier.

Project Background

The City of Santa Monica, in cooperation with the California Department of Transportation, is proposing the in-kind replacement of the Santa Monica Pier Bridge. The proposed project would include replacement of the existing, seismically deficient Pier Bridge with a new multi-modal bridge to meet current seismic standards. The FEIR was approved by the City Council on June 13, 2023.

Pier Bridge Replacement Project FEIR/Environmental Assessment

On June 13, 2023, City Council certified the Recirculated Final EIR/EA for the Pier Bridge Replacement Project, which analyzed the environmental impacts of replacing the existing Santa Monica Pier Bridge.

Pursuant to the California Environmental Quality Act (CEQA), the Final EIR/EA analyzed the following potential environmental impacts associated with the Project:

• Aesthetics • Air Quality • Biological Resources	• Land Use and Planning • Noise • Population and Housing
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• Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards and Hazardous Materials • Hydrology and Water Quality	• Public Services • Recreation • Transportation • Tribal Cultural Resources • Utilities and Service Systems • Wildfire
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The Final EIREA analyzed the issues referenced above and identified potentially significant environmental impacts, including site-specific and cumulative effects of the Project in accordance with the provisions set forth in the State CEQA Guidelines. The Final EIR also recommended feasible mitigation measures, where possible. Mitigation measures were identified in the areas of Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, and Public Services, and Transportation. With regard to Noise impacts, the Final EIR/EA states:

*Construction noise is predicted to result in construction related increases which would exceed the exterior 20 dBA Leq at both residential and commercial land uses along the project alignment. The construction contractor would be required to comply with the City's Municipal Code exemption (construction noise which is predicted to exceed relevant thresholds would only occur between the hours of 10:00 a.m. and 3:00 p.m.) and to confine other construction to between the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday. Therefore, the project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance and would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity. Impacts would be less than significant. **While project impacts from construction are considered less than significant, the City intends to implement to Condition of Approval NOI1 (NOI-1) to further address noise levels associated with construction to the extent feasible.***

Proposed Revision to Condition of Approval NOI-1

The City of Santa Monica, as the Project applicant, proposes a minor modification to Condition of Approval NOI-1 from the Santa Monica Pier Bridge Replacement Project FEIR. This Condition of Approval required that noise barriers and/or blankets must provide a minimum of 40dB STC, which has been determined by the City and design consultant to not be reasonable or feasible to attain. Revisions to this condition of approval are indicated below (insertions are underlined and deletions are struck through):

NOI-1. A Construction Noise Management Plan shall be prepared and approved by the City. The Plan shall outline measures that would be used to reduce noise levels. Measures shall include:

- Construction noise in excess of the limits identified in SMC 4.12.110(b) at sensitive receptors shall occur between the hours of 10 a.m. and 3 p.m. Monday through Friday in accordance with SMC 4.12.110(d).
- The construction contractor(s) shall ensure that construction equipment is properly maintained and in working order per manufacturer specifications and that all construction equipment is equipped with manufacturer approved mufflers and baffles.
- The construction contractor(s) shall place noise generating construction equipment and located construction staging areas away from sensitive uses, to the extent practical.
- All stationary construction equipment will be located and oriented, so that emitted noise is directed away from sensitive receptors nearest the Project Sites.
- Construction equipment will be turned off when not in use and will not be left idling.

- Heavily loaded trucks shall be routed away from residential streets, conforming to the City's recommended haul route corridors.
- Construction activities shall be scheduled so as to avoid operating several pieces of high noise-generating equipment simultaneously, to the extent practical.
- The construction contractor(s) shall implement noise attenuation measures, which include temporary noise barriers and/or noise blankets placed between noise generating construction equipment and activities and the off-site noise sensitive receptors (specifically residences), where noise levels have the potential to exceed the levels identified in SMC Section 4.12.110(b). ~~The noise barriers and/or blankets shall be of sufficient density or design to provide a minimum of 40 dB Standard Transmission Class (STC).~~

Discussion

An Addendum to a certified EIR may be prepared if only minor technical changes or additions are required, and none of the conditions identified in CEQA Guidelines Section 15162 are present. The following provides an analysis that the proposed revision to Condition of Approval NOI-1 meets the standards set forth in Section 15162, and therefore, a subsequent or supplemental EIR is not required.

1. No substantial changes are proposed in the project which would require major revisions of the previously certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

Condition of approval NOI-1 in the FEIR required that temporary noise barriers and/or noise blankets used during construction provide a minimum STC rating of 40 dB. Following consultation between the City and the project design consultant, it has been determined that achieving this level of attenuation is not feasible due to material limitations, site constraints, and constructability concerns. As such, the City proposes to revise the condition to reflect feasible noise attenuation performance while still ensuring compliance with the City's construction noise standards.

The FEIR concluded that construction-related noise impacts would not be significant for nearby residences or commercial uses, even in the absence of the 40 dB STC requirement with the following analysis:

- Construction equipment is expected to generate Lmax noise levels of up to 79 dBA and Leq levels up to 75 dBA at 100 feet, which would attenuate to approximately 69 dBA Lmax and 65 dBA Leq at the nearest residence 330 feet away which is within the limits allowed by Santa Monica Municipal Code (SMMC) Section 4.12.110 during permitted construction hours.
- Construction noise that does exceed the typical thresholds is allowed only between 10 a.m. and 3 p.m., as per the Municipal Code, and the project is required to comply with this restriction as included in NOI-1.
- The FEIR's determination of less-than-significant construction noise impacts was based on distance attenuation, the limited hours of allowed construction, and regulatory compliance, not on the assumed effectiveness of the STC 40 barriers.

Although the original condition identified a performance standard of 40 dB STC, the reduction or removal of this specific numerical requirement does not change the impact analysis or its conclusions. The original significance determination was not contingent upon achieving that exact STC rating but was instead grounded in the project's conformance with the City's enforceable Municipal Code noise limits, which remain unchanged.

The modified version of Condition of Approval NOI-1 would still require the implementation of feasible noise attenuation measures (e.g., barriers or blankets) to reduce construction noise exposure to the extent practicable and ensure compliance with applicable codes. Therefore, the proposed revision to Condition of Approval NOI-1 would not result in new or substantially worse noise impacts. As analyzed in the Final EIR/EA, construction noise impacts would be less than significant without mitigation. Therefore, the modification to the condition of approval would not result in new significant environmental impacts or increase the severity of impacts identified in the Final EIR/EA.

Pursuant to CEQA Guidelines Section 15164, an addendum to a certified EIR is appropriate when changes to a project do not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Because construction noise was determined to be less than significant in the FEIR without reliance on a 40 dB STC rating, construction activities will continue to comply with SMMC Section 4.12.110 which governs permissible noise levels and hours of construction, and the modified Condition of Approval NOI-1 still requires implementation of practical noise attenuation

strategies, the proposed modification is not considered a substantial increase in the severity of any previously identified noise impact. Therefore, a supplemental or subsequent EIR is not required and the modification may be documented in an Addendum.

2. No substantial changes have occurred with respect to circumstances under which the project is undertaken that would require major revisions of the previous EIR due to the involvement of new significant environmental effect or a substantial increase in the severity of previously indemnified significant effects.

The physical conditions of the Project site have not been modified since the Project approval. No substantial changes have occurred on neighboring properties that would result in changes to the analysis of physical effects on the environment that was evaluated in the FEIR.

3. No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or adopted, shows any of the following:

- a) The project will have one or more significant effects not discussed in the previous EIR;**
- b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;**
- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative, or;**
- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.**

The proposed modification to Condition of Approval NOI-1 would not result in any new significant environmental impacts that were not previously identified in the EIR. All of the mitigation measures adopted as part of the certified Final EIR/EA would continue to be implemented.

The City Council adopted a Environmental Commitment Record (ECR) as part of its approval of the original project and the ECR remains applicable to the revised project.

Conclusion

The City of Santa Monica, Public Works Department, has reviewed the proposed project and on the basis of the whole record before it, has determined that there is no substantial evidence that the project, as identified in the attached Addendum, would have a significant effect on the environment beyond that which was evaluated in the EIR. A supplemental EIR is not required pursuant to the California Environmental Quality Act of 1970 (Sections 21000, et. Seq., Public Resources Code of the State of California).

This Addendum to the Santa Monica Pier Bridge Replacement Project Final EIR/EA has been prepared pursuant to Title 14, Section 15164 of the California Code of Regulations.

Environmental documentation prepared for the Santa Monica Pier Bridge Replacement project, including the Final EIR/EA, can be reviewed at the offices of the Public Works Department, 1685 Main Street #113, Santa Monica, CA 90401 during public counter hours, or on the City's website at: <https://www.santamonica.gov/santa-monica-pier-bridge-replacement-project>