



# City of Carpinteria

## Notice of Preparation of an Environmental Impact Report

**To:** Interested Person, Group or Agency

**From:** City of Carpinteria  
Community Development Department  
5775 Carpinteria Avenue  
Carpinteria, CA 93013

**Subject:** Notice of Preparation of an Environmental Impact Report (EIR) pursuant to the Requirements of the California Environmental Quality Act (CEQA) for the proposed Carpinteria Avenue Bridge Replacement, Project No. 14-1719-CUP/CDP

The City of Carpinteria will be the CEQA Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below. We are interested in the views you or your agency have as to the scope and content of the environmental information which is germane to you or your agency's statutory responsibilities in connection with the proposed project.

**Project Title:** Carpinteria Avenue Bridge Replacement, Project No. 14-1719-CUP/CDP

**Location:** The project involves the replacement of the existing Carpinteria Avenue bridge over Carpinteria Creek. Depending on the project design selected, affected parcels may include APN 001-070-008, -029, -031, -039, -065, -066, 003-280-006, -017, 003-291-002, 003-292-017.

### Project Description:

**Introduction.** Carpinteria Avenue is vital major arterial through the City, and the only street crossing of Carpinteria Creek between the Pacific Ocean and Hwy 101. The project would be funded primarily by the federal-aid Highway Bridge Program administered by the Federal Highway Administration through Caltrans District 5 Local Assistance. The City of Carpinteria will provide the local match to the federal funds.

**Project Objectives.** The existing bridge deck is severely deteriorated and has inadequate hydraulic capacity under the bridge for flood flows. The purpose of the project is to remove the structurally deficient bridge and replace it with a bridge designed to meet current structural, geometric and hydraulic standards. The project objectives are:

- Improve public safety associated with the primary roadway crossing of Carpinteria Creek
- Improve flood water conveyance in Carpinteria Creek
- Avoid adverse changes in traffic circulation
- Minimize right-of-way take
- Avoid in-stream structures that may adversely affect steelhead migration
- Offset the majority of project costs through Federal transportation funding
- Minimize the Federal funding match required by the City
- Facilitate or incorporate a bike path connection to the south side of Carpinteria Avenue
- Improve pedestrian and bicycle facilities at the creek crossing
- Provide for future utility under-grounding

**Proposed Project and Alternatives.** Three basic bridge designs will be assessed in the EIR, and the no project alternative. In addition, four bridge width options will be considered, each of them being compatible with any of the three bridge designs. The basic bridge designs considered consist of one, two, and three-span bridges. No additional lanes are proposed in the project; the existing two-lane bridge will be replaced with another two-lane bridge. The proposed project is the three-span bridge design with the updated bridge width.

*Design 1: Clear Span Bridge.* This design would utilize pile foundations at the abutments, with no intermediate supports in the streambed. The bridge deck would be approximately eight feet higher than existing, and requires Arbol Verde Street to be closed permanently at its intersection with Carpinteria Avenue.

*Design 2: Two-Span Bridge.* This design would utilize pile foundations at the abutments and at the intermediate pier support, with one bridge support structure located within the low flow channel of the creek. The bridge deck would be approximately four feet higher than existing and would not require closing the Arbol Verde Street intersection.

*Design 3: Three-Span Bridge (Proposed Project Design).* This design would utilize pile foundations at the abutments and at two intermediate pier supports, with two bridge support structures located in the streambed outside the low flow channel of the creek. The bridge deck would be approximately two feet higher than existing, and would not require closing the Arbol Verde Street intersection.

The following bridge width options will be considered in the EIR for each of the three bridge designs:

Updated Bridge Width (Proposed Project Width Option). This option would utilize the same traffic configuration as the existing bridge, but would have updated sidewalk and shoulder/bike lane widths. The roadway width of this option is approximately five feet wider than the existing bridge roadway width, with the shoulder/bike lanes being approximately 1.5 feet wider than existing and the sidewalks being approximately 3.5 feet wider than existing.

Widened Bridge Width. This option provides a much wider bridge by matching the bridge width to the adjacent approach roadway width. The widened bridge roadway width would be approximately 14 feet wider than the existing bridge width, which can be used for parking. This option would include shoulders approximately 1.5 feet wider than existing and the sidewalks approximately 3.5 feet wider than existing.

No Median Bridge Width. The no median bridge width is the narrowest of the width options considered. The bridge roadway width would be reduced by approximately 3.5 feet by eliminating the center lane on the bridge. This option would make the shoulder/bike lanes approximately 4.5 feet wider than existing and the sidewalks approximately 3.5 feet wider than existing. Removal of the center lane on the bridge would also eliminate the left hand turn pocket for Arbol Verde Street and an office complex south of the bridge.

Open/Planted Median Bridge Width. This option is the widest overall of the width options considered. The open/planted median option consists of two parallel bridge sections each with a roadway width of 22 feet, with a 16.5-foot wide area between the two bridge sections. This area could either be open to the creek below or closed and landscaped. This option would make the shoulder/bike lanes approximately 4.5 feet wider than existing and the sidewalks approximately 3.5 feet wider than existing. This option would eliminate all left turn traffic movements from Arbol Verde Street, restricting traffic movements to right turns in and out.

**Construction Staging.** During construction, Carpinteria Avenue would remain open to vehicle and pedestrian traffic. Bridge construction would be conducted in stages to maintain access. The first stage of construction would be to shift all traffic to the south (downstream) side of the existing bridge while the north (upstream) portion is demolished and removed. The second stage of construction would be to switch traffic to the newly constructed portion of the north bridge and demolish and remove the remaining portion of the existing bridge on the south side. The final stage of construction would be to make a closure pour tying the northern and southern portions together. During this stage, traffic would be shifted to its final configuration with one lane, a shoulder and a sidewalk on each side of the bridge. The center lane would also be striped at this time.

An Environmental Scoping Document has been prepared to provide a preliminary assessment of the probable environmental effects of the project, as required by the State CEQA Guidelines. Hard copies of the Environmental Scoping Document are available at City Hall; an electronic copy of the Scoping Document is available on the City website at: [http://www.carpinteria.ca.us/public\\_works/Carp%20Ave%20Bridge.shtml](http://www.carpinteria.ca.us/public_works/Carp%20Ave%20Bridge.shtml). If you wish to provide comments on the scope and content of the EIR, please submit your comments by mail, fax or email to:

Nick Bobroff, Associate Planner  
City of Carpinteria, Community Development Department  
5775 Carpinteria Avenue, Carpinteria, CA 93013  
Fax: (805) 684-5304  
Email: [nickb@ci.carpinteria.ca.us](mailto:nickb@ci.carpinteria.ca.us)

Due to the time limits mandated by State law, written comments on the scope and content of the EIR must be sent no later than 30 days after receipt of this notice, or by August 4, 2014. Responsible agencies are requested to indicate their statutory responsibilities and a contact person with your agency in connection with this project when responding.

In addition to written comments, in order to provide ample opportunity for public input, the City will hold a public scoping meeting in the Council Chambers at Carpinteria City Hall, 5775 Carpinteria Avenue in Carpinteria, at **3:00 PM on July 22, 2014**. In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact Melissa Angeles at [MelissaA@ci.carpinteria.ca.us](mailto:MelissaA@ci.carpinteria.ca.us) or (805) 684-5405, extension 445. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements (28 CFR 35.102-35.104 ADA Title II).

Please contact Matt Maechler at (805) 684-5405 ext. 441 or via e-mail at [MattM@ci.carpinteria.ca.us](mailto:MattM@ci.carpinteria.ca.us) for further information.

Date: July 3, 2014

Signature 

Name and Title: Jackie Campbell  
Community Development Director