



CITY OF SANTA MONICA
PUBLIC WORKS DEPARTMENT
ENGINEERING & STREET SERVICES DIVISION
1437 4TH STREET, SUITE 300
SANTA MONICA, CA 90401

**NOTICE OF PREPARATION/NOTICE OF PUBLIC MEETING FOR A
RECIRCULATED ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED
SANTA MONICA PIER BRIDGE REPLACEMENT PROJECT**

DATE: October 22, 2019

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

LEAD AGENCY: City of Santa Monica, Civil Engineering Division
1437 4th Street, Suite 300, Santa Monica, CA 90401
Contact: Omeed Pour
Phone: (310) 458-2201 ext. 2481
E-mail: omeed.pour@smgov.net

The City of Santa Monica intends to prepare a Recirculated Environmental Impact Report/Environmental Assessment (Recirculated EIR/EA) for the Santa Monica Pier Bridge Replacement Project. 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. Potential environmental effects to be analyzed include but not limited to: Aesthetics, Air Quality, Construction Effects, Cultural Resources, Economic/Social Impacts, Geology/Soils, Greenhouse Gas Emissions, Hazards/Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Public Services, Recreation, Transportation/Circulation, Utilities/Service Systems, Tribal Resources, and Mandatory Findings of Significance.

PROJECT APPLICANT: City of Santa Monica

PROJECT LOCATION: The project site is located in the western portion of Los Angeles County, in the City of Santa Monica, beginning at the intersection of Ocean Avenue and Colorado Avenue and extending west to the Santa Monica Pier, Santa Monica, California (see attached **Exhibit A** and **Exhibit B**).

PROJECT DESCRIPTION: The project would entail demolition of the existing Pier Bridge structure and replacement with a new Pier Bridge structure. Eight build alternatives are collectively under consideration and are presented in pairs (Alternatives 1 & 2; 3 & 4, etc.). The project description, summary of alternatives, and preliminary plans are described in further detail in attached **Exhibit C**. In addition, please visit the following website for more information about the project: www.smgov.net/smpierbridge

REVIEW PERIOD: As specified by the State CEQA Guidelines, the Notice of Preparation will be circulated for a minimum 30-day public review period through November 26, 2019. The City of Santa Monica welcomes agency and public input during this period regarding the scope and content of environmental information that must be included in the Recirculated EIR/EA. **Comments may be submitted, in writing, by 5:30 p.m. on November 26, 2019** and addressed to:

Omeed Pour, P.E., Civil Engineer
City of Santa Monica - Civil Engineering Division
1437 4th Street, Suite 300, Santa Monica, CA 90401
Phone: (310) 458-2201 ext. 2481, e-mail: omeed.pour@smgov.net

SCOPING MEETING: A public scoping meeting will be held to describe the environmental review process and to receive public comments on the scope and content of the Recirculated EIR/EA. The meeting will be held at the following date, time and location:

**Wednesday October 30, 2019
5:30 pm – 8:00 pm
Ken Edwards Center
1527 4th Street, Santa Monica, CA 90401**

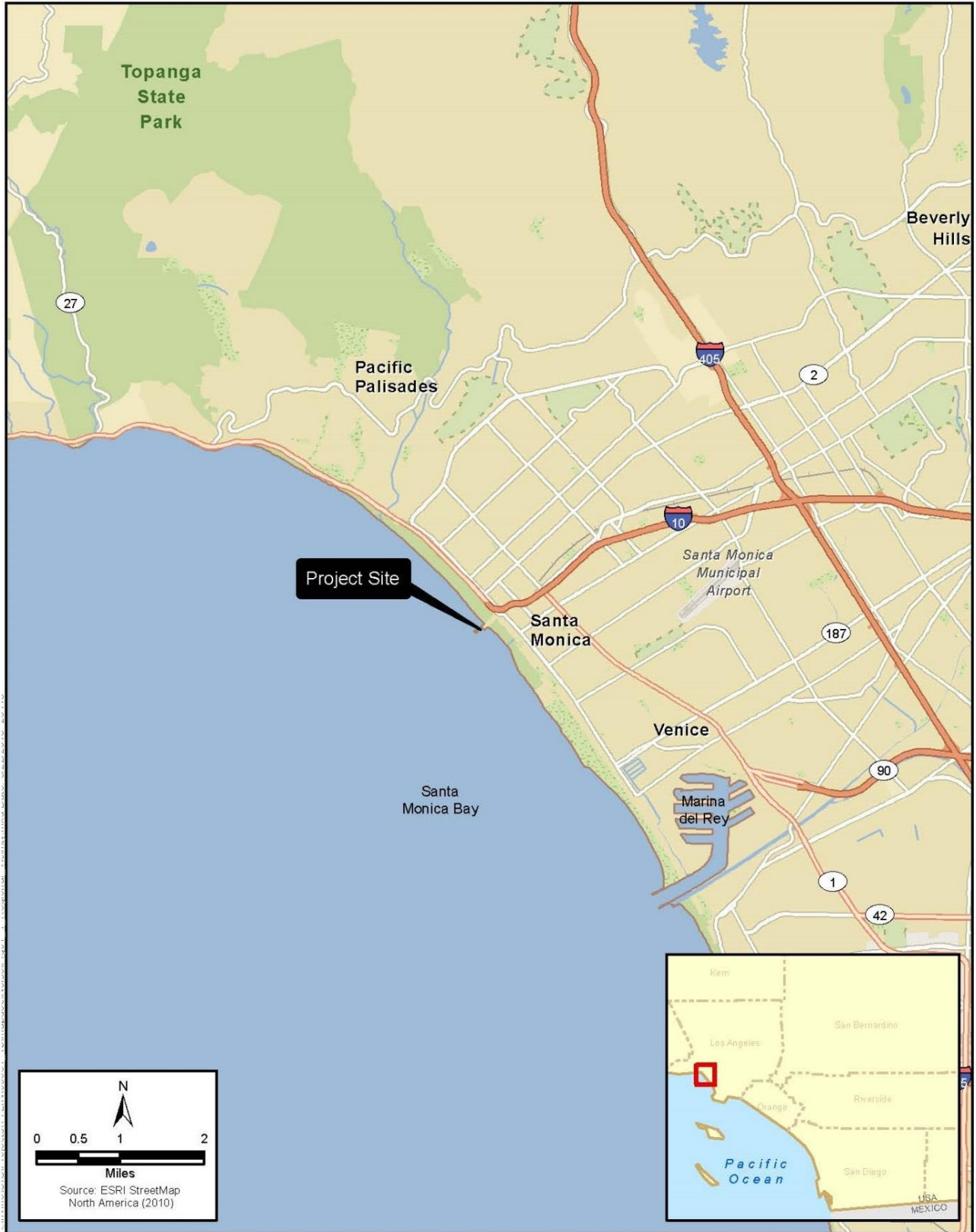
ESPAÑOL: Esto es una noticia de la preparación de un reporte sobre el remplazo del puente del muelle de Santa Monica, lo cual puede ser de interés a usted. Para más información, llame a Margaret Talamantes, al número (310) 458-8721.

Omeed Pour, P.E., Civil Engineer, Project Manager

10/18/2019

Date

Exhibit A: Project Location



Source: ICF 2019

Exhibit B: Project Vicinity



Source: ICF 2019

EXHIBIT C - PROJECT DESCRIPTION AND ALTERNATIVES

Project Description

The existing Pier Bridge structure extends west along the alignment of Colorado Avenue, from the intersection of Ocean Avenue and Colorado Avenue, and connects to the Santa Monica Municipal Pier. The Pier Bridge was constructed in 1939 and is near the end of its useful life, with a sufficiency rating of 17 out of a possible 100.

The proposed project would replace the existing Pier Bridge with a new structure designed and constructed to current standards, enhancing vehicular and pedestrian movement. Traffic and pedestrian congestion occurs on the Pier Bridge throughout the year. The pedestrian volumes often exceed the sidewalk capacity on the bridge, forcing pedestrians onto the vehicular lanes, bringing vehicular traffic to a standstill. In the original Draft EIR/EA that was circulated in 2017, three build alternatives were proposed. Substantial commentary was received regarding those alternatives and their associated impacts, which prompted a reevaluation of design options leading to a revised project description and expanded range of alternatives to be evaluated in the Recirculated EIR/EA. These alternatives are summarized below.

In addition to the No Build Alternative (which is required to be considered under CEQA), a total of eight build alternatives will be considered and analyzed in the Recirculated EIR/EA. The alternatives are briefly described below, followed by figures illustrating plan and profile views, as well as cross sections for each alternative.

Build Alternatives and Locally Preferred Alternative (“The Project”)

Eight build alternatives are collectively under consideration, including the Project (Alternative 4). These alternatives are briefly described below and illustrated in the figures that follow. The alternatives are presented in pairs (Alternatives 1 & 2; 3 & 4, etc.), because their basic design parameters are the same, with the differences being primarily related to the north-south placement of the various paths for access by vehicles, bicycles, pedestrians and those with limited mobility.

Among the eight alternatives under consideration, Alternative 4 has been identified as the “locally preferred alternative” and is therefore, for purposes of the Recirculated EIR/EA (REIR/EA), designated as “the Project.” The Project (Alternative 4) is believed to best achieve the project objectives, taking into consideration the accommodation of vehicular, bicycle, pedestrian, and Americans with Disabilities Act (ADA) compliant access to/from the Pier Bridge. Upon completion of the review process for the REIR/EA, and in consideration of the comments received during the public circulation of the REIR/EA, a final determination to either adopt the Project (Alternative 4) or select another among the remaining alternatives, will be made.

Alternatives 1 and 2 would provide an in-kind replacement bridge, which would maintain the current paths of access from Ocean Avenue to the Pier, namely, one path for vehicles and bicycles (20’0” wide) and a second path consisting of a sidewalk (15’0” wide). The bridge would continue to descend at a slope of 10% for both paths. Alternative 1 would locate the vehicle/bicycle path on the south side of the bridge, whereas Alternative 2 would locate it on the north side. ADA compliant access to the Pier would remain available through existing routes.

Alternatives 3 and 4 (The Project) would also provide an in-kind bridge replacement, but these two options would provide a vehicle/bicycle (20’0” wide) and sidewalk (15’0” wide) bridge with a separate path for pedestrians and those with limited mobility (10’0” wide). As in Alternatives 1 and 2, both the vehicle/bicycle and sidewalk bridge would descend at a slope of 10%, but the additional pedestrian/ADA path would descend at a slope of 5%. The shallower slope would require installation of elevators and stairs, located adjacent to Ocean Front Walk, to provide access to the pier deck and beach levels. Alternative 3 would locate the pedestrian/ADA path on the north side of the bridge, whereas Alternative 4 would locate it on the south side.

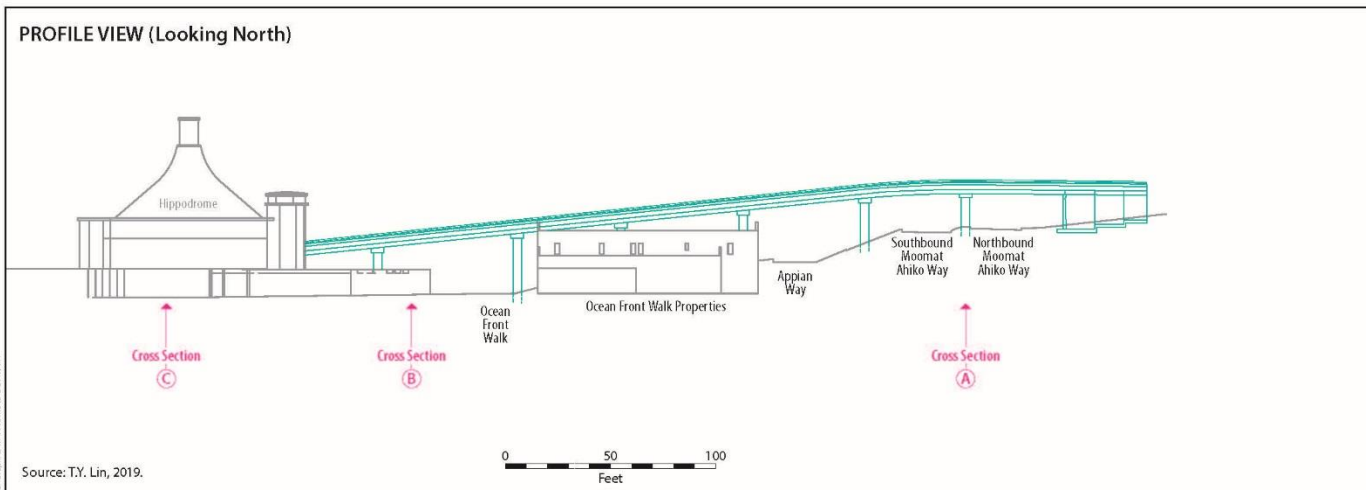
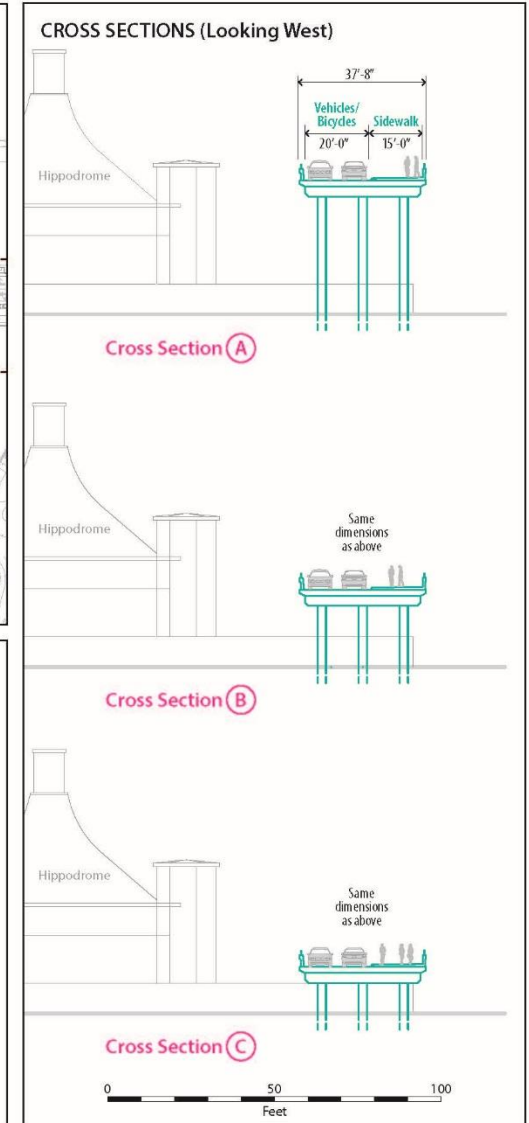
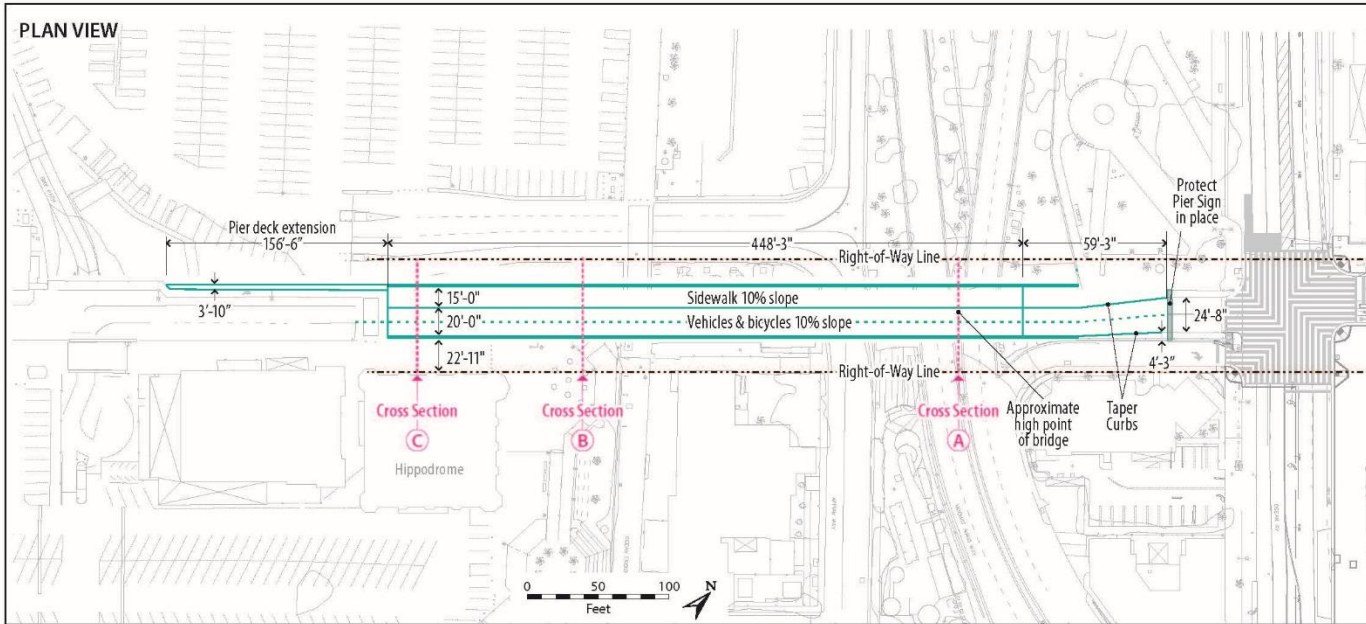
Alternatives 5 and 6 would expand the means of access for pedestrians and those with limited mobility. These two options would provide one bridge for vehicles and bicycles (20’0” wide) at a slope of 10%, and a separate path (15’0” wide) for pedestrians and those with limited mobility at a slope of 5%. Elevators and stairs, located adjacent to Ocean Front Walk, would provide access to the pier deck and beach levels. Alternative 5 would locate the pedestrian/ADA path on the south side of the bridge, whereas Alternative 6 would locate it on the north side.

Alternatives 7 and 8 would constitute the widest of the potential bridge replacement options. One path (34’0” wide) would

be provided for vehicles and bicycles, and a sidewalk (12'1" wide) would be provided. Both the vehicle/bicycle and sidewalk paths would descend at a slope of 10%. A third path (10'0" wide) would be provided for pedestrians and those with limited mobility, descending at a slope of 5%. The elevators and stairs for this path would again be located adjacent to Ocean Front Walk. Alternative 7 would locate the pedestrian/ADA path on the south side and the vehicle/bicycle path in the middle of the bridge, whereas Alternative 8 would locate the pedestrian/ADA path on the north side and the vehicle/bicycle path on the south side.

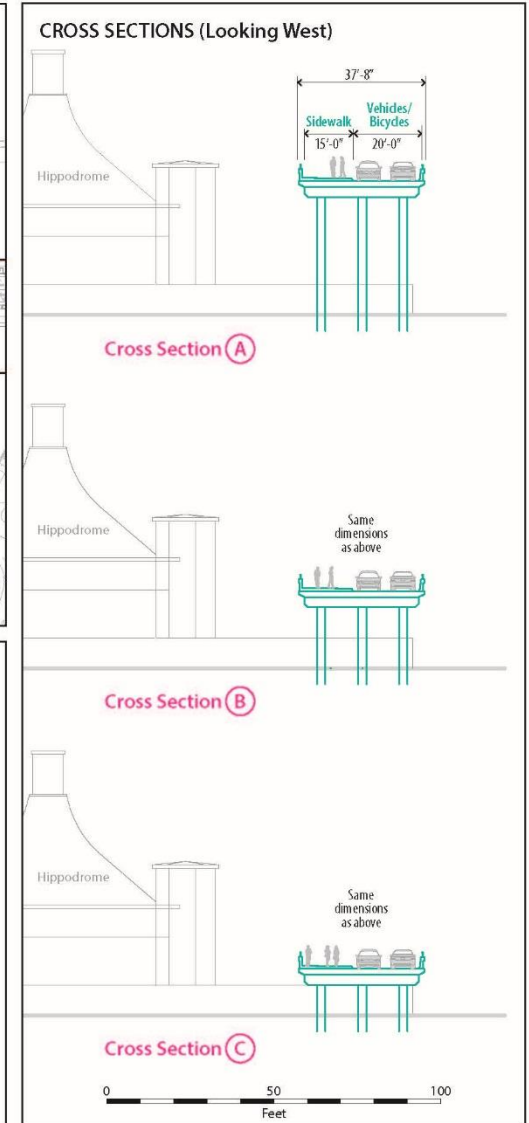
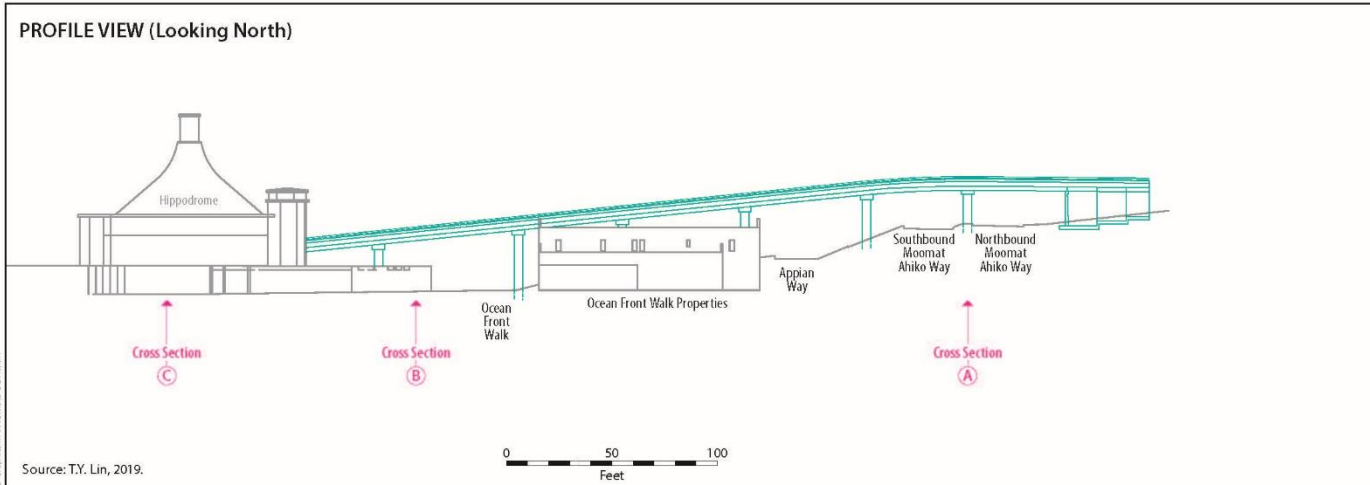
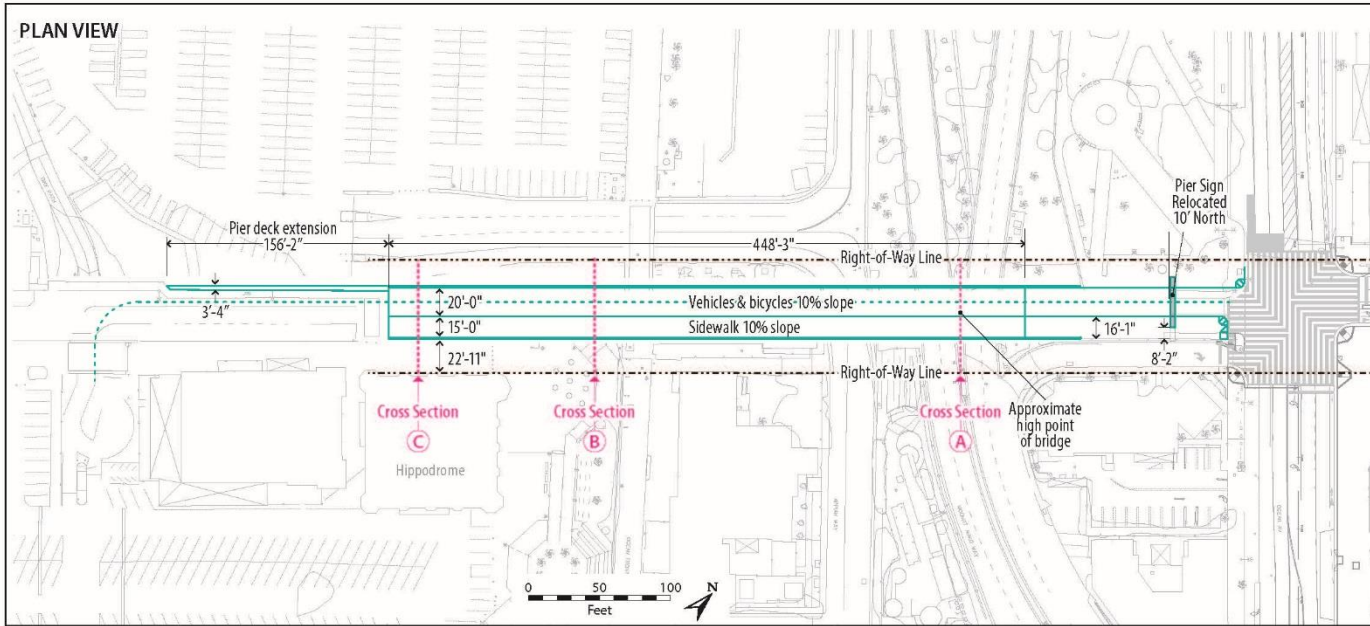
No Build Alternative This alternative would leave the Pier Bridge as it currently exists.

Alternative 1: In-Kind Pier Bridge Replacement with Northside Sidewalk

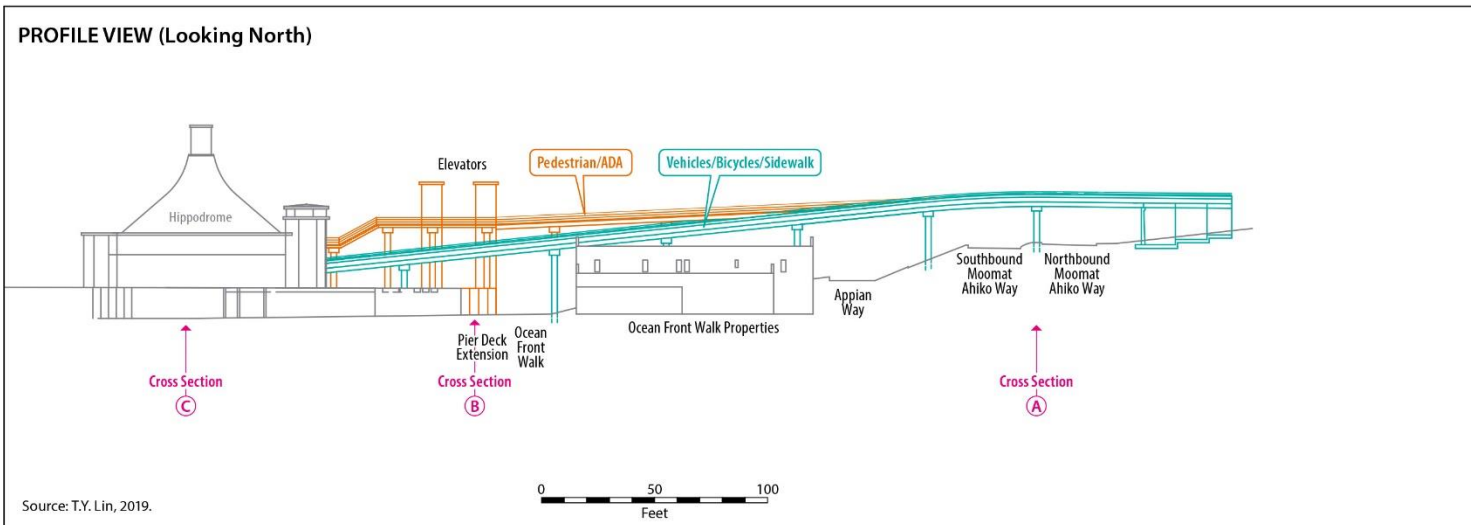
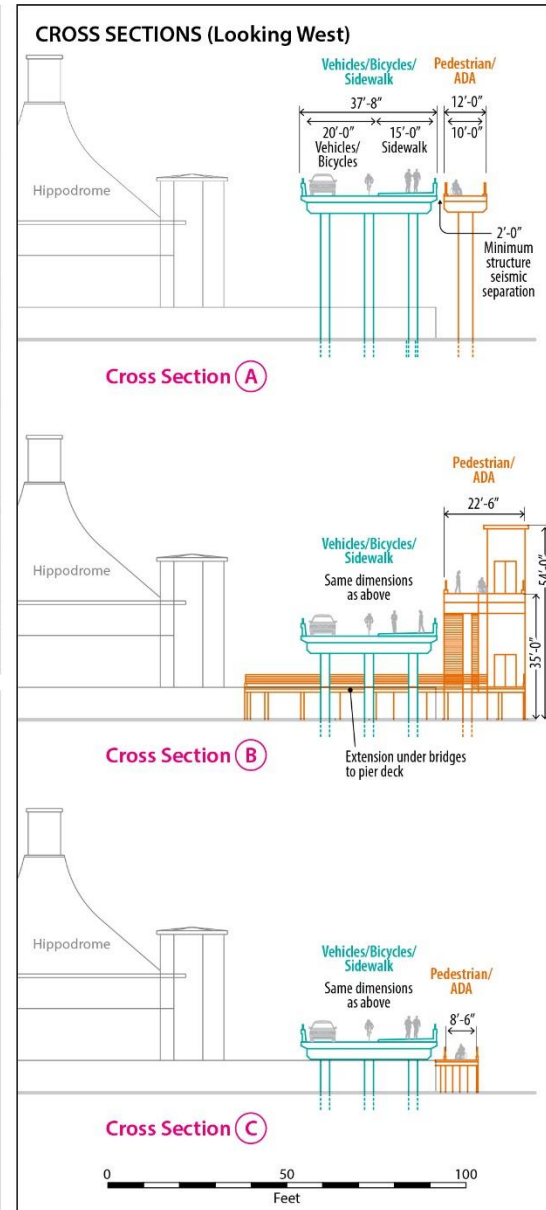
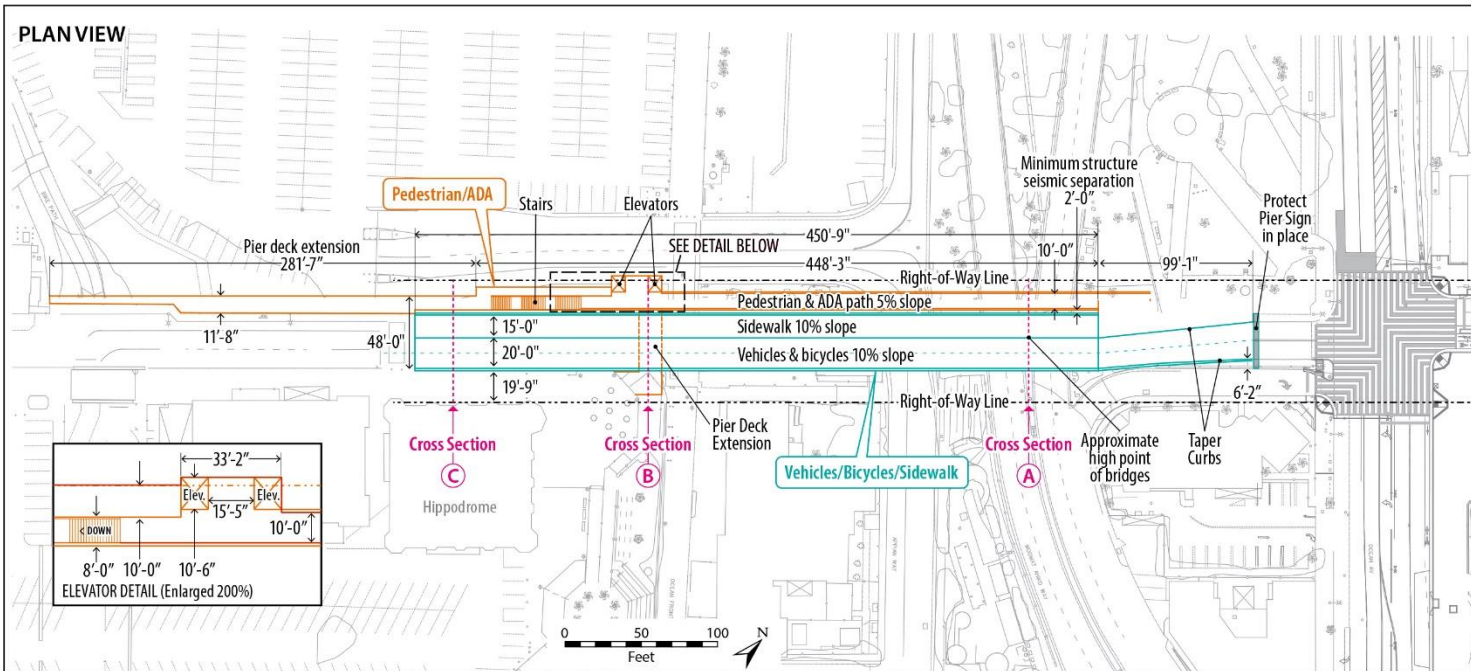


Source: T.Y. Lin, 2019.

Alternative 2: In-Kind Pier Bridge Replacement with Southside Sidewalk

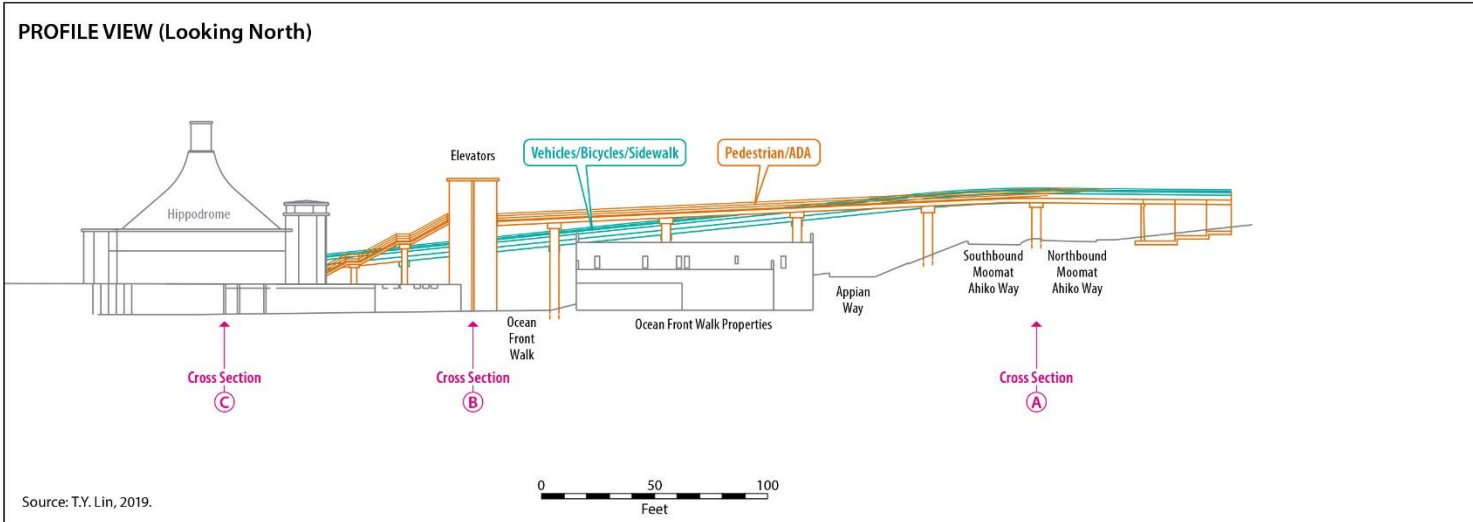
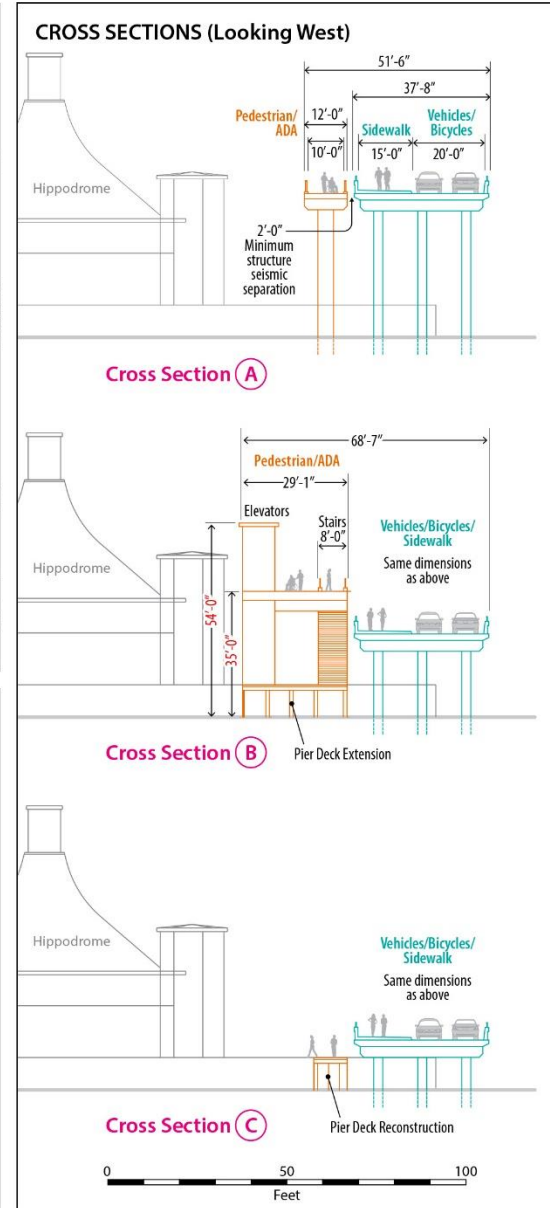
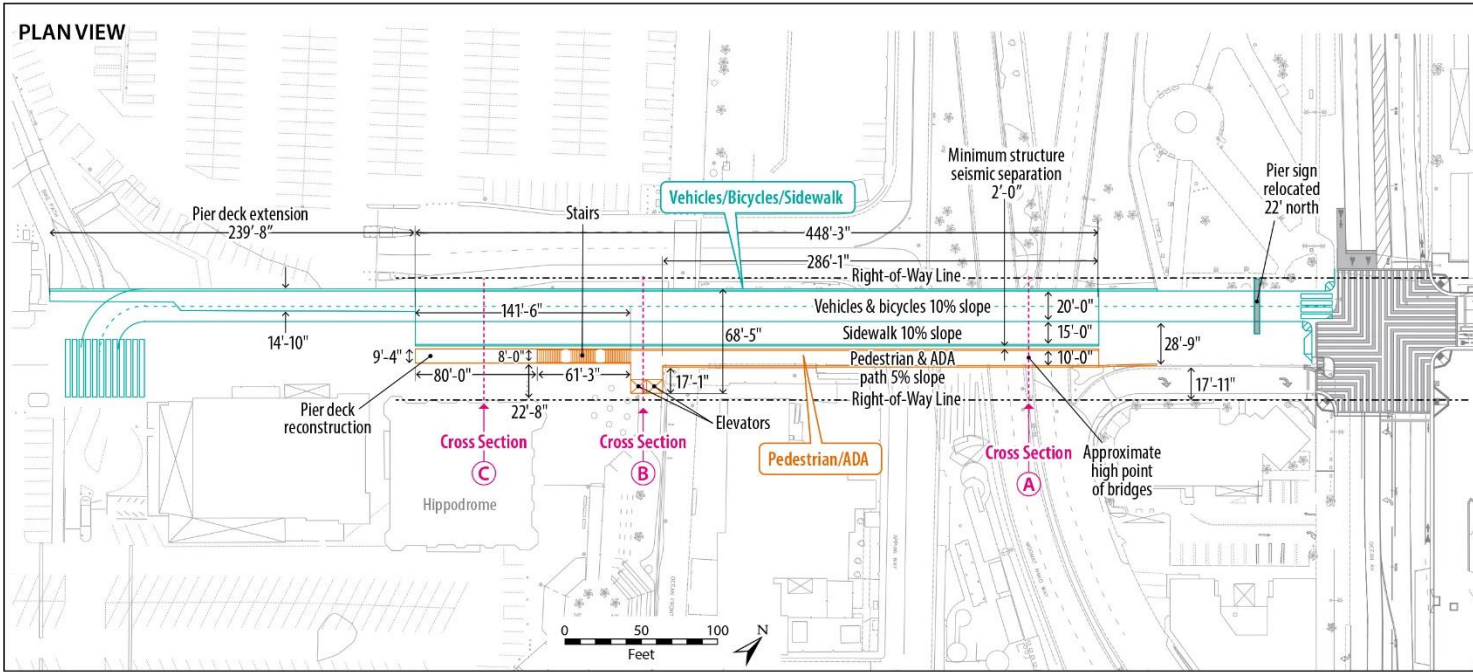


Alternative 3: In-Kind Pier Bridge Replacement with Northside Pedestrian/ADA Path



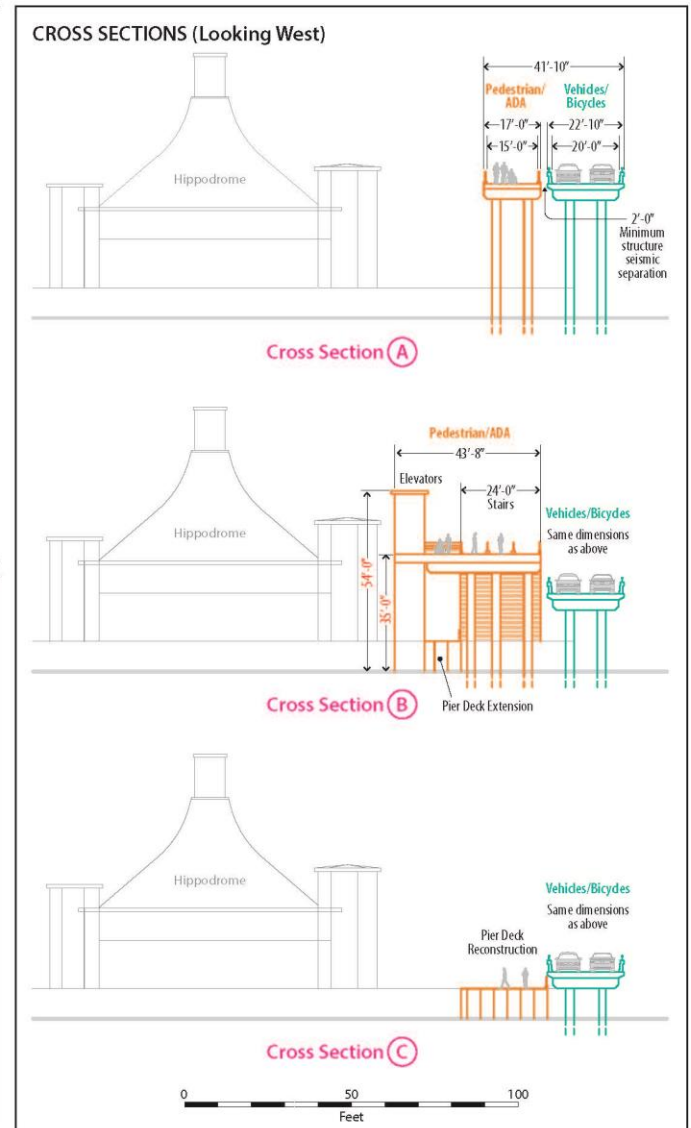
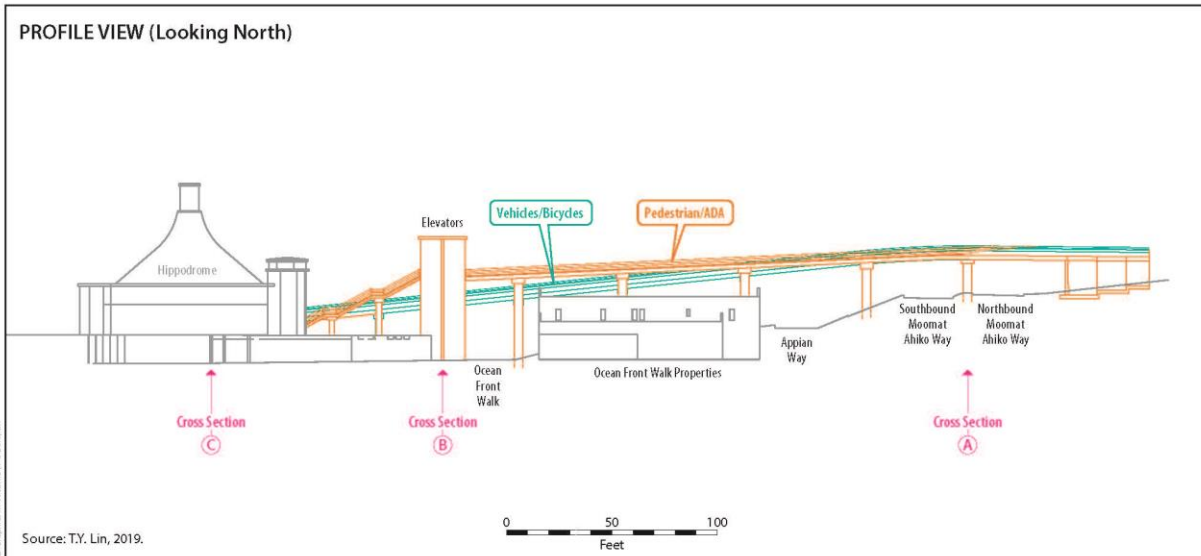
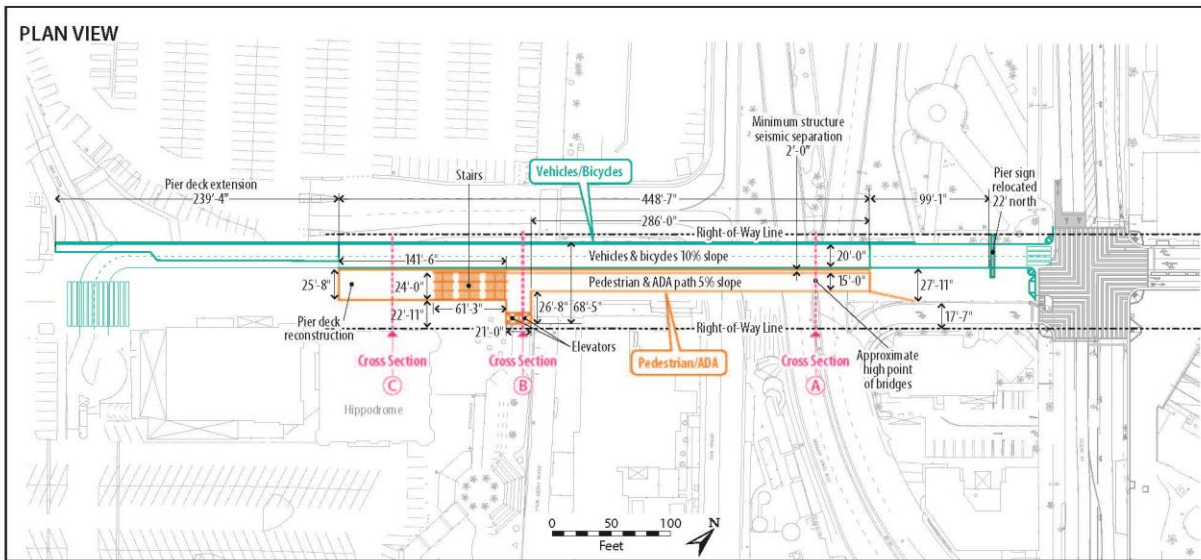
Source: T.Y. Lin, 2019.

Alternative 4 (The Project): In-Kind Pier Bridge Replacement with Southside Pedestrian/ADA Path

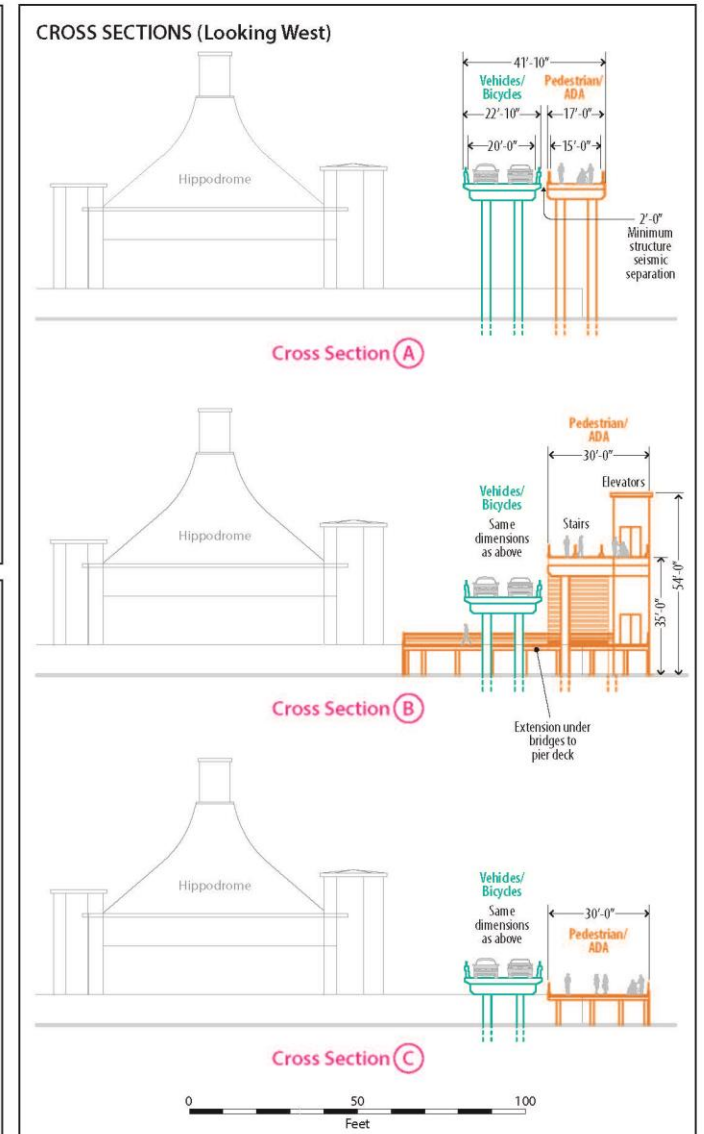
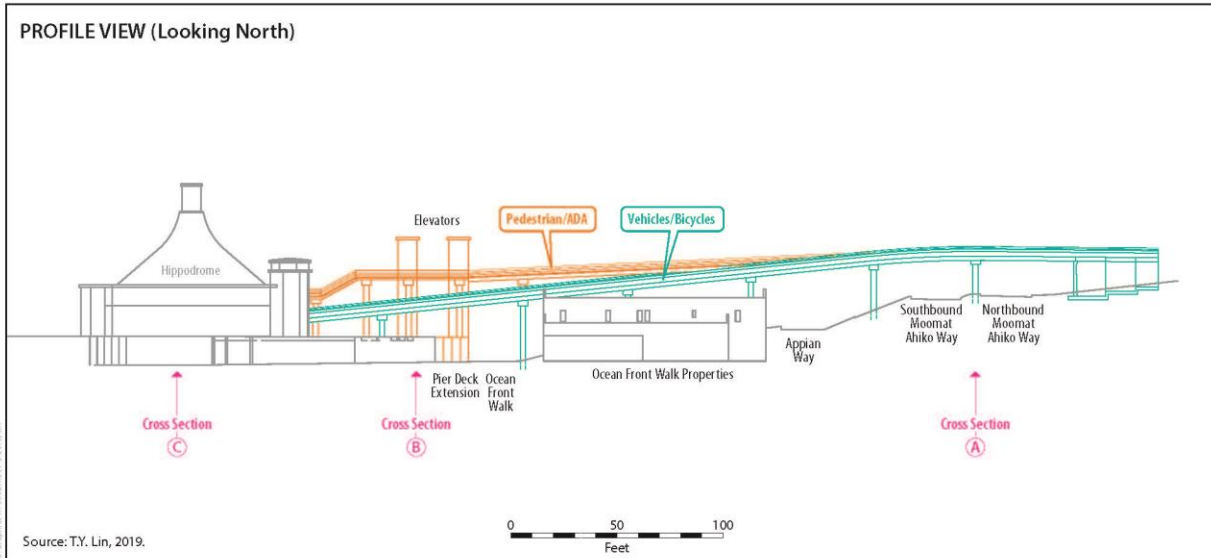
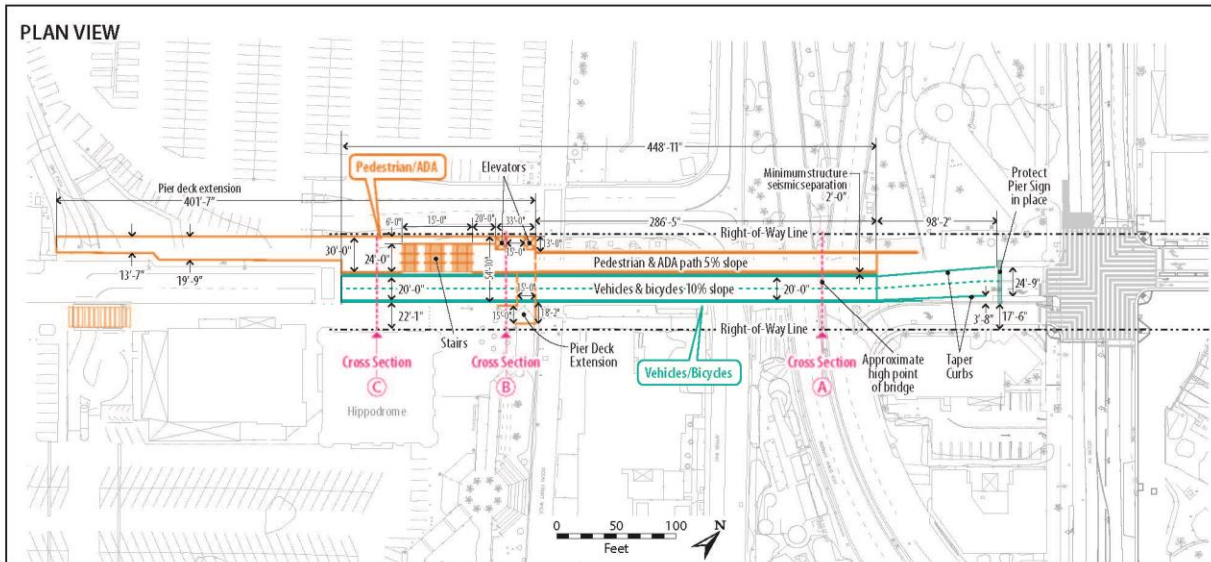


Source: T.Y. Lin, 2019.

Alternative 5: Narrow Pier Bridge Replacement with Southside Pedestrian/ADA Path

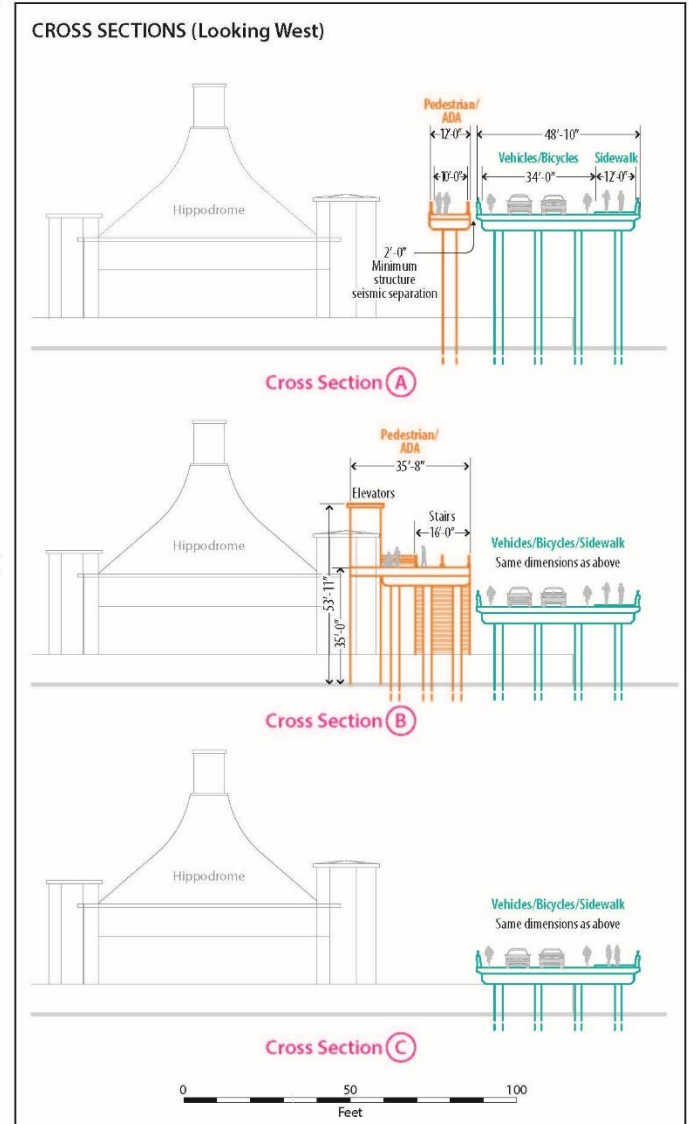
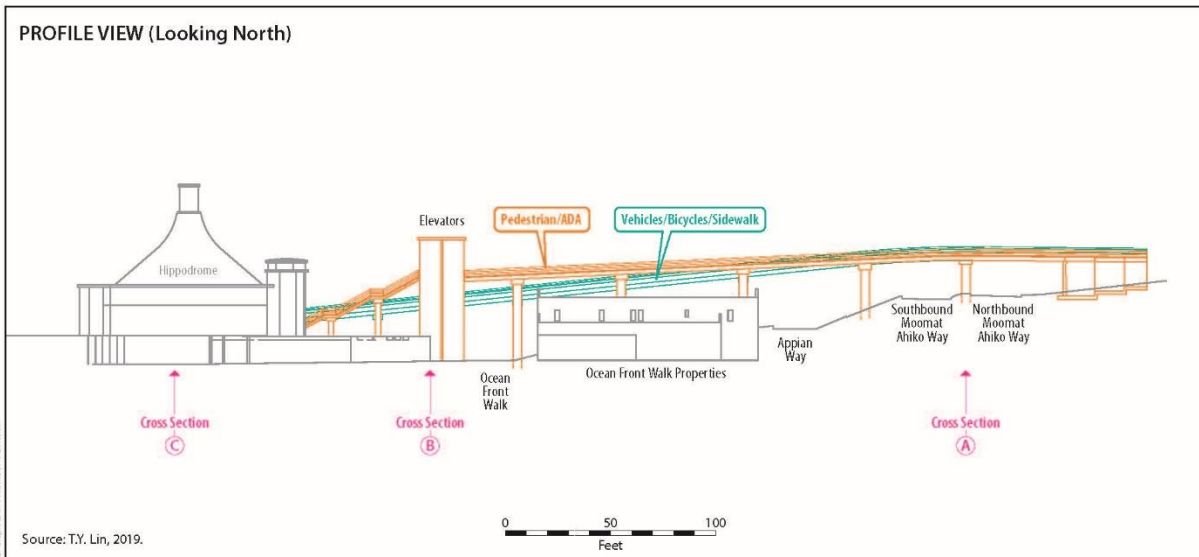
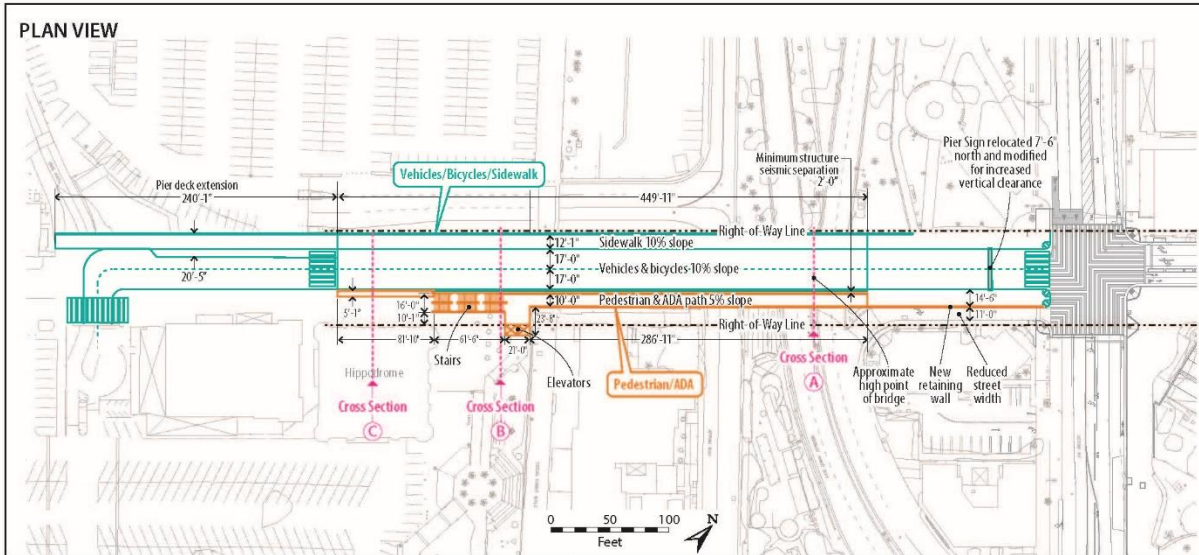


Alternative 6: Narrow Pier Bridge Replacement with Northside Pedestrian/ADA Path

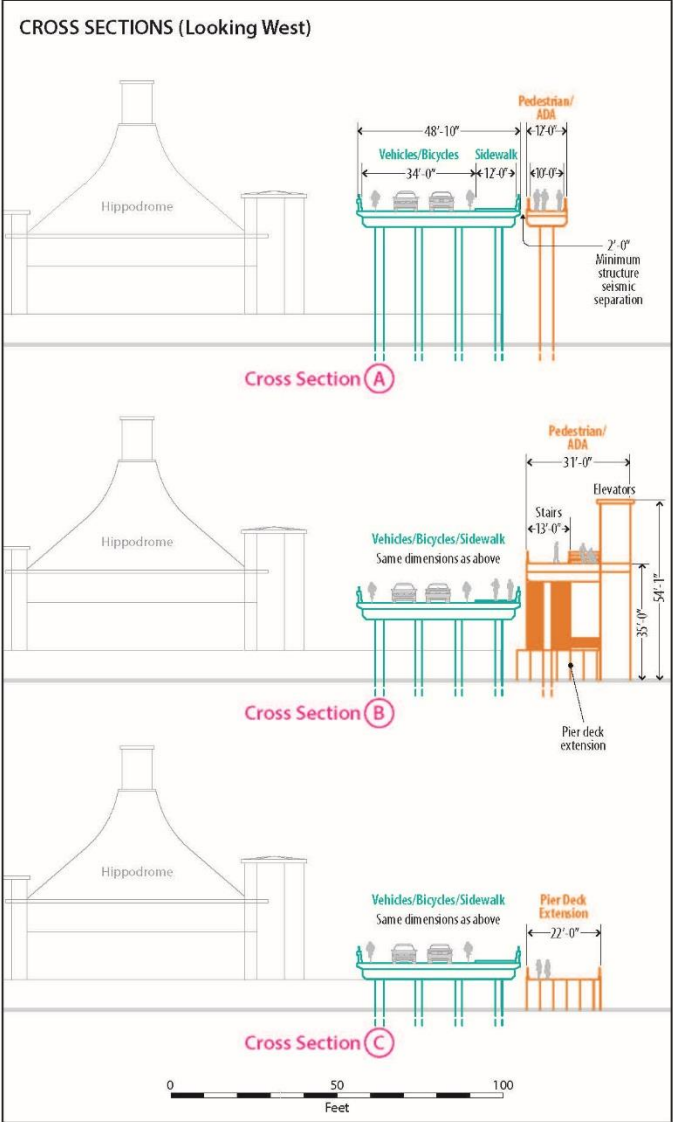
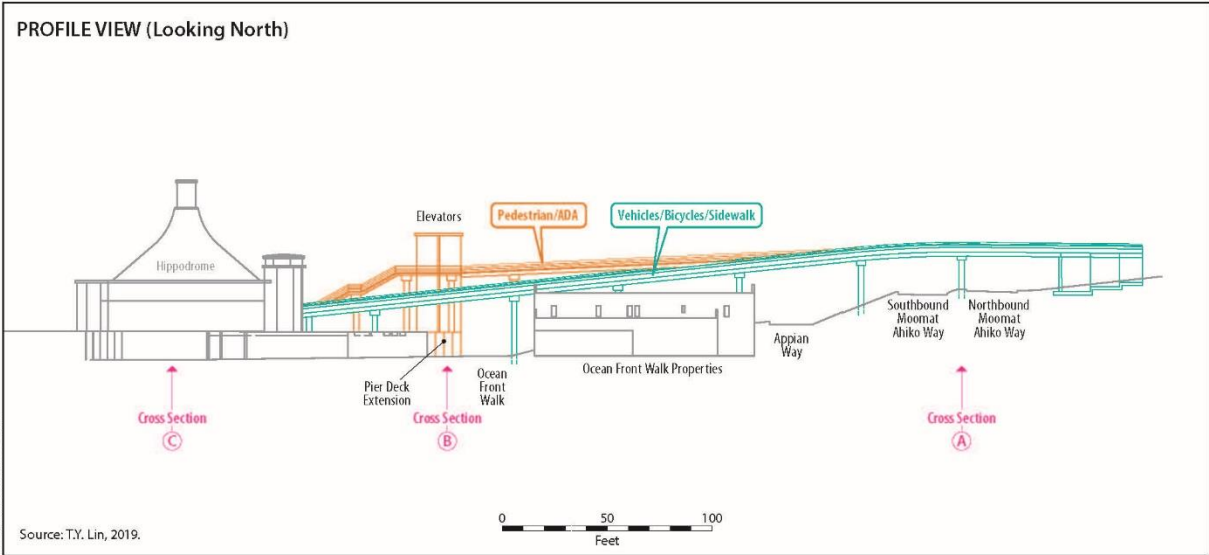
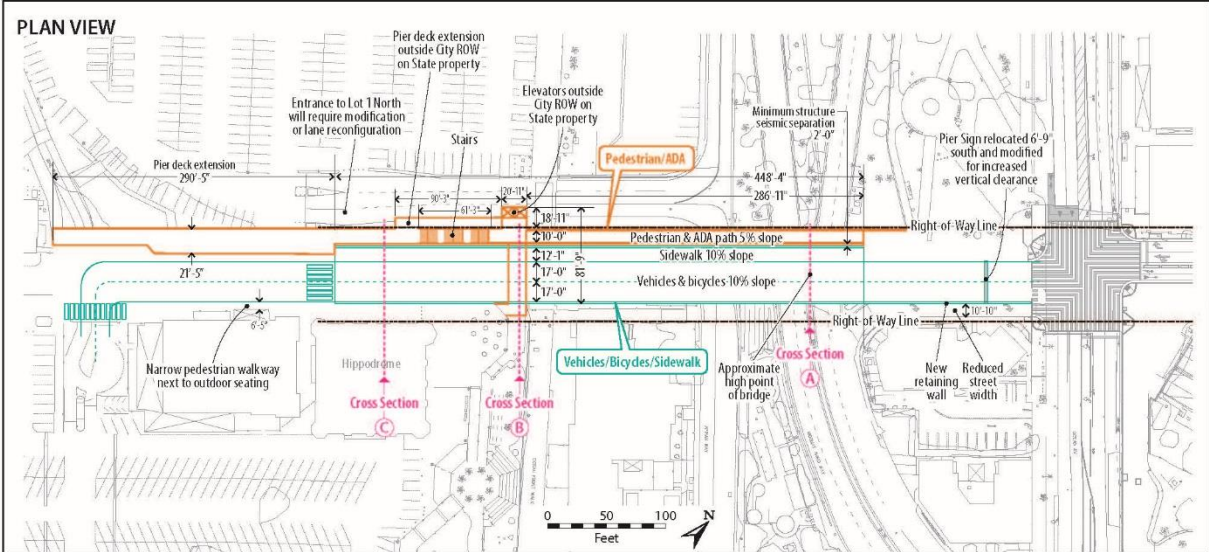


Source: T.Y. Lin, 2019.

Alternative 7: Wide Pier Bridge Replacement with Vehicle and Bike Lanes and Southside Pedestrian/ADA Path



Alternative 8: Wide Pier Bridge Replacement with Vehicle and Bike Lanes and Northside Pedestrian/ADA Path



Source: T.Y. Lin, 2019.