



CITY OF SANTA MONICA
ENGINEERING AND STREET SERVICES DIVISION
1685 MAIN STREET, MAIL STOP 15, SANTA MONICA, CA 90401



SEPTEMBER 22, 2022
**NOTICE OF COMPLETION/AVAILABILITY
OF A RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL ASSESSMENT
AND SECTION 4(F) DEMINIMIS FINDING,
FOR THE SANTA MONICA PIER BRIDGE REPLACEMENT PROJECT**

OFFICIAL NOTICE is hereby given on the completion and availability of a Recirculated Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA) for the proposed Santa Monica Pier Bridge Replacement Project (the project) in the City of Santa Monica.

PROJECT LOCATION: The project site is the Pier Bridge, located in the southwestern portion of Los Angeles County, in the coastal area of the City of Santa Monica. The Pier Bridge stretches west from the intersection of Ocean Avenue and Colorado Avenue to the Santa Monica Pier.

PROJECT DESCRIPTION: The City of Santa Monica, in cooperation with Caltrans and the Federal Highway Administration, is proposing to reconstruct the structurally deficient Santa Monica Pier Bridge to meet current seismic standards. The project entails demolition of the existing structure and construction of a new bridge at the same location. The replacement bridge would have the same alignment as the existing bridge and be approximately the same length. Two build alternatives were developed to address the reconstruction of the Pier Bridge: Alternatives 1 and 2. Each of the proposed build alternatives would satisfy the project's purpose. The build alternatives would correct the structural deficiencies that currently exist and would provide for adequate long-term public safety.

Alternative 1 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 feet wide) located on the south side and a second path, consisting of a sidewalk, that would be used for ADA-compliant access (15 feet wide) located on the north side. The bridge would continue to descend at an approximate slope of 10 percent along both paths, matching the slope of the existing bridge.

Alternative 2 (Locally Preferred Alternative [LPA]) would also provide an in-kind replacement bridge however the current paths of access from Ocean Avenue to the pier would mirror Alternative 1. The path for vehicles and bicycles (20 feet wide) is located on the north side while the second path, consisting of a sidewalk, that would be used for ADA-compliant access (15 feet wide) is located on the south side. Like Alternative 1, the bridge would continue to descend at an approximate slope of 10 percent along both paths, matching the slope of the existing bridge.

Under the No-Build Alternative, replacement of the seismically deficient Pier Bridge would not occur. Use of the existing bridge structure by pedestrians, bicyclists, and motorists would continue as it does today. The existing bridge would continue to fail to meet current seismic standards and would not adequately and safely accommodate users during periods of peak demand. The No-Build Alternative serves as a baseline against which the performance and potential environmental impacts of Alternatives 1 and 2 are measured.

BACKGROUND: A Draft EIR/EA for the project was circulated for an extended 94-day public review period from December 11, 2017, to March 15, 2018, and a public meeting was held on January 10, 2018. Substantial comments were received concerning both the range of alternatives under consideration and the perceived impacts associated with those alternatives. Therefore, a reexamination of the alternatives was undertaken, which has resulted in the formulation of the current build alternatives presented in this document. In addition, since release of the Draft EIR/EA, there have been several changes to the existing conditions, resulting in new substantial information. These changes include (1) the identification of new historical resources, such as a new historic district, and designation of Carousel Park as a local City landmark, and (2) the designation of new scenic corridors as part of the City's Final Draft 2018 Land Use Plan of the Local Coastal Program, which has not been certified by the California Coastal Commission. For the reasons stated above, the City of Santa Monica and Caltrans have determined that the Draft EIR/EA should be recirculated for public comment. Revisions to the content of the environmental document have been made to reflect the new range of alternatives and incorporate new information.

WHY THIS NOTICE: A recirculated Draft EIR/EA has been prepared by the lead agencies to determine the potential for environmental impacts due to the project. This notice is provided to inform you that (1) the City of Santa Monica and Caltrans have prepared a recirculated Draft EIR/EA, which describes potential environmental impacts of the Santa Monica Pier Bridge Replacement Project, and (2) invite you to review the recirculated draft EIR/EA and submit any comments you may have on the document and the project to the lead agencies.

ANTICIPATED ENVIRONMENTAL IMPACTS: The Recirculated Draft EIR/EA analyzed potential environmental impacts associated with the project including: Air Quality, Construction Effects, Cumulative Impacts, Relocations, Utilities, Emergency Services, Environmental Justice, Hazards and Hazardous Materials, Water Quality/Stormwater Runoff, Hydrology and Floodplain, Geology/Soils/Seismicity, Noise, Cultural Resources, Paleontology, Biological Environment/Resources, Visual/Aesthetics, Land Use, Growth, Community Character and Cohesion, and Traffic/Transportation/Circulation. With mitigation, the project is not anticipated to result in adverse or significant impacts to the environment.

HAZARDOUS SUBSTANCES OR WASTES SITE LISTING: The project site is not listed on any of the sites enumerated under Section 65962.5 of the California Government Code, which identify sites known to contain hazardous waste facilities, land designated as hazardous waste property, hazardous waste disposal sites and others.

PUBLIC REVIEW PERIOD, PUBLIC PRESENTATION, and HOW TO GET INVOLVED: An extended 49-day public review period (minimum 45-day required by CEQA) will be provided for all interested persons to submit comments on the adequacy of the Recirculated Draft EIR/EA. **The comment period will start on September 22, 2022 and end at 5:30 p.m. on November 10, 2022.** Your comments will be made part of the public record, and all comments on environmental issues will be addressed in the final EIR/EA. Written comments should be sent to:

Omeed Pour, P.E., Civil Engineer
City of Santa Monica, Engineering and Street Services Division
1685 Main Street, Mail Stop 15, Santa Monica, CA 90401
Email: Omeed.Pour@Santamonica.gov

Although not required by CEQA, a Public Presentation will be held at 6:30pm on October 13th, 2022 at Santa Monica Institute (SMI) Training Room, 330 Olympic Drive, Santa Monica, CA 90401 to present the project and to collect written comments on the recirculated Draft EIR/EA.

NOTICE OF AVAILABILITY OF ENVIRONMENTAL DOCUMENTATION:

The recirculated Draft EIR/EA and related documents are available for public review at the following locations:

- Caltrans District 7, 100 S. Main Street, Los Angeles, CA 90012;
- Santa Monica Main Library, 601 Santa Monica Boulevard, Santa Monica, CA 90401;
- Ocean Park Branch Library, 2601 Main Street, Santa Monica, CA 90405.

The recirculated Draft EIR/EA document may also be viewed online and downloaded at the following website:
<https://www.santamonica.gov/santa-monica-pier-bridge-replacement-project>