

CALIFORNIA COASTAL COMMISSION
South Coast Area Office
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Long Beach, CA 90802-4302
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Permit Application No. **5-10-197**
Date: October 27, 2010
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ADMINISTRATIVE PERMIT

APPLICANT: City of Newport Beach, Department of Public Works; Attn: Lloyd Dalton

AGENT: Dokken Engineering; Attn: Namat Hosseinion

PROJECT DESCRIPTION: Seismic retrofit an existing pedestrian bridge including reinforcement of bridge abutments, deck and support columns.

PROJECT LOCATION: Goldenrod Avenue Pedestrian Bridge Overcrossing, Newport Beach (Orange County)

EXECUTIVE DIRECTOR'S DETERMINATION: The findings for this determination, and for any special conditions, appear on subsequent pages.

NOTE: P.R.C. Section 30624 provides that this permit shall not become effective until it is reported to the Commission at its next meeting. If one-third or more of the appointed membership of the Commission so request, the application will be removed from the administrative calendar and set for public hearing at a subsequent Commission meeting. Our office will notify you if such removal occurs.

This permit will be reported to the Commission at the following time and place:

Wednesday, November 17, 2010
8:00 am
Annenberg Community Beach House
415 Pacific Coast Highway
Santa Monica, CA 90402

IMPORTANT - Before you may proceed with development, the following must occur:

Pursuant to 14 Cal. Admin. Code Sections 13150(b) and 13158, you must sign the enclosed duplicate copy acknowledging the permit's receipt and accepting its contents, including all conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgement and evidence of compliance with all special conditions, we will send you a Notice of Administrative Permit Effectiveness.

BEFORE YOU CAN OBTAIN ANY LOCAL PERMITS AND PROCEED WITH DEVELOPMENT, YOU MUST HAVE RECEIVED BOTH YOUR ADMINISTRATIVE PERMIT AND THE NOTICE OF PERMIT EFFECTIVENESS FROM THIS OFFICE.

PETER DOUGLAS
Executive Director

By: Fernie Sy
Title: Coastal Program Analyst II

STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Interpretation. Any questions of intent or interpretation of any term or condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS: See pages four to five.

EXECUTIVE DIRECTOR'S DETERMINATION (continued):

The Executive Director hereby determines that the proposed development is a category of development, which, pursuant to PRC Section 30624, qualifies for approval by the Executive Director through the issuance of an Administrative Permit. Subject to Standard and Special Conditions as attached, said development is in conformity with the provisions of Chapter 3 of the Coastal Act of 1976 and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act. If located between the nearest public road and the sea, this development is in conformity with the public access and public recreation policies of Chapter 3.

FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION:

A. Project Description and Location

The subject site is the Goldenrod Avenue Pedestrian Bridge Overcrossing and is located in an established residential neighborhood in the City of Newport Beach, the community of Corona Del Mar, approximately 1-mile north of the Pacific Ocean and the mouth of Newport Bay (Exhibits #1-2). The pedestrian bridge was constructed in 1928 and is an 8.7-foot wide by 240-foot long reinforced concrete bridge spanning over Bayside Drive and Bayside Drive Park. The pedestrian bridge is supported on square concrete columns and founded on concrete pedestal-type footings. Single-family homes are located adjacent to the project limits on the north and south sides of the project. Bayside Drive runs west to east through the project area. Goldenrod Avenue terminates at the north side of the project area, where it becomes the pedestrian bridge over Bayside Drive. The pedestrian bridge connects to Goldenrod Avenue on the south end where Goldenrod Avenue continues on toward the ocean. There is a stairway that leads from the north end of Goldenrod Avenue down to the landscaped area along Bayside Drive under the pedestrian bridge.

The proposed project takes place upon a *pedestrian bridge overcrossing*, which is not considered a *public road facility*, such as a street. Therefore, the proposed project is not considered exempt under the *1978 Repair, Maintenance and Utility Hook-Up Exclusions from Permit Requirements*. Thus, a Coastal Development Permit is required.

The proposed project is limited to seismic retrofit that will ensure structural stability and eliminate collapse potential during an earthquake, consisting of the following: 1) construct shear keys at both abutments that are attached to the existing abutment foundation; 2) provide longitudinal restrainers under the deck slab between the girders at the two superstructure joints at Bents 3 and 5; and 3) strengthen bent caps at the top of the columns (Exhibits #3). Only hand held hydraulic driven equipment should be needed for work at the abutments under the bridge. The Goldenrod Avenue cu-de-sacs behind the abutments at each end of the bridge will be used as a temporary storage area for compressors, concrete pumps and material delivery. Grading will consist of 28 cubic yards of cut and fill for recompaction purposes to install abutment shear keys in front of the existing abutments. Ground cover and ornamental vegetation will be impacted by the proposed project.

Bridge work at the abutments, expansion joints, and the bent caps will likely require temporary intermittent pedestrian overcrossing closures while work is taking place. Closure to pedestrian traffic on the bridge may last up to 4 hours during the day. During these periods, the pedestrian traffic may be detoured to Fernleaf Avenue to the west of Goldenrod Avenue southwest of the bridge, across Bayside Drive at grade to the alley between Goldenrod Avenue and Fernleaf Avenue northwest of the bridge. A temporary pedestrian crosswalk across Bayside Drive will be provided that will include temporary advance warning signs and possibly a flagman/crossing guard. No road closures will be required. Public access to the beach will continue to be provided at the southern end of Goldenrod Avenue (Exhibits #1-2). This beach access will not be adversely impacted by the proposed project.

The proposed project has received an approval-in-concept from the City of Newport Beach Planning Department (No. 0589-2007).

Section 30600(c) of the Coastal Act provides for the issuance of coastal development permits directly by the Commission in regions where the local government having jurisdiction does not have a certified Local Coastal Program. The City of Newport Beach only has a certified Land Use Plan and has not exercised the options provided in 30600(b) or 30600.5 to issue its own permits. Therefore, the Coastal Commission is the permit issuing entity and the standard of review is Chapter 3 of the Coastal Act. The certified Land Use Plan may be used for guidance.

B. Water Quality

The proposed work will be occurring on, within, or adjacent to coastal waters. The storage or placement of construction material, debris, or waste in a location where it could be discharged into coastal waters would result in an adverse effect on the marine environment. To reduce the potential for construction related impacts on water quality, the Commission imposes special conditions requiring, but not limited to, the appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters. To reduce the potential for post-construction impacts to water quality the Commission requires the continued use and maintenance of post construction BMPs. As conditioned, the Commission finds that the development conforms to Sections 30230 and 30231 of the Coastal Act.

C. Public Access

As conditioned, the proposed development will not have any new adverse impact on public access to the coast or to nearby recreational facilities. Thus, as conditioned, the proposed development conforms with Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

D. Local Coastal Program

The LUP for the City of Newport Beach was effectively certified on May 19, 1982. At the October 2005 Coastal Commission Hearing, the certified LUP was updated. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified Land Use Plan for the area. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3.

E. California Environmental Quality Act (CEQA)

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

SPECIAL CONDITIONS:

1. CONSTRUCTION BEST MANAGEMENT PRACTICES

A. The permittees shall comply with the following construction-related requirements:

- (1) No construction materials, debris, or waste shall be placed or stored where it may be subject to wave, wind, rain, or tidal erosion and dispersion;
- (2) Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of the project;
- (3) Construction debris and sediment shall be removed from construction areas each day that construction occurs to prevent the accumulation of sediment and other debris which may be discharged into coastal waters;
- (4) Erosion control/sedimentation Best Management Practices (BMP's) shall be used to control dust and sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into coastal waters; and
- (5) All construction materials, excluding lumber, shall be covered and enclosed on all sides, and as far away from a storm drain inlet and receiving waters as possible.

B. Best Management Practices (BMPs) designed to prevent spillage and/or runoff of construction-related materials, sediment, or contaminants associated with construction activity shall be implemented prior to the on-set of such activity. Selected BMPs shall be maintained in a functional condition throughout the duration of the project. Such measures shall be used during construction:

- (1) The applicants shall ensure the proper handling, storage, and application of petroleum products and other construction materials. These shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. It shall be located as far away from the receiving waters and storm drain inlets as possible;
- (2) The applicants shall develop and implement spill prevention and control measures;
- (3) The applicants shall maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks shall be disposed of at a location not subject to runoff and more than 50-feet away from a storm drain, open ditch or surface water; and
- (4) The applicants shall provide adequate disposal facilities for solid waste, including excess concrete, produced during construction.

2. PEDESTRIAN OVERCROSSING DETOUR PATH

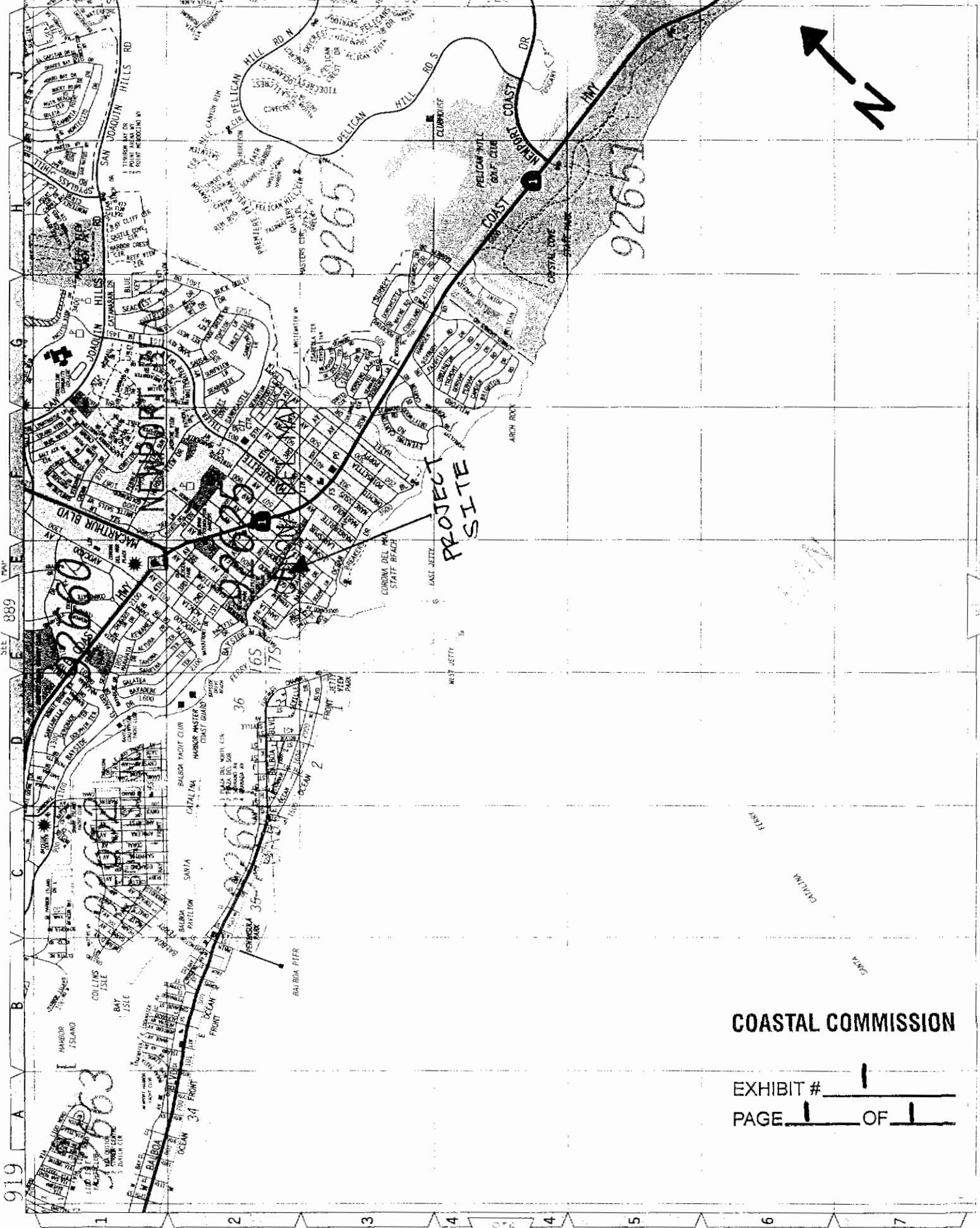
The applicant shall conform with the described pedestrian overcrossing detour plan discussed in Attachment "A" of the submitted application received on August 19, 2010. Any proposed changes to the approved plan shall be reported to the Executive Director. No changes to the approved plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS:

I/We acknowledge that I/we have received a copy of this permit and have accepted its contents including all conditions.

Applicant's Signature

Date of Signing



92657

92657

PROJECT SITE

SEE 889 MAP

SEE V1 MAP

919

ORANGE CO. MAP

SEE 918 MAP

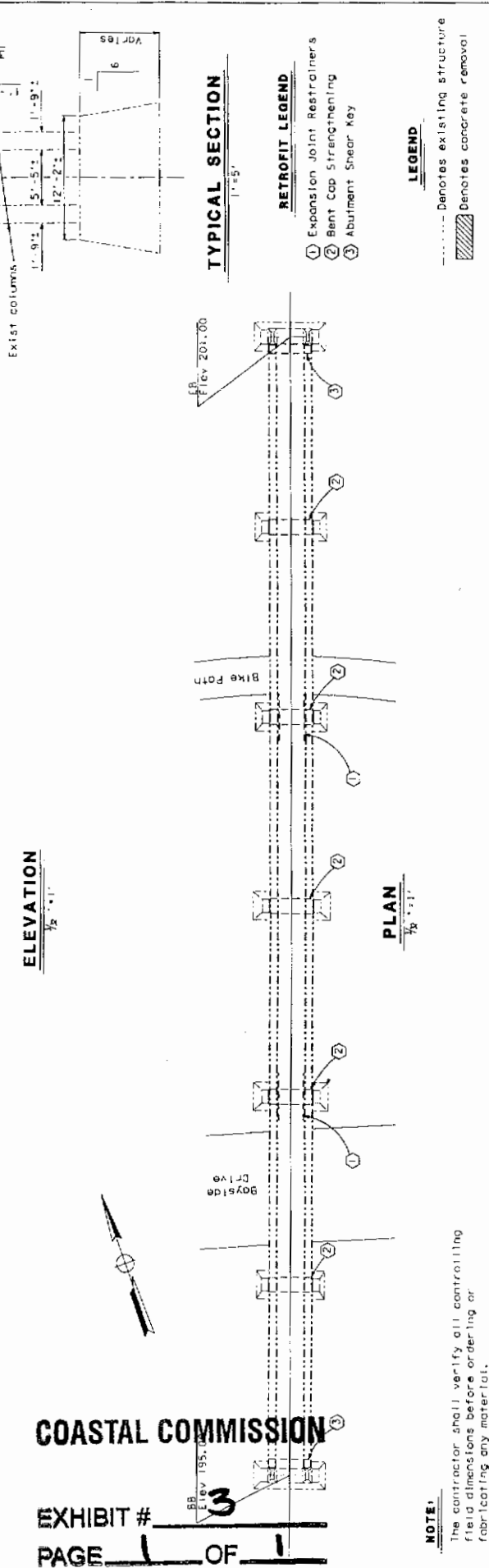
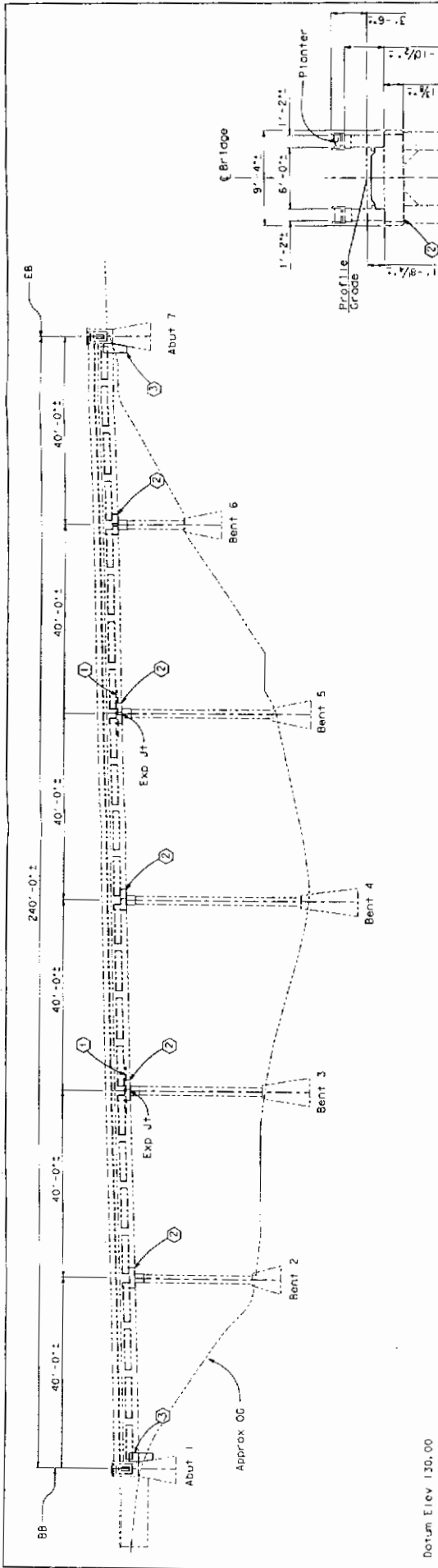
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EXHIBIT # 1
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COASTAL COMMISSION

EXHIBIT # 2
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TYPICAL SECTION
1" = 5'

- RETROFIT LEGEND**
- ① Expansion Joint Restrainers
 - ② Bent Cap Strengthening
 - ③ Abutment Shear Key

LEGEND

- Denotes existing structure
- ▨ Denotes concrete removal

NOTE:
The contractor shall verify all controlling field dimensions before ordering or fabricating any material.

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EXHIBIT # 3
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	PREPARED FOR THE CITY OF NEWPORT BEACH	SHEET OF DATE 9-30-05 DWG. NO.
	NEWPORT SEISMIC STUDY GOLDENROD AVENUE POC (BR. NO. 55C015)	APPROV. DATE 2/17/2007