

Santa Monica Pier Bridge Replacement Project

Public Scoping Meeting
Draft Environmental Impact Report (EIR)/Environmental Assessment (EA)
10/30/2019 – 5:30 pm – 8:00 pm
Ken Edwards Center

Presented by:

- Omeed Pour – City of Santa Monica, Civil Engineer
- Rachel Kwok – City of Santa Monica, Environmental Planner
- Peter Smith – TY Lin, Senior Bridge Engineer
- Gary Petersen – ICF, Project Director

Agenda:

- Overview of Project
- Recent History
- Alternatives
- CEQA/NEPA Overview
- Resource Areas to be Analyzed
- Next Steps

Project Location



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Existing Site Photos



Project:

- Purpose:
 - Providing a bridge that would be structurally sound and seismically resistant, with a 75 year design life.
 - Ensuring adequate and safe access to the pier by all users, including pedestrians, persons with limited mobility, bicyclists, motorists, delivery and emergency vehicles.
 - While improving bicycle and pedestrian access to the pier, preserving the historic character of the pier and adjacent historic resources near Colorado Avenue, including the pier entrance sign and Palisades Park.
 - Minimizing impacts to scenic views of the ocean and beach front.
 - Minimizing impacts to the public during construction.

Recent History:

- Draft Environmental Impact Report/Environmental Assessment publicly circulated from December 11, 2017 through March 15, 2018.
 - Alternative 1 – New Wider Replacement Bridge (Temporary vehicular bridge at Moss Avenue)
 - ADA Option A – Use of Elevators for ADA Compliance, touchdown on Pier
 - ADA Option B – ADA Semi-Circular Walk-path
 - Alternative 2 – New Wider Replacement Bridge (Temporary vehicular bridge at Parking Lot 1 North)
 - ADA Option A – Use of Elevators for ADA Compliance, touchdown on Pier
 - ADA Option B – ADA Semi-Circular Walk-path
 - Alternative 3 – Two Bridge Solution. Pedestrian/Emergency Vehicle Bridge, and a Permanent Vehicular Bridge on Moss Avenue over Ocean Front Walk- Locally Preferred Alternative
 - ADA Option A – Use of Elevators for ADA Compliance, touchdown on Pier
 - ADA Option B – ADA Semi-Circular Walk-path
- Locally Preferred Alternative was deemed infeasible due to the following reasons;
 - On September 13, 2018, the City Landmarks Commission officially designated Carousel Park a local Landmark.
 - On October 9, 2018, the City Council adopted the Land Use Plan of the Local Coastal Program, which officially designated Ocean Front Walk as a Scenic Corridor.
 - Public comments received regarding the range of alternatives analyzed in the Draft EIR/EA
- City Developed 8 New Alternatives

Alternatives Being Considered

Alternative:	Description:	ADA Route:	New ADA Width:	Walkway Slope:
1	In-Kind Replacement - Sidewalk on North Side	→ Upgrade/Enhance Existing Routes	N/A	10%
2	In-Kind Replacement - Sidewalk on South Side			
3	ADA Path on North Side	→ On Bridge with Elevators, Touchdown on Pier	10'	10% and 5% ADA
*4	ADA Path on South Side			
5	ADA Path on South Side	→ On Bridge with Elevators, Touchdown on Pier	15'	5% ADA
6	ADA Path on North Side			
7	ADA Path on South Side	→ On Bridge with Elevators, Touchdown on Pier	10'	10% and 5% ADA
8	ADA Path on North Side			

*Locally Preferred Alternative



Alternative #1: In-Kind Replacement (Northside Sidewalk)



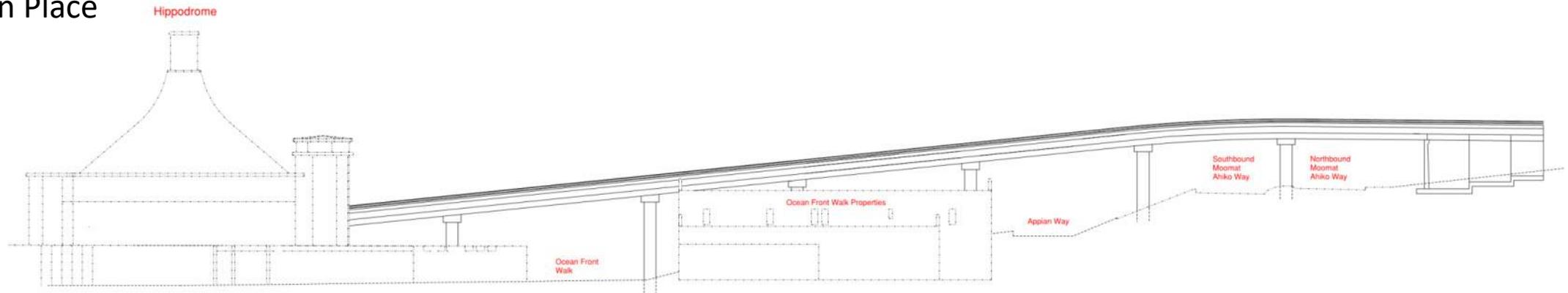
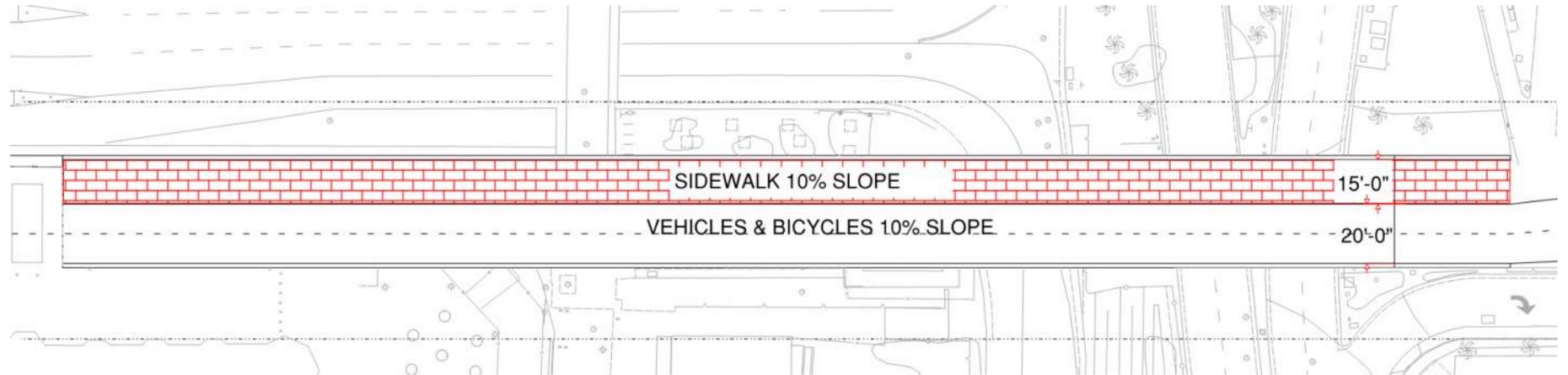
Alt.	ADA Path Width	Sidewalk Width	Vehicular Width
1	N/A	15'	20'

ADA Route:

- Upgrade/Enhance Existing Routes

Pier Sign:

- Protect in Place



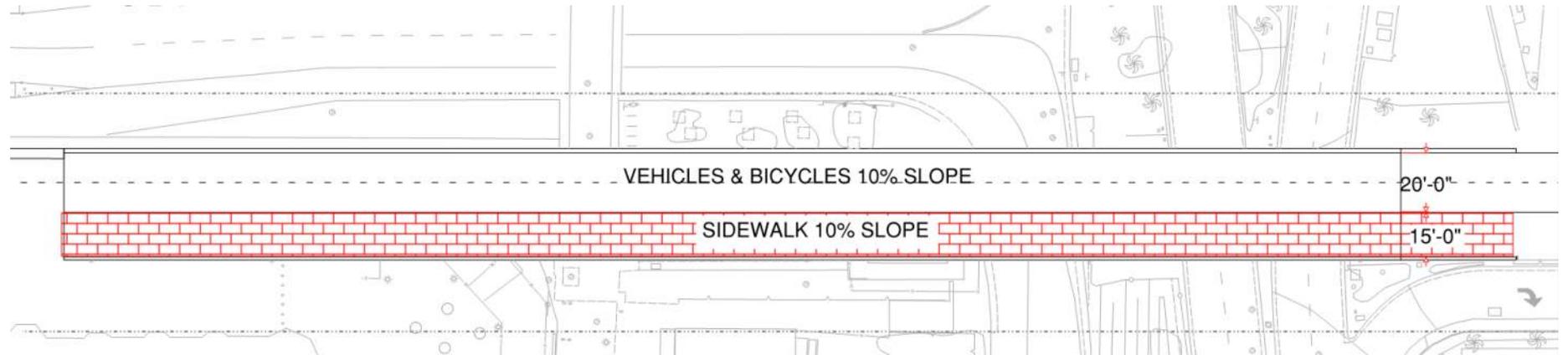
Alternative #2: In-Kind Replacement (Southside Sidewalk)



Alt.	ADA Path Width	Sidewalk Width	Vehicular Width
2	N/A	15'	20'

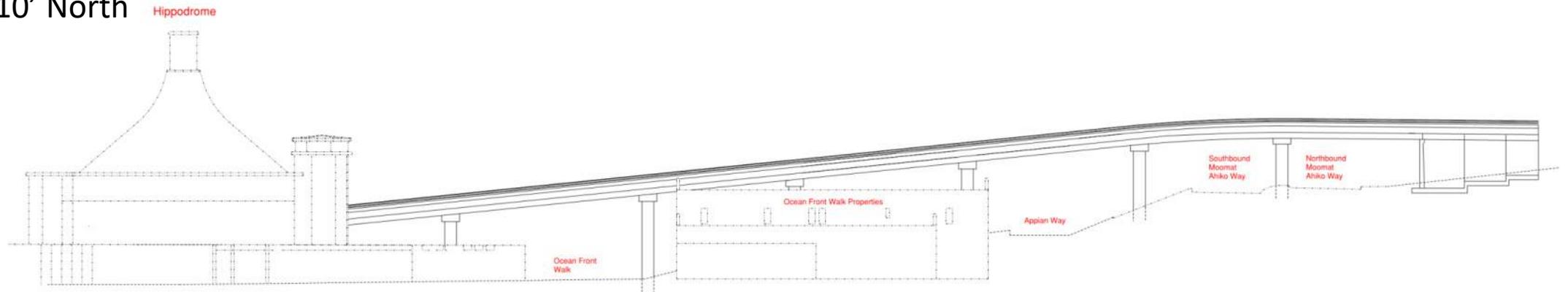
ADA Route:

- Upgrade/Enhance Existing Routes



Pier Sign:

- Relocate ~10' North



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



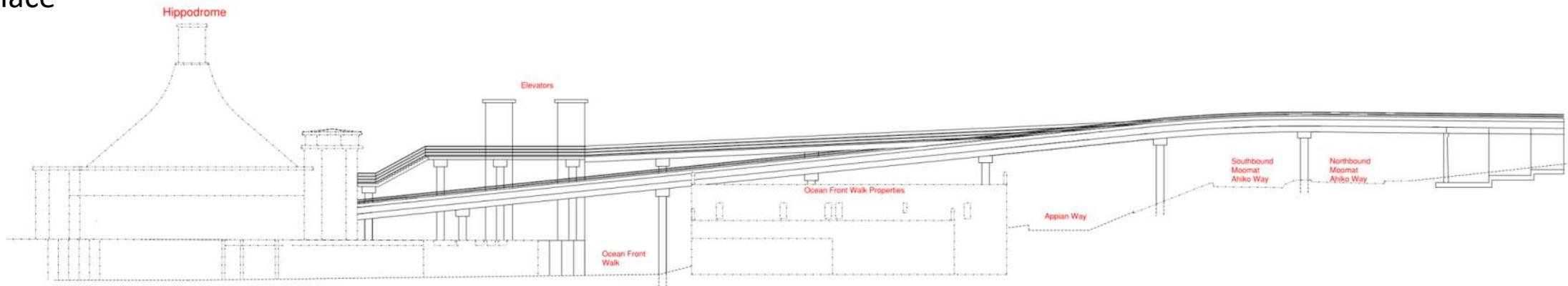
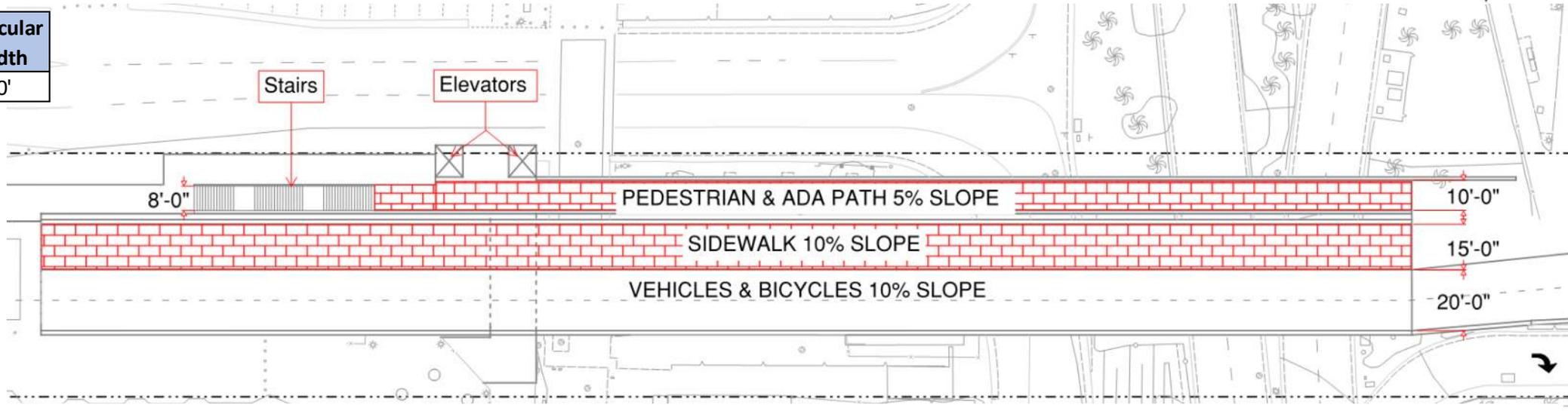
Alt.	ADA Path Width	Sidewalk Width	Vehicular Width
3	10'	15'	20'

ADA Route:

- 10' Wide Path to Elevators on Pier

Pier Sign:

- Protect in Place



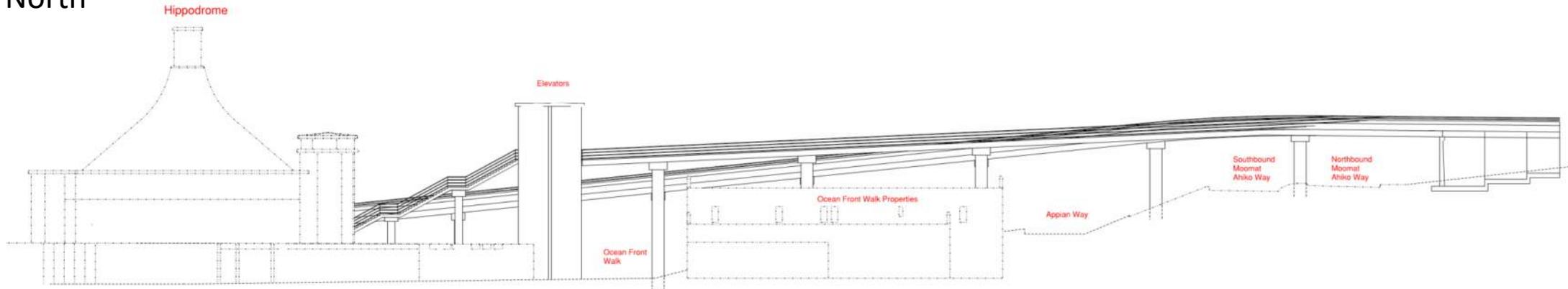
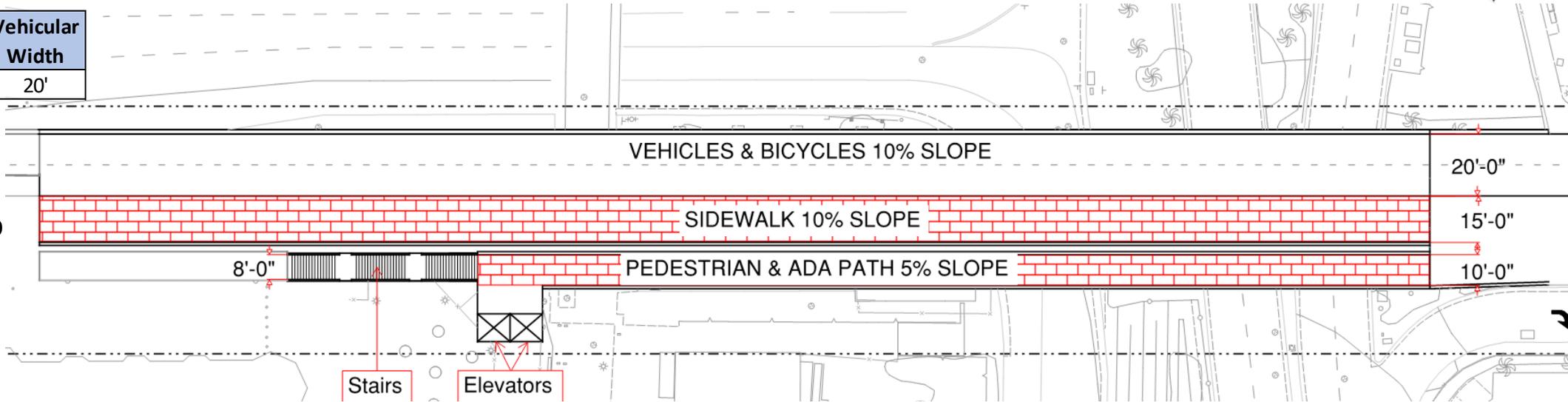
Alternative #4: In-Kind Replacement with Southside Pedestrian/ADA Path



Alt.	ADA Path Width	Sidewalk Width	Vehicular Width
4	10'	15'	20'

ADA Route:
- 10' Wide Path to Elevators on Pier

Pier Sign:
- Relocate ~22' North



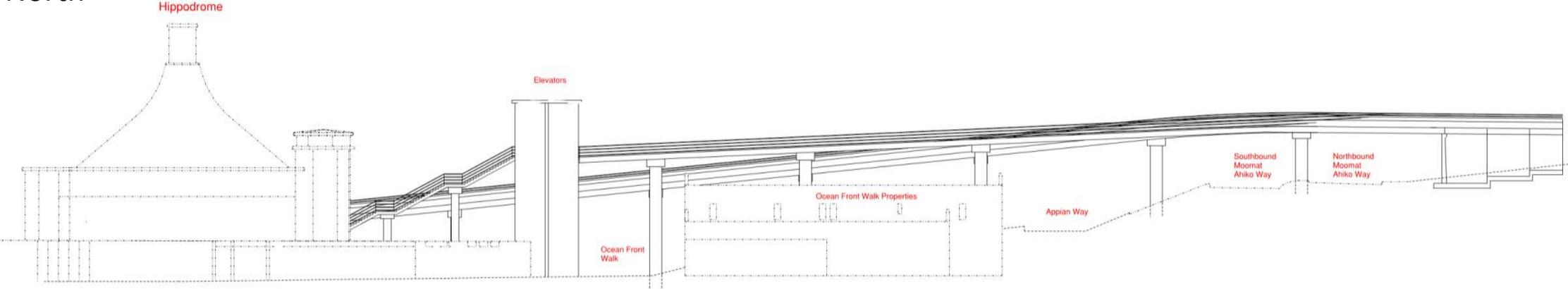
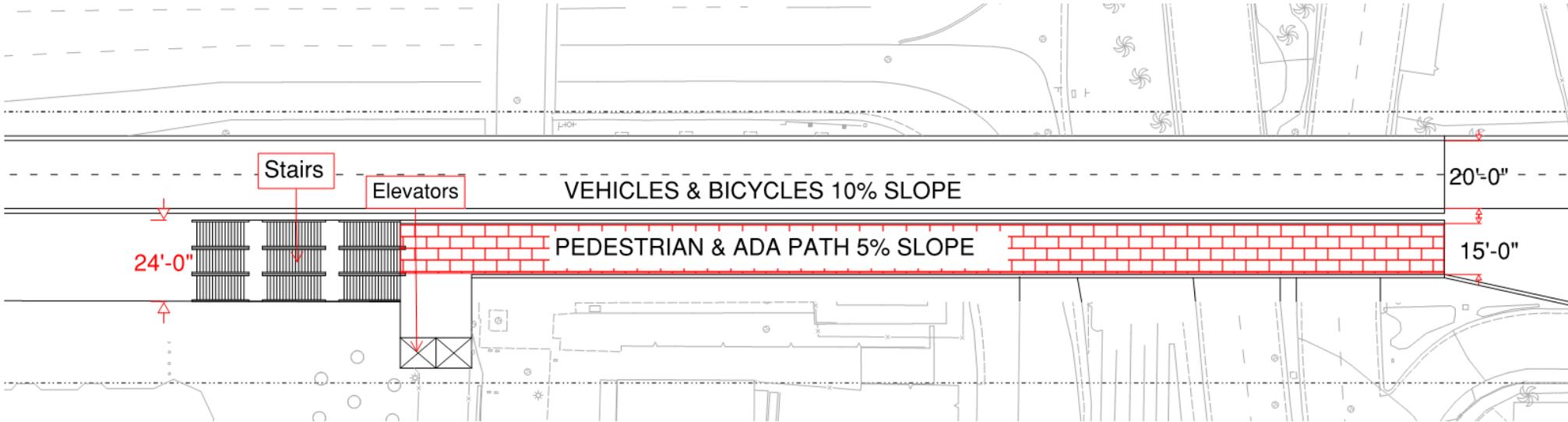
Alternative #5: Narrow Pier Bridge Replacement with Southside Pedestrian/ADA Path



Alt.	ADA Path Width	Sidewalk Width	Vehicular Width
5	15'	N/A	20'

ADA Route:
 - 15' Wide Path to Elevators on Pier

Pier Sign:
 - Relocate ~22' North



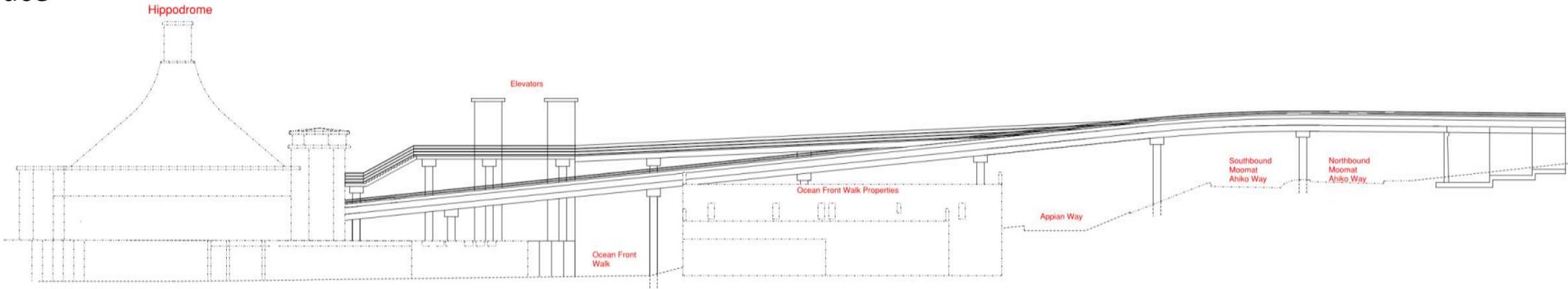
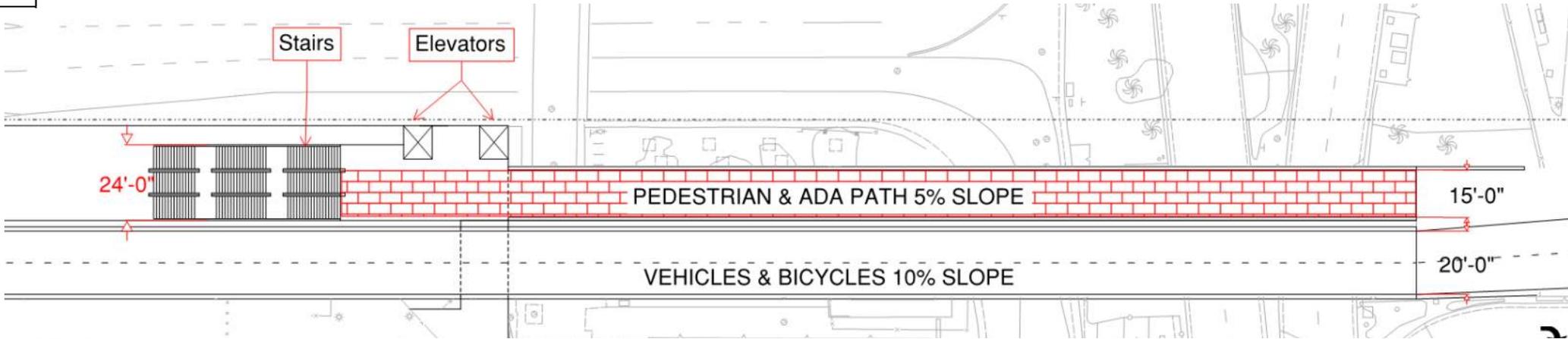
Alternative #6: Narrow Pier Bridge Replacement with Northside Pedestrian/ADA Path



Alt.	ADA Path Width	Sidewalk Width	Vehicular Width
6	15'	N/A	20'

ADA Route:
 - 15' Wide Path to Elevators on Pier

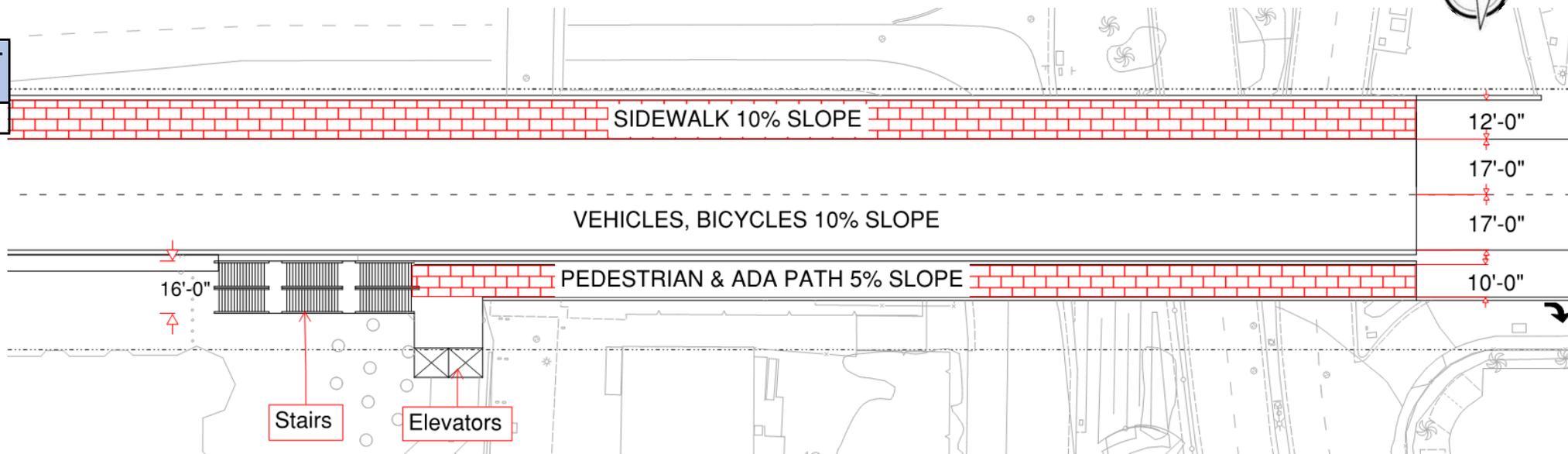
Pier Sign:
 - Protect in Place



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



Alt.	ADA Path Width	Sidewalk Width	Vehicular Width
7	10'	12'	34'

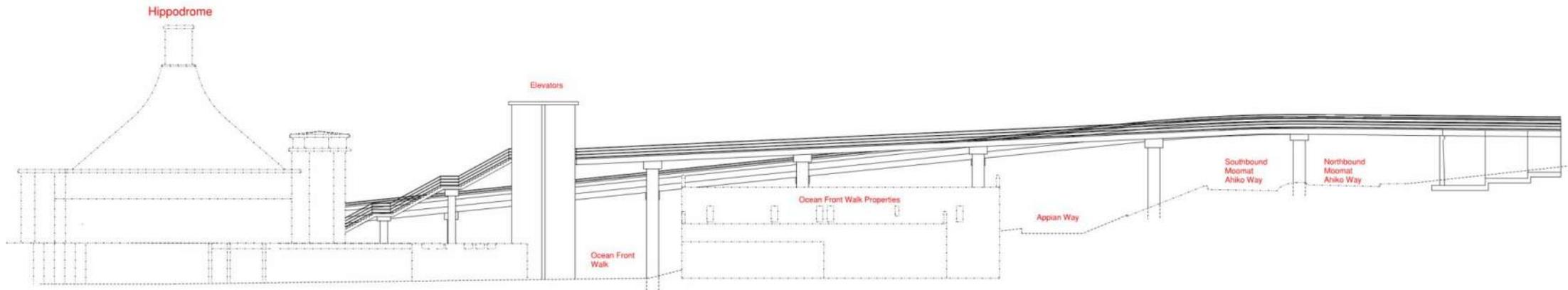


ADA Route:

- 10' Wide Path to Elevators on Pier

Pier Sign:

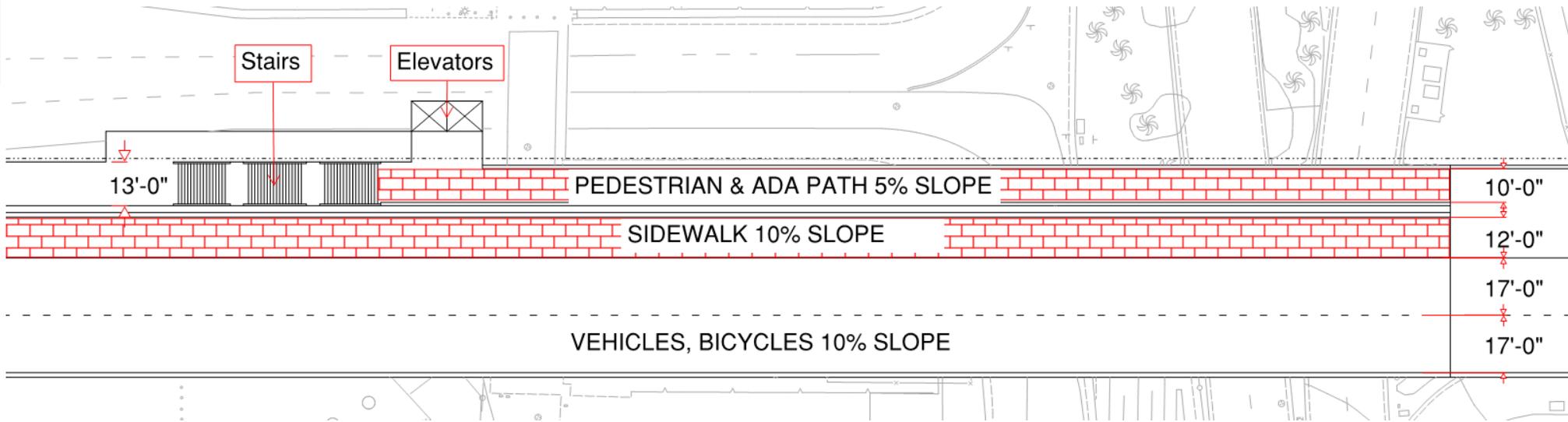
- Relocate ~8' North



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

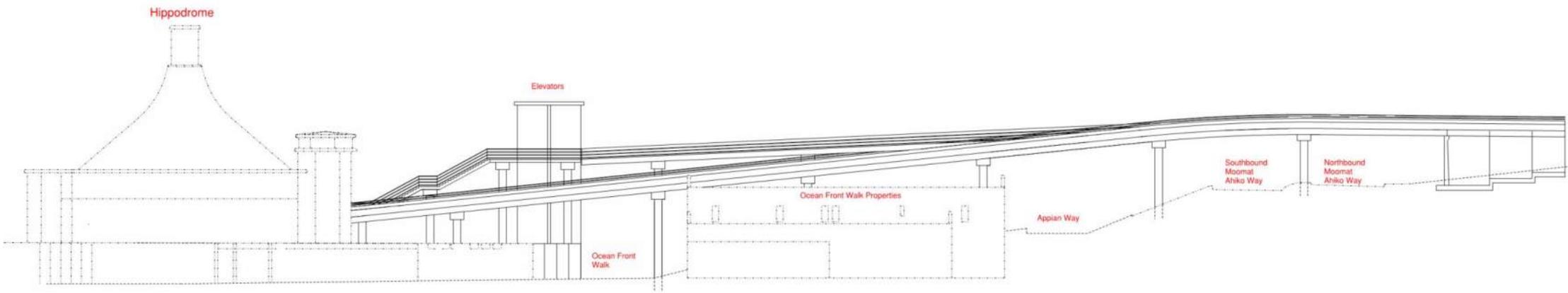


Alt.	ADA Path Width	Sidewalk Width	Vehicular Width
8	10'	12'	34'



ADA Route:
 - 10' Wide Path to Elevators on Pier

Pier Sign:
 - Relocate ~7' South



Environmental Process:

NOP Filing Date: October 22, 2019

CEQA Lead Agency: City of Santa Monica

NEPA Lead Agency: California Department of Transportation

Purpose of Notice of Preparation

- Announce that an REIR/EA has been initiated
- Describe the proposed project
- Provide information on known or likely environmental effects of the project
- Start Scoping Process

Purpose of Scoping Period

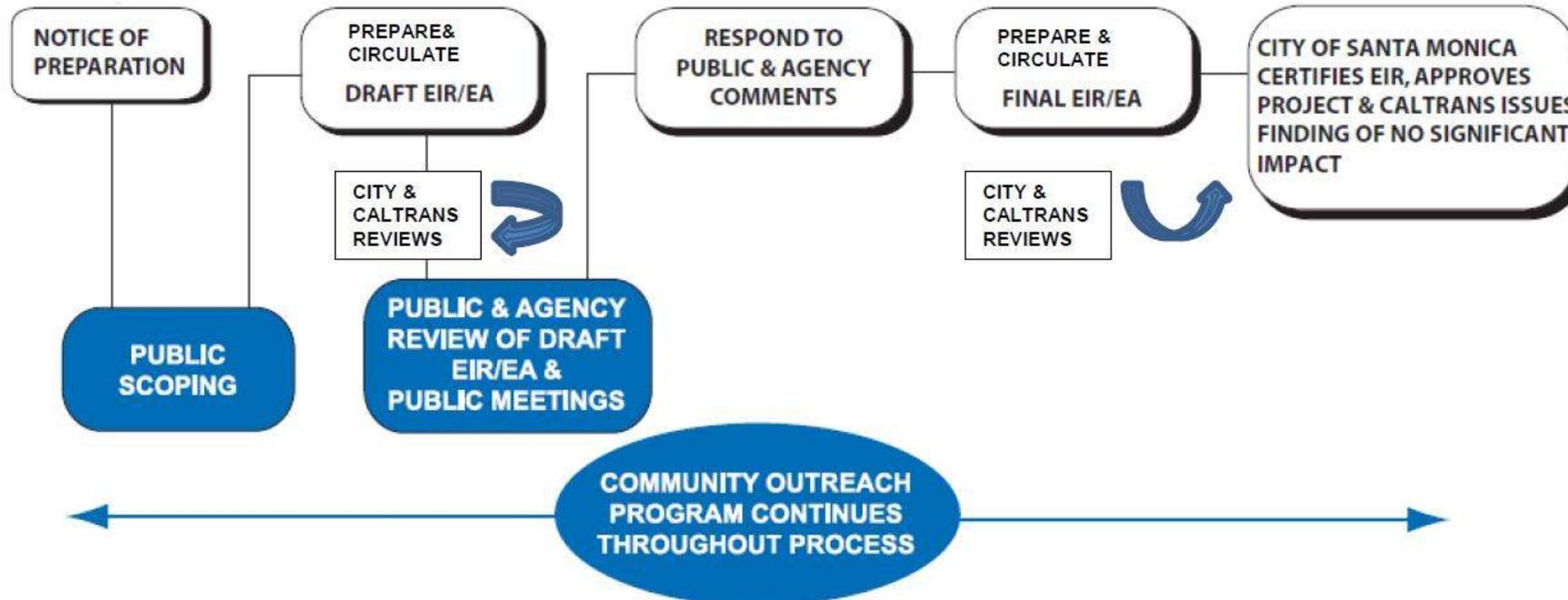
- Obtain agency and public input on scope and content of the REIR/EA
- Identify range of actions, alternatives, mitigation measures, and significant effects to be analyzed in the REIR/EA
- Identify potential issues early in the environmental review process





SANTA MONICA PIER BRIDGE REPLACEMENT PROJECT

THE ENVIRONMENTAL IMPACT REPORT (EIR)/ ENVIRONMENTAL ASSESSMENT (EA) & SECTION 4(f) PROCESS



 Opportunities for public input and participation



Resource Areas to be Analyzed in REIR/EA

- Aesthetics / Visual
- Air Quality
- Construction Impacts
- Cultural Resources /Section 4(f) Evaluation
- Geology / Soils
- Greenhouse Gas Emissions
- Hydrology / Water Quality
- Land Use / Planning
- Hazards and Hazardous Materials
- Noise
- Public Services/Recreation
- Tribal Resources
- Transportation
- Utilities / Service Systems
- Energy
- Biological Environment
- Cumulative Impacts
- Growth Inducing

Next Steps:

- October 22, 2019 – Submit Notice of Preparation (NOP)
- October 30, 2019 – Hold NOP Scoping Meeting
- Late 2019 - Prepare Draft Environmental Impact Report/Environmental Assessment (EIR/EA)
- Early Spring 2021 – Circulate Draft EIR/EA
- Early 2022 - Certify Final EIR/EA and File Notice of Determination
- 2022 – Begin Bridge Design
- 2024 – Complete Bridge Design
- 2024 – Advertise Project
- 2025 – Award Project
- 2025 – Begin Construction
- 2027 – Complete Construction

Online Resources:

www.smgov.net/smpierbridge

Deadline for comments in writing,
by 5:30 p.m. on November 26, 2019

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