

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



May 5, 2008

W 23b**ADDENDUM**

TO: Commissioners and Interested Persons

FROM: South Coast District Staff

SUBJECT: Permit No. 5-07-428 (CDFG), Item No. W 23b, Scheduled for Hearing on Wednesday, May 7, 2008 in Marina del Rey, CA.

The attached letters were received in the Commission's South Coast District office. A letter from Amigos de Bolsa Chica and a letter from the Bolsa Chica Land Trust both support the pedestrian bridge project as proposed. In addition, 180 copies of the attached post card supporting the bridge were received.

A fourth letter, from OPAC Consulting Engineers, dated April 30, 2008, described an alternative design to the proposed pedestrian bridge design.



Amigos de Bolsa Chica

P.O. Box 1563 Huntington Beach, CA 92647

Phone / Fax 714 840 1575 Info@amigosdebolsachica.org www.amigosdebolsachica.org

Agenda Item **W 23b**

April 30, 2008

Mr. Patrick Kruer, Chair
Members of the Commission
California Coastal Commission
200 Oceangate – 10th Floor
Long Beach, CA 90802-4416

Via FAX (562) 590-5084

RE: Item W 23b. Construction of a pedestrian bridge over the Warner Channel

Dear Mr. Kruer and Members of the Commission:

This letter expresses our full support for the construction of a pedestrian bridge over the Warner channel in Bolsa Chica. Those of us who have been conducting tours of the Bolsa Chica wetland from the Warner Ave. parking lot for several years hold our breath and cross our fingers each time we lead a group of youngsters or adults to the trailhead on the other side of the channel. That requires crossing the Warner Avenue bridge in the bicycle lane, and while we place traffic cones along the road to alert drivers, foam traffic cones will not stop a distracted driver from entering the bike lane.

A pedestrian bridge has been critically needed for many years and we have finally been able to accumulate sufficient funds from public and private sources for its construction. We ask you to approve the staff's recommendation so the plan can go forward. Please do not delay this vital project.

Sincerely,

David Carlberg, President



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South Coast Region

MAY - 2 2008

CALIFORNIA
COASTAL COMMISSION
W-23b

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Dr. Gerald Chapman
Vice President
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April 29, 2008

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California Coastal Commission
Coastal Commissioners and Staff
200 Oceangate, #1000
Long Beach, CA 90802-4302

Dear Chairman Kruer,

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The Bolsa Chica Land Trust supports the Department of Fish and Game application #5-07-428 to construct a pedestrian bridge at the Bolsa Chica.

This much needed footbridge will enhance public access. It will ensure the public safety of all those who visit Bolsa Chica and provide access to the beauty and natural wonder of this special ecosystem. The bridge will link the trail system on each side of outer Bolsa bay at the north parking lot on Warner Ave.

ENDORSEMENTS

Amigos de Bolsa Chica
Algalita Marine Research
Foundation
Anza Borrego Foundation
Ballona Wetlands Land
Trust
City of Huntington Beach
Friends of Harbors,
Beaches and Parks
Huntington Beach
Wetlands Conservancy
Huntington Beach Tomorrow
Orange Coast League of
Women Voters
Orange County
Coastkeeper
Peninsula Open Space Trust
Sea and Sage Audubon
Sierra Club
Angeles Chapter
Surfrider Foundation

We urge you to support this important project.

Sincerely,


Gerald Chapman

4/29/08

W23b

Mr. Patrick Krueger, Chair
Members of the Commission
California Coastal Commission
200 OceanGate - 10th Floor
Long Beach, CA 90802-4416

FAX (562) 590-5084

Dear CCC members and staff:

I support the staff recommendation of approval for item W23b including the two conditions as specified.

I continue to appreciate the diligent work of the CCC staff and that of the members of the California Coastal Commission. It continues to be important to save as much as possible of natural coastal areas for future generations to enjoy.

Sincerely,



Larry Eaton
5332 Kenilworth Dr
Huntington Beach, CA 92649

RECEIVED
South Coast Region

APR 29 2008

CALIFORNIA
COASTAL COMMISSION

Dear Coastal Commissioners and Staff

Please approve the agenda item regarding the construction of a pedestrian footbridge at Bolsa Chica over outer Bolsa Bay.

It is critical for public safety that the bridge be built as soon as possible. Currently, the only way for the public to visit Bolsa Chica from the north parking lot is to venture out onto Warner Ave. and cross the bridge with the traffic. The current path is only 5 feet wide. It is very dangerous.

The funding is available. The public safety is at risk every day the footbridge project is delayed.

Sincerely,

Grace San

180 Copies received
as of 5/5/08

OPAC CONSULTING ENGINEERS

315 Bay Street, 2nd Floor, San Francisco, CA 94133, U.S.A. Phone 415-989-4551 Fax 415-989-4135

April 30, 2008

California Coastal Commission
Peter Douglas, Executive Director
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

Subject: Stressed Ribbon Pedestrian Bridges

Dear Mr. Douglas,

We had an opportunity to develop a stressed ribbon alternative to the through truss proposed for a pedestrian bridge over the Warner Channel in the Bolsa Chica Ecological Reserve. A stressed ribbon bridge is feasible at that location, but further studies are needed to assess its cost effectiveness.

The so-called "stressed ribbon" bridge is simply a prestressed concrete slab enclosing high strength steel tendons draped between two concrete anchor blocks. The anchor blocks are secured to the ground with high-strength steel soil anchors. Its main advantage is that it has a shallower profile than other bridge types.

Examples of stressed ribbon bridges can be found at these URLs:

<http://tinyurl.com/56uu8y>

<http://tinyurl.com/5hw17u>

<http://tinyurl.com/5ovleh>

A stressed ribbon bridge may not be suitable for the Warner Channel Pedestrian Bridge because of the poor site soils. However, the stressed ribbon bridge type is suitable at other locations within the Coastal Zone, particularly where sound rock is available to secure the anchor blocks.

We would be happy to discuss this bridge type in more detail with Commission staff at their convenience. Please feel free to contact us at the phone number above.

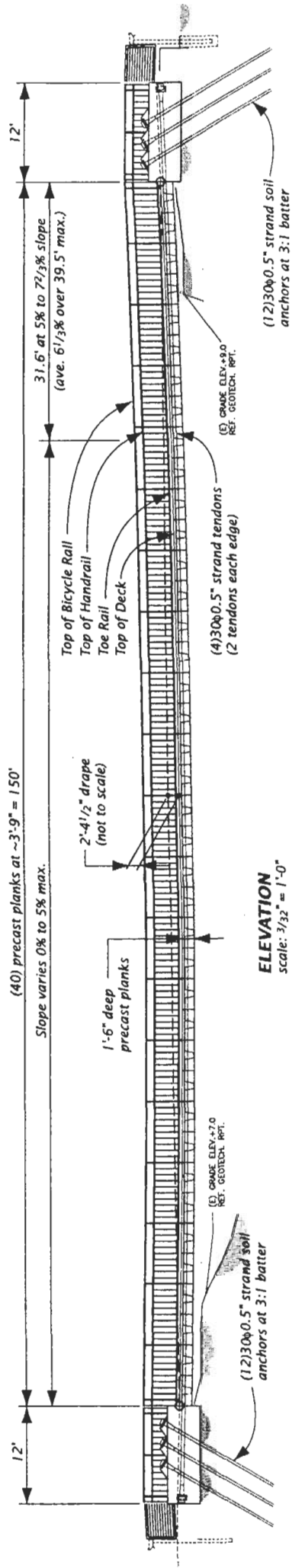
Sincerely Yours,
OPAC Consulting Engineers

Francis Drouillard, PE
(415)989-4551, x213

Attachments

Hanger Pins at
closure trough

Precast Plank no scale

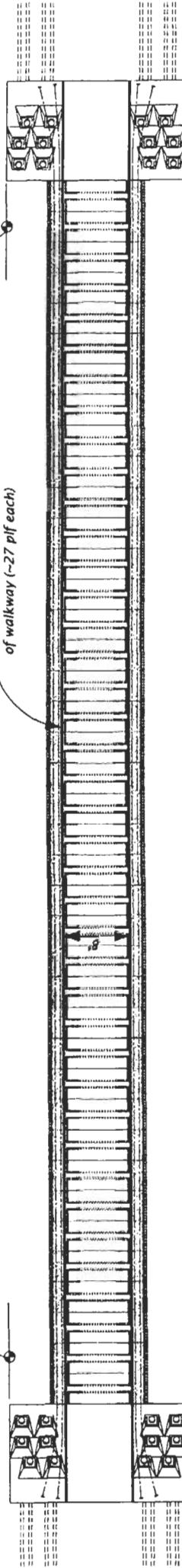


COORDINATES	
PT 1	TBD
PT 2	TBD

COORDINATE
PT. NO. 1

COORDINATE
PT. NO. 2

Tubular Handrail each side
of walkway (~27 plf each)



Estimated Conceptual Design Quantities:

45 CY of precast concrete ($f'_c = 5000$ psi)
19 CY of infill concrete ($f'_c = 5000$ psi)
74 CY of anchor block concrete ($f'_c = 4000$ psi)

10,000 pounds of ASTM A500 Grade B HSS
40,000 pounds of Grade 60 reinforcing steel
21,360 feet of 0.5" diameter strand (main cables)
40,000 feet of 0.5" diameter strand (soil anchors)

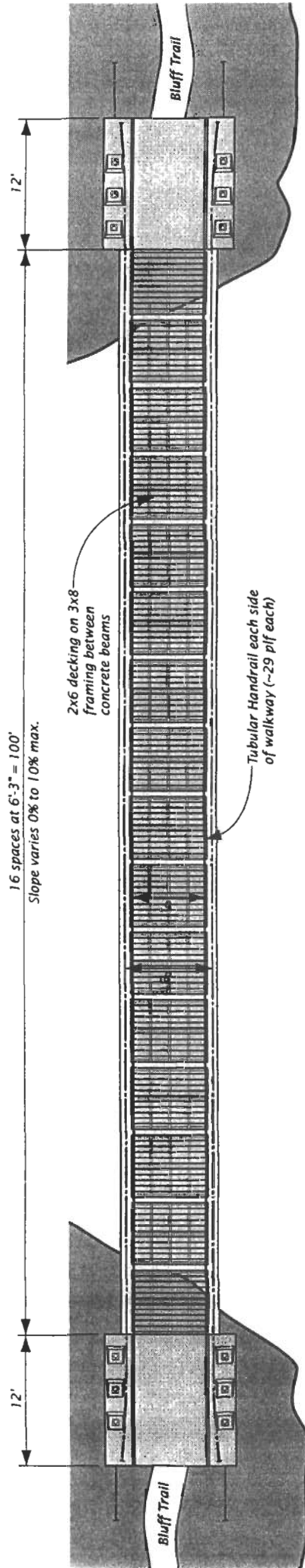
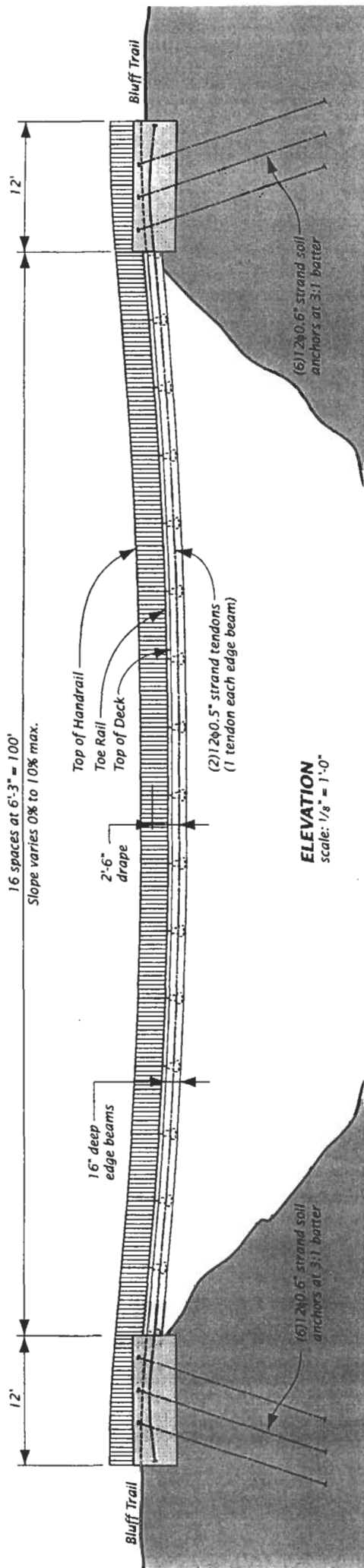
OPAC Consulting Engineers
Bridge Engineering • San Francisco, CA • (415) 989-4551

BOLSA CHICA ECOLOGICAL PRESERVE
PEDESTRIAN BRIDGE
MUNICIPALITY OF BEACH, CA

PEDESTRIAN BRIDGE CONCEPTUAL DESIGN
ELEVATION & PLAN

April 21, 2008

S1



The Walk-On Beach Bluff Trail may require two of the bridges described on this sheet used in tandem. In that case, the center anchorage block will be modified to allow an angle break in the alignment and to accommodate a two-span main cable arrangement.

Major Bid Item Quantities for a single 100-foot span:		OPAC Consulting Engineers 315 Bay Street San Francisco, CA 94133 (415)989-4551		CONCEPTUAL DESIGN PLAN and ELEVATION		April 29, 2008
15 CY concrete superstructure (f'c = 5000 psi)	20,000 pounds of Grade 60 reinforcing steel	Pedestrian Bridge West On Beach Bluff Trail The Sea Ranch, CA		S1		
40 CY anchorage concrete (f'c = 5000 psi)	3,200 feet of 0.5" 7-wire strand (main cables)					
(200) 2x6-7 treated DF decking	7,200 feet of 0.6" 7-wire strand (rock anchors)					
(130) 3x6-6 treated DF framing and blocking	7,200 pounds of tubular handrail (HSS and bars)					

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

**W 23b**

Filed: 12/5/07
49th Day: 1/23/08
180th Day: 6/2/08
Staff: Meg Vaughn-LB
Staff Report: 4/24/08
Hearing Date: 5/7-9/08
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-07-428

APPLICANT: California Department of Fish & Game
Jeff Stoddard

AGENT: John Douglas

PROJECT LOCATION: Bolsa Chica Ecological Reserve on the south side of Warner Avenue approximately 700 feet east of Pacific Coast Highway (parallel to and approximately 50 feet south of the Warner Avenue bridge; (near the Interpretive Center located at Pacific Coast Highway and Warner Avenue), within the Bolsa Chica area of unincorporated Orange County.

PROJECT DESCRIPTION: Construction of a pedestrian bridge (approximately 145 foot long, 8 foot wide, 9 foot tall (above bridge deck)) over the Warner Channel plus abutments and approach ramps to link the trail system on either side of the channel.

SUMMARY OF STAFF RECOMMENDATION:

The primary issues raised by the proposed project are assuring protection of sensitive biological resources during construction and addressing visual impacts caused by the bridge, which will be visible from Warner Avenue and elsewhere within the ecological reserve. Staff recommends **approval** of the proposed project subject to two special conditions that require 1) that the biological resources mitigation measures identified in the Mitigated Negative Declaration be carried out as proposed, and 2) that the applicant submit a color plan demonstrating that the color of the proposed pedestrian bridge will be compatible with the surrounding area.

LOCAL APPROVALS RECEIVED: None required (applicant is state agency).

SUBSTANTIVE FILE DOCUMENTS: Draft Initial Study and Mitigated Negative Declaration, Warner Channel Pedestrian Bridge, Bolsa Chica Ecological Reserve, November 20, 2007.

STAFF RECOMMENDATION:

Staff recommends that the Commission **APPROVE** the permit application with special conditions.

MOTION:

I move that the Commission approve Coastal Development Permit No. 5-07-428 pursuant to the staff recommendation.

Staff recommends a **YES** vote. Passage of this motion will result in approval of all the permits included on the consent calendar. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION:

I. APPROVAL WITH CONDITIONS

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

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 this permit is reported to the Commission. 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 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.

III. SPECIAL CONDITIONS

1. Incorporation of MND Biological Resources Mitigation Measures

The biological resources mitigation measures contained in the Draft Initial Study and Mitigated Negative Declaration, Warner Channel Pedestrian Bridge, Bolsa Chica Ecological Reserve, dated November 20, 2007 prepared for the California Department of Fish and Game, prepared by J.H. Douglas & Associates, shall be carried out as proposed. The biological resources mitigation measures are attached to this staff report as exhibit 3.

2. Color Plan

- A. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT,** the applicant shall submit, for the review and written approval of the Executive Director, a plan demonstrating that the color of the structure will be compatible with the surrounding area. The plan shall demonstrate that:
 1. the structure will be finished with subdued tones that are compatible with the surrounding area,
 2. white, black or excessively bright tones will not be used,
 3. the color will be maintained through-out the life of the structure.
- B.** The permittee shall undertake development in accordance with the approved final plan. Any proposed changes to the approved final plan shall be reported to the Executive Director. No changes to the approved final plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. PROJECT DESCRIPTION

The applicant is proposing to construct a pedestrian bridge over the Warner Channel in the Bolsa Chica Ecological Reserve to link the trail system on either side of the channel. The proposed bridge span (from support to support) is 145 feet long. The width of the bridge is 8 feet and the bridge base is 12 feet. The height of the proposed bridge from base of the walkway to the top of structure is 9 feet (see exhibit 2).

The proposed 145 foot long pedestrian bridge will be constructed of unpainted Corten steel and entirely span the 125 wide foot channel. It will not require any structural support in the channel. The foot bridge is proposed to be placed on reinforced concrete abutments supported on spread footing foundations. The face of the footings will be set back a minimum of 8 feet from the channel banks for adequate support and channel integrity. The footings will be approximately 14 feet long by 7 ½ feet wide, and will be set 2 feet below grade level. No new lighting is proposed as part of this project.

The goal of the proposed project is to place a free-spanning (i.e. no support/development within channel or wetland area) footbridge over the Warner Channel that will provide a safe, enjoyable, and ADA-accessible pathway from the trail system located at the Reserve's north parking lot to the trail system of the Mesa on the northeast side of the channel. To access the trail system of the Mesa portion of the Reserve at this time, visitors must climb a roadside barrier and walk within a bicycle lane along the shoulder of the south side of the Warner Avenue vehicular bridge to reach the trail on the northeast side of the channel. There is not sidewalk, nor room to construct a sidewalk, on the south side of the Warner Avenue bridge. This is of particular concern due to the high number of school children who access the reserve from this location due to presence of the Interpretive Center in this location.

The bridge is proposed to be located within the northernmost side of the ecological reserve, on the south side of Warner Avenue approximately 700 feet east of Pacific Coast Highway (parallel to and approximately 50 feet south of the Warner Avenue bridge; (near 3842 Warner Avenue), within the Bolsa Chica area of unincorporated Orange County (see exhibit 1).

Funding for the proposed project is being provided from several sources including a grant from the Wildlife Conservation Board to the California Wildlife Foundation, funding from the American Trader Oil Spill settlement agreement, as well as from community donations.

There is no certified LCP for the Bolsa Chica area of the County of Orange. Thus, standard of review for the currently proposed development is the Chapter 3 policies of the Coastal Act.

B. Public Access

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provide for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

The purpose of the proposed pedestrian bridge is to more safely accommodate public access to the trails of the Bolsa Chica Ecological Reserve System. The public trail system within the Bolsa Chica Ecological Reserve, in addition to providing recreational opportunities, also provides significant opportunities for nature study and views of the wetlands and ocean beyond.

Currently the Reserve is served by two parking areas: one located at approximately the Reserve's midpoint along Pacific Coast Highway and the second at the southeast corner of the intersection of Pacific Coast Highway and Warner Avenue. The proposed pedestrian bridge would be located near the parking area at Pacific Coast Highway and Warner Avenue. This is where the Bolsa Chica Ecological Reserve Interpretive Center is located. Because the Interpretive Center is located here, many of the Reserve's visitors begin their tours here. Those wishing to walk the Reserve's trail system often begin in this location so that they can begin and/or end their tour with a visit to the Interpretive Center. This is especially true for those who arrive by school bus for field trips. The Reserve hosts as many as 100 school children at a time and accommodates visitors throughout the year. This parking area is also preferred for school visits because it is the only lot which accommodates bus parking (with two bus parking spaces).

Currently, visitors who park in the Interpretive Center parking lot, in order to access the Reserve's trail system, must cross Warner Channel by walking within a bicycle lane along the shoulder on the southern side of Warner Avenue, a major vehicular thoroughfare with no sidewalk on the southern side. This crossing must be made twice per visit in order to return to the Interpretive Center area. The Interpretive center sits on what is essentially an "island" in that it is surrounded on three sides by water/wetland area and on the fourth side by Warner Avenue. Installation of the proposed pedestrian bridge will allow trail access directly from the parking lot without having to walk along the roadside shoulder within a bicycle lane.

The Bolsa Chica Ecological Reserve is a valuable coastal resource. Installation of the proposed pedestrian bridge maximizes public access throughout the site by making trail access safer and easier. Therefore, the Commission finds that the proposed development is consistent with the public access policies of the Coastal Act.

C. Wetlands & Environmentally Sensitive Habitat Areas

Section 30233 of the Coastal Act limits fill of wetlands to seven specifically enumerated uses, and then only when the project is the least environmentally damaging alternative and provides adequate mitigation to offset any adverse impacts created by the project. In this case, no fill of wetlands is proposed. In addition, Section 30240 of the Coastal Act states:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Section 30240 of the Coastal Act limits the amount and types of development that may occur within and adjacent to an environmentally sensitive habitat area (ESHA). The Coastal Act defines environmentally sensitive area as “any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.”

Wetland and Environmentally Sensitive Habitat Area (ESHA) resources exist throughout the Bolsa Chica Ecological Reserve. In the immediate vicinity of the subject site wetland area exists between the existing parking lot and Warner Avenue and extends to the edge of the channel (see exhibit 4). In addition, Warner Channel is tidally influenced. Warner Channel connects to Huntington Harbour under Warner Avenue. The connection continues through Anaheim Bay and out to the ocean. The channel is subject to major tidal action. The project area comprises 0.98 acres, with permanent impacts (bridge approach ramps) limited to 790 square feet. No ESHA exists within the footprint of the proposed development or in the immediate vicinity. Plant surveys were conducted at the site and no sensitive species were found within the footprint of the proposed project.

The applicant has indicated that the proposed bridge was designed with the primary goal of improving public access while avoiding adverse environmental impacts. The bridge spans the entire channel with no support structures within the channel waters, so no fill of channel area is proposed. The absence of supports in the channel water also preserves the existing channel flow. The area of the bridge access ramps is primarily comprised of hard pack soil and so is not expected to support sensitive species. The bridge supports are set back a minimum of 8 feet from the channel banks in order to avoid impacts to the channel and to preserve the integrity of the banks. All parts of the bridge avoid the wetland area adjacent to Warner Avenue. The Negative Declaration prepared for the proposed development includes six biological resources mitigation measures (see exhibit 3). The mitigation measures include requirements for: 1) a biological resource monitor, 2) pre-construction sensitive species survey and measures to be taken should sensitive species be found, 3) avoidance of all wetland habitat areas, 4) implementation of Worker Environmental Awareness Training Program, 5) limiting all construction equipment and activities to approved work area locations, and 6) implementation of Best Management Practices to avoid and minimize erosion, sedimentation and fuel spills. A special condition is imposed in order to assure that these mitigation measures are carried out as proposed. As conditioned, the proposed development is the least environmentally damaging alternative, will not result in fill of any wetlands, and is designed such that it will prevent impacts which would significantly degrade ESHA in the project vicinity, and is compatible with the continuance of those habitat areas. Therefore, the Commission finds the

proposed project, as conditioned, is consistent with wetland and ESHA protection policies of the Coastal Act.

D. Visual Resources

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The subject site is located within the Bolsa Chica Ecological Reserve, which provides scenic views from Pacific Coast Highway, Warner Avenue, and from within the Reserve and nearby trails. The proposed bridge would alter the appearance of the site. The Mitigated Negative Declaration prepared for the proposed project states: "The bridge has been designed to minimize visual impact within engineering constraints through the use of open railings and natural steel that will weather to a rust color. Safety rails will be stainless steel wire, and the approach handrails will be galvanized steel painted with a rust-colored epoxy coating to match the bridge."

The height (approximately 9 feet) and general mass of the bridge has raised concerns that the bridge will create adverse visual impacts. The applicant has considered a number of alternatives, including no bridge, and alternative bridge designs as follows:

1. No bridge – re-stripe Warner Avenue to provide wider shoulder. Marginal improvement over existing pedestrian access. Does not significantly improve the level of safety for visitors. Does not separate pedestrians from bicycle traffic. In addition, approval from City of Huntington Beach is required and City has indicated that additional burdens on Warner Avenue are not acceptable until upgrades to the existing vehicular bridge are accomplished
2. No bridge – expand Warner Avenue vehicular bridge to add pedestrian walkway. Although visual impacts would be reduced, this alternative is not considered feasible as City does not support the project and due to the fact that the poor condition of the existing Warner Avenue bridge would not support the additional load stress.
3. Smaller bridge with mid-span pilings – This alternative results in wetland fill and soft bottom habitat impacts as well as significant obstruction to channel flows. Also adverse impacts due to noise from pile driving. Not feasible.
4. Boxed bridge – this alternative, an enclosed bridge, is less costly but results in significantly greater visual impacts. It also results in soft bottom impacts due to need for pilings.
5. Locate bridge closer to Warner Avenue – though visual impacts may be significantly reduced, this alternative would create significant wetland impacts.
6. Suspension bridge – This alternative would result in a reduced profile and so visual impacts would be lessened. However, the footprint of the structure would have to

be significantly increased, which could result in impacts to habitat. In addition, the overall height of the bridge would also have to increase which might be considered an adverse visual impact. Finally, the applicant has raised concerns about feasibility because this alternative would necessitate a custom design for the bridge which would be considerably more expensive.

7. No project – this alternative would leave the existing situation as it is which would result in continued poor public access to Bolsa Chica Ecological Reserve mesa area and trail system.
8. Lower profile clear-span bridge – would reduce to some extent anticipated visual impacts, but would significantly increase the cost due to the need for a custom bridge versus the proposed pre-fabricated bridge. This was deemed infeasible due to budget and engineering limitations¹.
9. Clear span bridge as proposed – this is the proposed project alternative which will provide improved public access and safety with no impacts to the channel area, wetlands, or ESHA.

The proposed alternative will be visible from Pacific Coast Highway, Warner Avenue, and from within the Reserve itself. However, there are additional constraints at the site, most notably wetlands area, including the tidally influenced channel. The proposed alternative is 9 feet in height. This height is necessary in order to avoid adverse environmental impacts, particularly fill of wetlands. The proposed height is the height necessary to support the 145 foot long span across the channel without requiring placement of support structures in the channel. This alternative is the least environmentally damaging, feasible alternative. Although the proposed alternative may be considered to have some adverse impacts on visual resources, there is a subjective component to that determination. The extent of the visual impact varies greatly depending on the viewers vantage point, distance between the viewer and the proposed bridge, and the backdrop. For instance, the impacts are probably greatest at certain vantages from Warner Avenue (such as from the Warner Avenue traffic bridge), where open space and sky is the backdrop. However, since there are expansive views of the Reserve from many other vantages along Warner Avenue, the view interruption generated by the proposed bridge is only momentary for passing motorists. Even impacts to motorists' views vary given the height of the vehicle they are traveling in. View impacts within the reserve will also vary depending on distance, and whether the backdrop is open space and sky or urban development. In such cases, the color of the structure can be important.

Potential impacts to visual resources were considered. Regarding visual resources the MND states: "The bridge has been designed to minimize visual impact within engineering constraints through the use of open railings and natural steel that will weather to a rust color. Safety rails will be stainless steel wire, and the approach handrails will be galvanized steel painted with a rust-colored epoxy coating to match the bridge."

While the height of the proposed bridge appears to be unavoidable given the structural requirements of a bridge that avoids wetland impacts, in order to assure that adverse visual impacts are minimized, the color of the proposed bridge must be considered. As proposed the bridge will be rust colored. It has not yet been conclusively determined that

¹ Section 30108 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors." The applicant has indicated that the cost of a custom designed "lower profile clear span" bridge would far exceed the funding sources available for the proposed public project. It is also important to note that the proposed alternative avoids all adverse biological impacts.

a rust color on the bridge would be the least visually intrusive. Thus, a special condition is imposed which requires the applicant to submit a plan demonstrating that the color of the structure will be compatible with the surrounding area. The special condition further clarifies that the structure will be finished with subdued tones that are compatible with the surrounding area, that white, black or excessively bright tones will not be used, and that the approved color will be maintained through-out the life of the structure. This special condition is necessary to assure that the final color of the proposed pedestrian bridge is compatible with the surrounding area and that any adverse impacts to visual resources are minimized. Therefore, the Commission finds that only as conditioned, is the proposed development consistent with Section 30251 of the Coastal Act.

E. LOCAL COASTAL PROGRAM

Coastal Act section 30604(a) states that, prior to certification of a local coastal program ("LCP"), a coastal development permit can only be issued upon a finding that the proposed development is in conformity with Chapter 3 of the Coastal Act and that the permitted development will not prejudice the ability of the local government to prepare an LCP that is in conformity with Chapter 3. The Commission's first consideration of the Bolsa Chica Local Coastal Program (LCP) began in 1982 and numerous submittals have been considered since that time. However, no LCP has been fully certified to date. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act including the public access, wetland, ESHA and visual resources policies. Approval of the project, as conditioned, will not prejudice the ability of the local government to prepare an LCP that is in conformity with the provisions of Chapter 3 of the Coastal Act.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the Commission's regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

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.

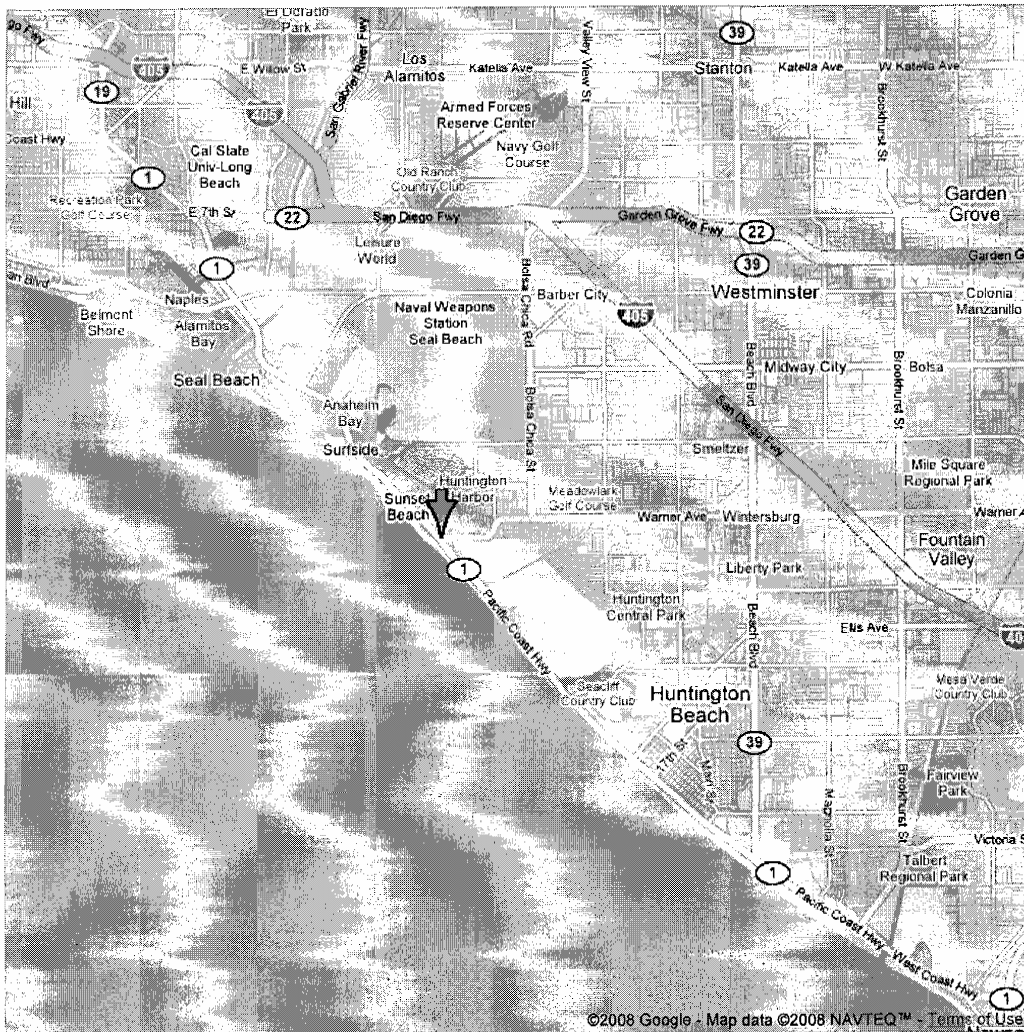
5-07-428 (California Department of Fish & Game)
Bolsa Chica Pedestrian Bridge
Page 10



Address **Warner Ave & Pacific Coast Hwy
Huntington Beach, CA
92649**



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LFC
Pedestrian Bridge
@ Bolsa Chica

VICINITY MAP

COASTAL COMMISSION

5-07-428

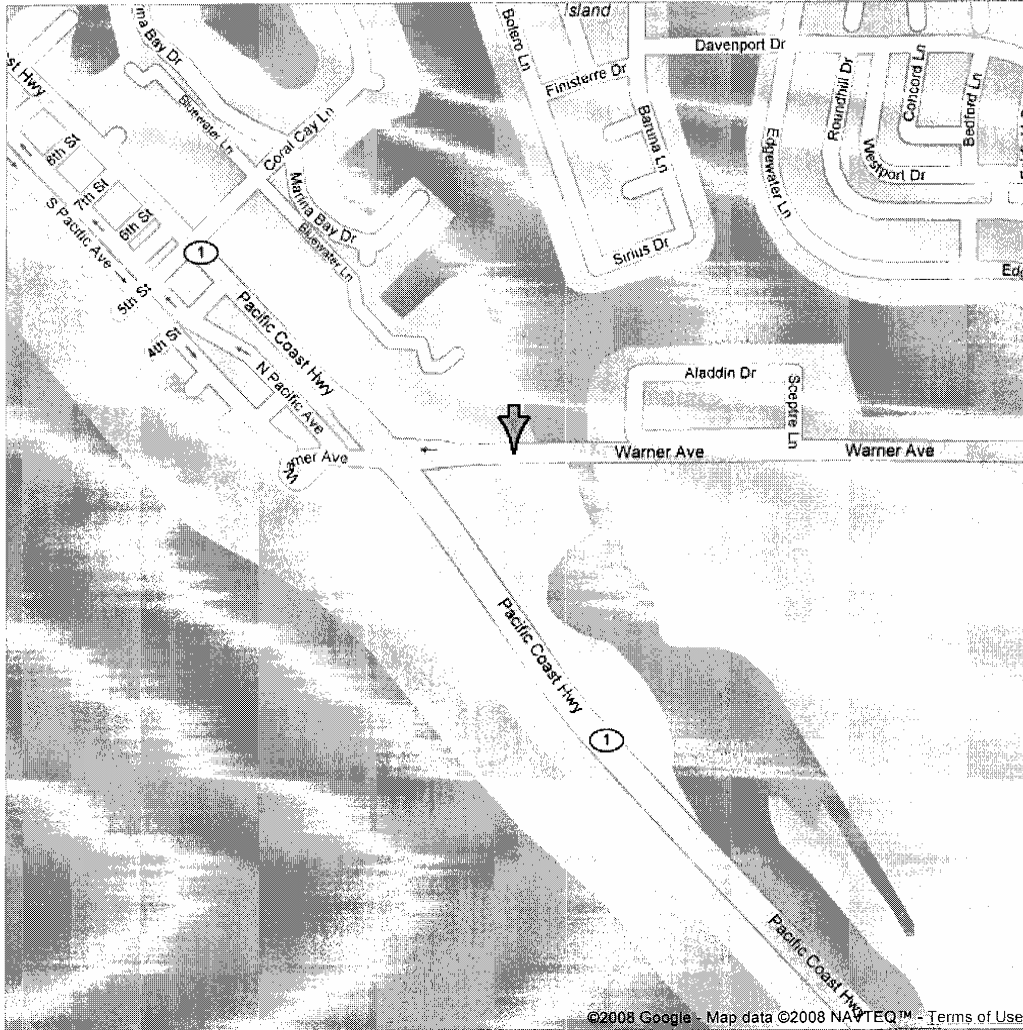
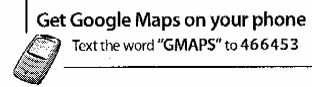
EXHIBIT # 1

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Bolsa Chica Pedestrian Bridge
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Address **3842 Warner Ave**
Huntington Beach, CA
92649



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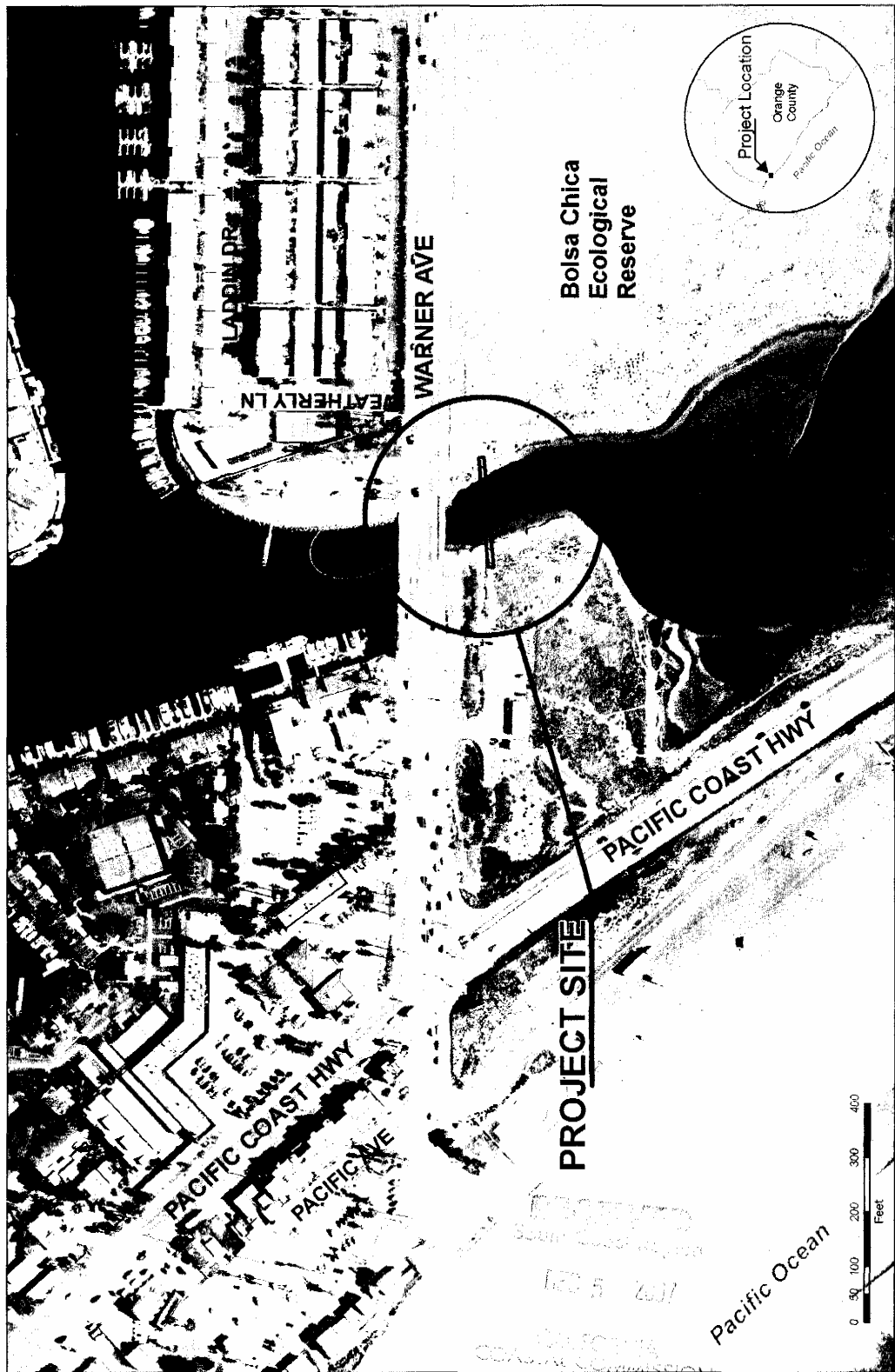
VICINITY MAP

COASTAL COMMISSION

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VICINITY MAP

10/24/2006
Source: Langdon Biological Consulting

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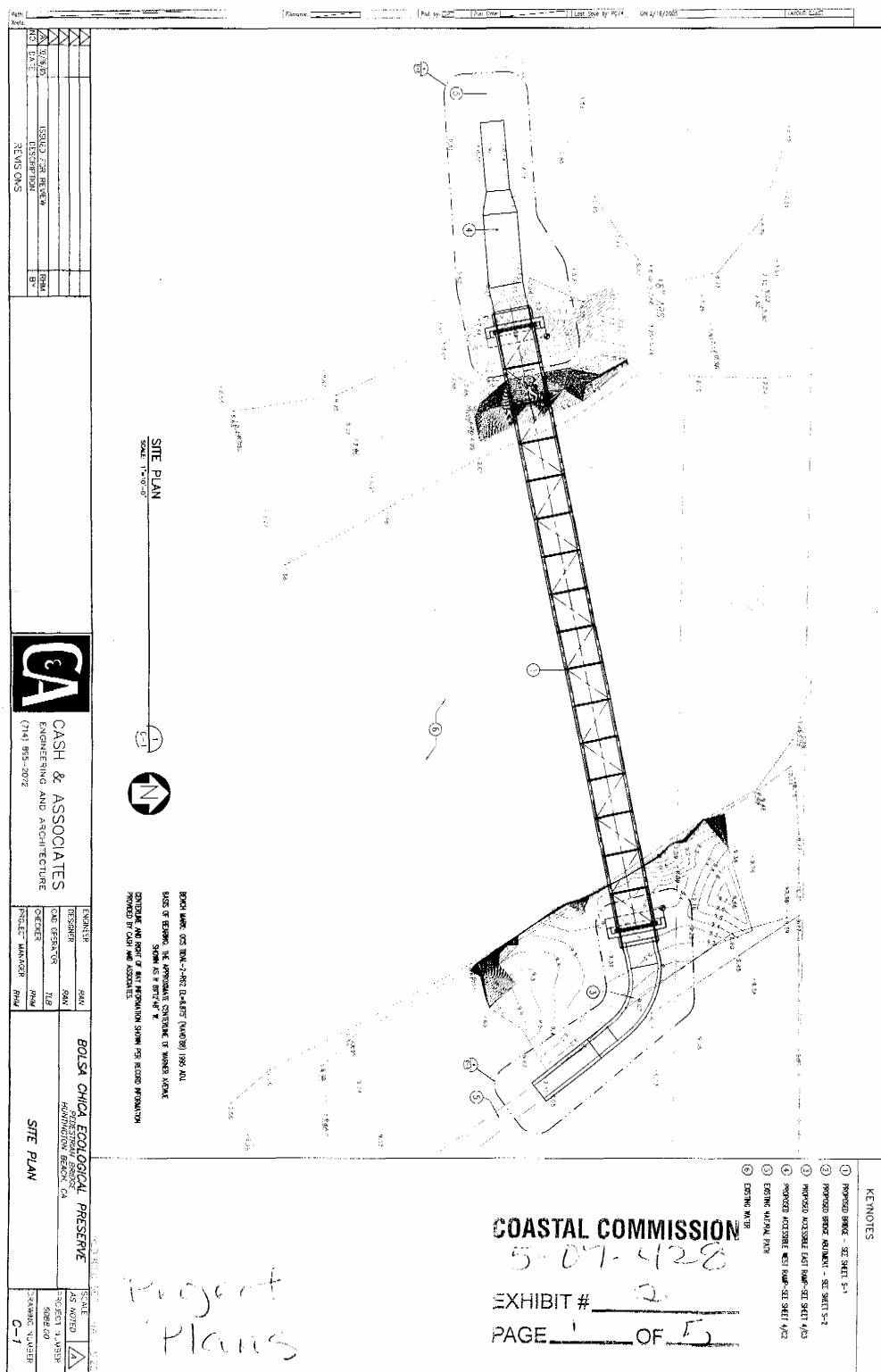


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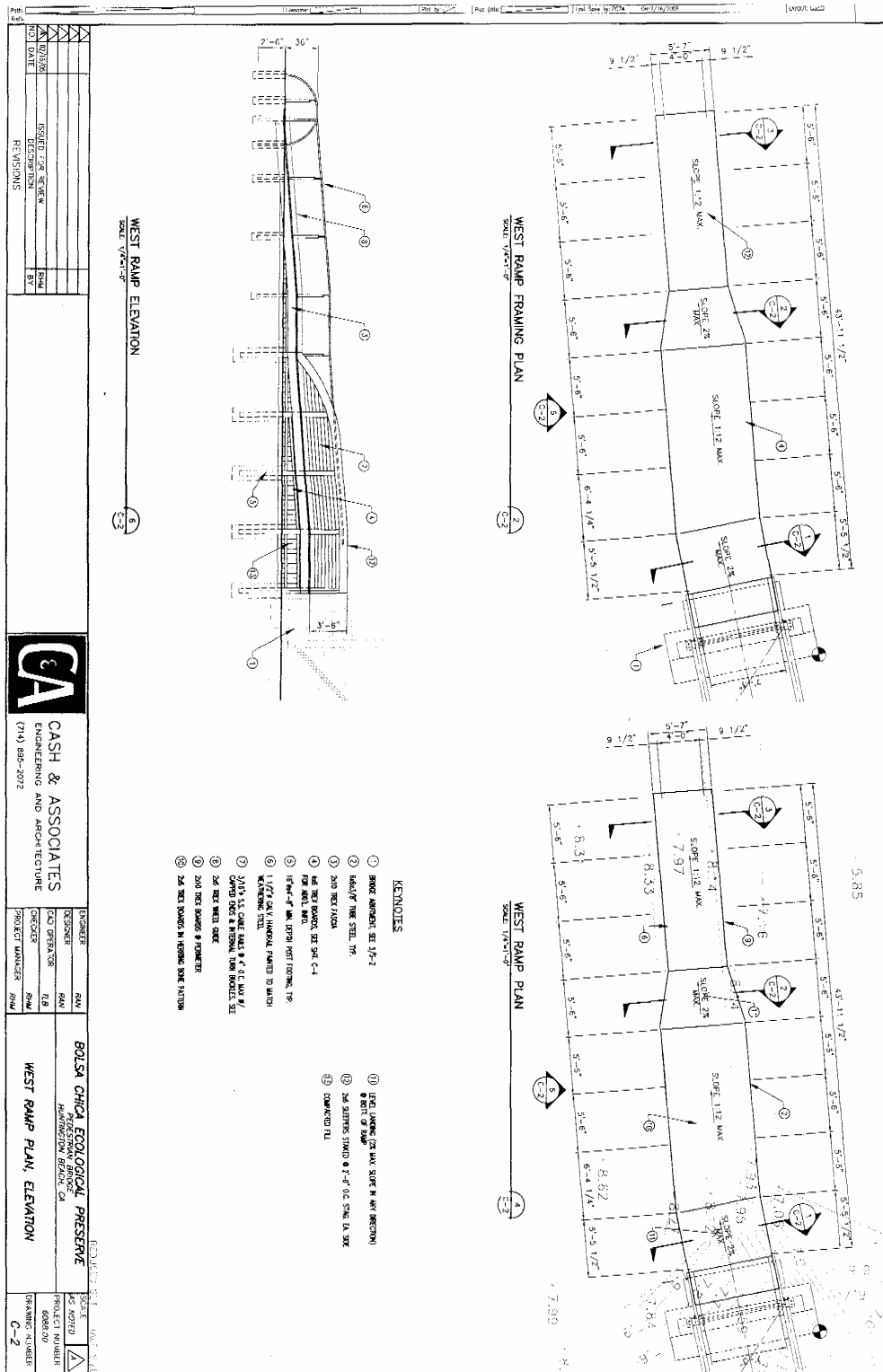
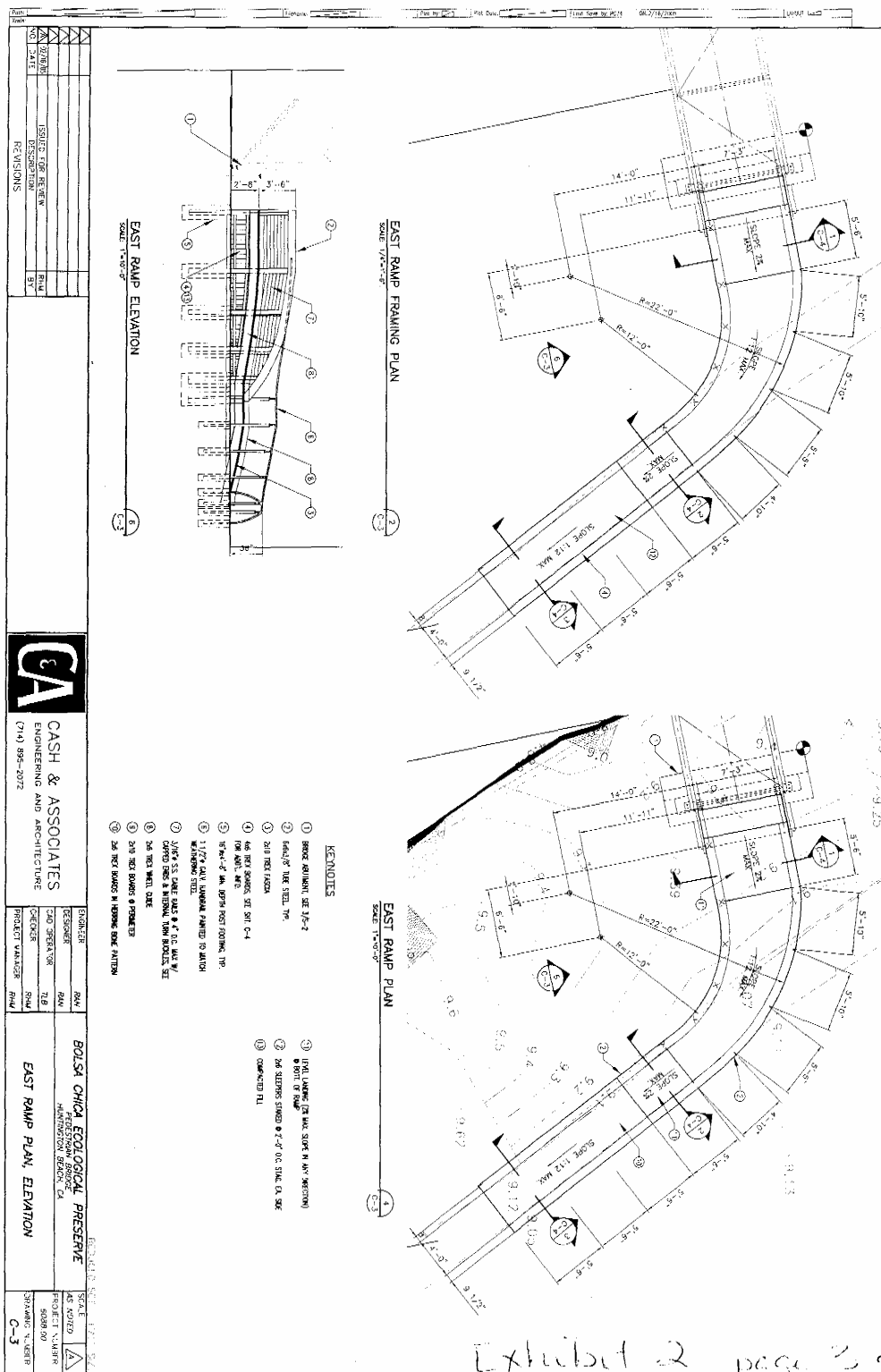


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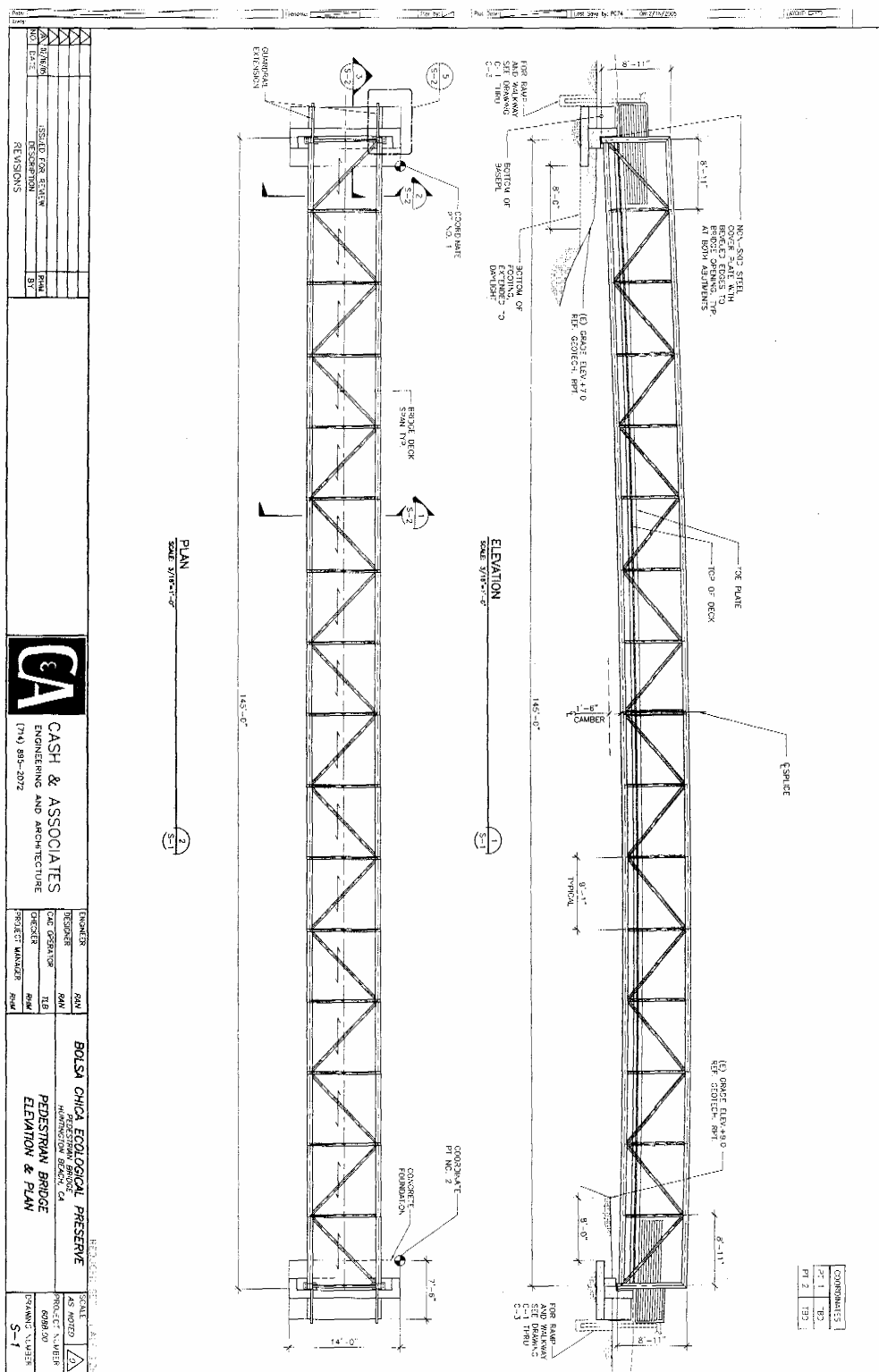


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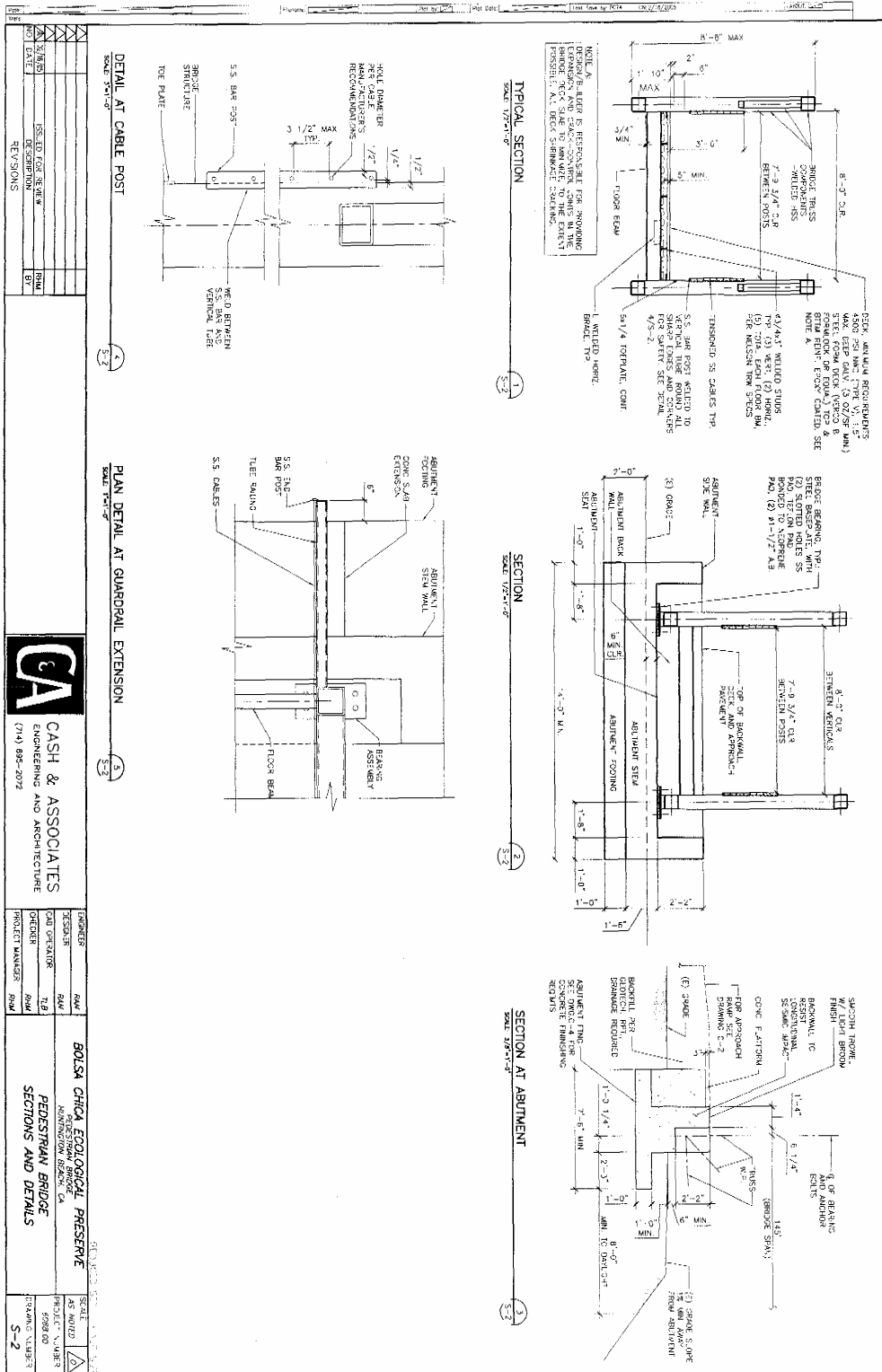


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IV. BIOLOGICAL RESOURCES

Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation. The following discussion is based on a field survey and report prepared by CDFG. A copy of that report is attached as Appendix 1.

The project will only impact 0.98 acres, with permanent impacts comprising approximately 790 square feet. Nevertheless, bridge construction and supporting equipment, traffic, and related activities could cause adverse impacts, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Impacts to sensitive plant and wildlife species include potential impacts to rare plants that did not germinate or flower in the year the plant surveys were last conducted (2006), specifically southern tarplant, if present within the construction footprint. Although no impacts are anticipated for common and rare terrestrial wildlife species utilizing Bolsa Chica Ecological Reserve, indirect impacts to wetlands and other waters of the United States may also occur and would require mitigation to reduce impacts to less than significant levels. Mitigation measures have been developed to eliminate or minimize potential adverse impacts to sensitive biological resources to less than significant levels.

Implementation of the following mitigation measures would reduce impacts to less than significant levels:

- BIO-1** A biological resource monitor shall be present throughout construction, during the initial preparation of bridge footings and clearing/leveling for the access ramps. Biological monitors shall be Department staff or shall be hired and trained by the Department prior to construction and shall be responsible for pre-construction surveys, staking and marking of resources, on-site monitoring, documentation of violations and compliance, coordination with contract compliance inspectors, and post-construction documentation.

Biological monitors shall be familiar with the wildlife species and other sensitive biological resources known to occur in the general project area and be qualified to recognize potential construction effects on these resources.

- BIO-2** To ensure the protection of sensitive biological resources, the Department shall conduct the following sensitive species surveys, and implement the following recommended avoidance measures prior to ground disturbance:

- o A qualified biologist shall conduct a reconnaissance-level survey of the project site to ensure that rare plants (i.e., southern tarplant and sea blite), which may not have germinated or been in flower during previous sensitive species surveys, will not be impacted by construction activities. If rare plants are identified during pre-construction surveys, the population will be flagged. The locations of the southern tarplant and sea blite will be

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marked with orange stakes, and orange flagging will mark an area 10' around all known southern tarplant and sea blite locations. These areas will be "no equipment zones" and will be monitored to ensure crews and equipment stay outside the zones. If southern tarplant or sea blite is identified within the construction footprint, the plants will be counted. Southern tar plant seeds will be collected from these or nearby plants as available and will be broadcast in a suitable habitat adjacent to the project site, during the next appropriate growing season following completion of construction. The sea blite is small and will transplanted to a suitable habitat adjacent to the project site. A qualified biologist through fencing and appropriate signage will exclude public access to the site of any seeding or planting and monitor southern tarplant and sea blite growth. Plant growth will be monitored to verify that plants have established at a minimum ratio of 4:1. If southern tarweed or sea blite does not establish at this rate, plants will be grown from the local seed stock and transplanted to meet the minimum 4:1 ratio.

Where identified, sensitive resources shall be avoided by limiting the removal of habitat, relocating animals or plants, or rescheduling activities to avoid disturbance to breeding wildlife. Avoidance measures and buffer distances may vary for each species and shall be determined by the biological monitor.

BIO-3 The contractor shall avoid all jurisdictional wetland habitat areas, and shall adhere to all terms and conditions of the Coastal Development Permit (CDP) issued for the project. All permits shall be maintained at the construction site at all times for review by project personnel.

BIO-4 The Department shall implement a Worker Environmental Awareness Training Program (WEAP) for all construction personnel. All construction crews and contractors shall participate in WEAP training prior to starting work on the project.

WEAP training shall include a brief review of special-status species and other sensitive resources that could exist in the project area (including their life history and habitat requirements), the locations of sensitive biological resources, and their legal status and protection under the U.S. Endangered Species Act of 1973 (6 USC 1536) and the California Endangered Species Act (Sections 2080-2080.5 of the California Fish and Game Code). The education program shall include materials describing sensitive resources, resource avoidance, permit conditions, and possible fines for violations of State or federal environmental laws. The program shall cover the mitigation measures, environmental permits, proposed project plan, and any other required plans.

The contractor shall be responsible for ensuring that all project personnel and subcontractors adhere to the projects guidelines and restrictions. Training shall be conducted as needed—including morning "tailgate" sessions—to update crews as they advance into sensitive areas, and to educate new personnel brought on the job during the construction period. Project personnel will receive a hardhat sticker or be issued a card verifying compliance with the above

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mitigation measure. In addition, a record of all personnel trained during the project shall be maintained and made available for compliance verification.

- BIO-5** The contractor shall confine construction equipment and associated activities to the approved work area at all locations. The limits of construction shall be clearly delineated with flagging or other marking by qualified biologists or resource specialists prior to ground disturbance. Equipment staging shall remain outside of sensitive habitats in approved areas, with an adequate buffer to avoid potential impacts to sensitive resources.

Equipment staging shall remain outside of sensitive habitats in the Interpretive Center parking lot to avoid potential impacts to sensitive resources.

- BIO-6** The Contractor shall implement best management practices (BMPs) to avoid and minimize erosion, sedimentation, and fuel spills (from equipment refueling). The Contractor shall utilize, as appropriate, sedimentation fences, certified weed-free hay bales, sand bags, water bars, and or baffles to contain sediment around the construction areas and ensure the protection of waters of the State, sensitive habitat, and wetlands. In addition, the Department shall ensure that the Contractor takes the following measures:

- o Conduct all refueling activities more than 100 feet from waters of the State.
- o Remove plant material, debris, or soils during construction that are inadvertently deposited where they may pass into wetlands to reduce the transport of sediment or debris laden materials into waters of the State.
- o Avoid construction activities in saturated or ponded areas during the wet season (spring and winter). Where such activities are unavoidable, placement of temporary foot bridges shall be used as appropriate to minimize impacts. Unavoidable disturbance of such areas in the temporary impact zones will be returned to preexisting grade upon project completion.
- o Stabilize exposed slopes and stream banks immediately on completion of construction activities. Disturbed ground not designated as trails shall be planted with Pickleweed (common) *Sarcocornia pacifica* (= *Salicornia virginica*), Sea blite *Suaeda esteroa* and Saltgrass *Distichlis spicata* to provide plant coverage of 80% in order to reduce the effects of erosion on the drainage system. Disturbed slopes and banks will be monitored for one year post construction to insure that plant coverage of 80% is achieved and will replant and water as needed until plants become established and self sustaining.

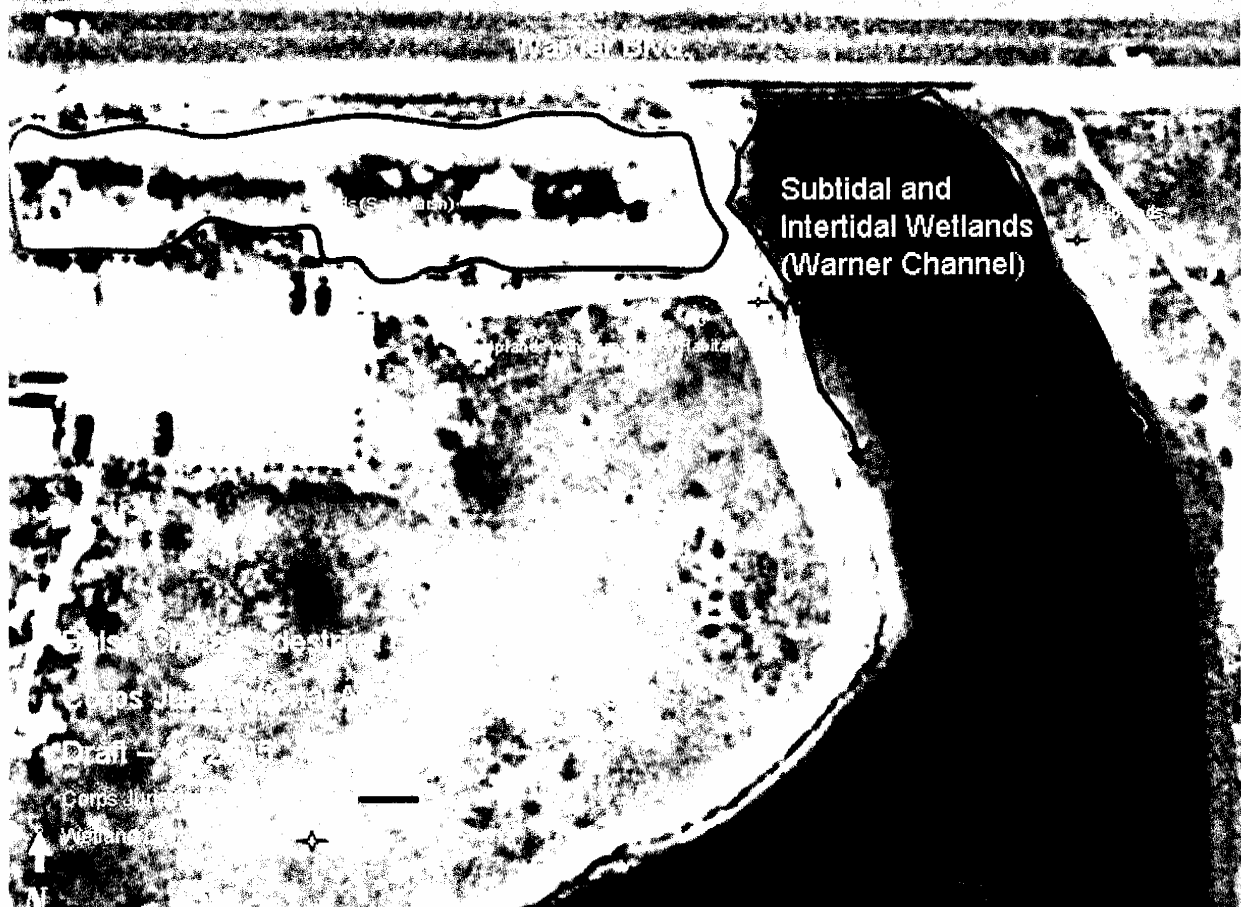
These measures shall be incorporated into contract specifications and implemented by the construction contractor. Additionally, the Department shall incorporate all permit conditions into construction specifications. The resource monitors shall routinely inspect construction activities to verify that the above protective measures and permit conditions have been implemented.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

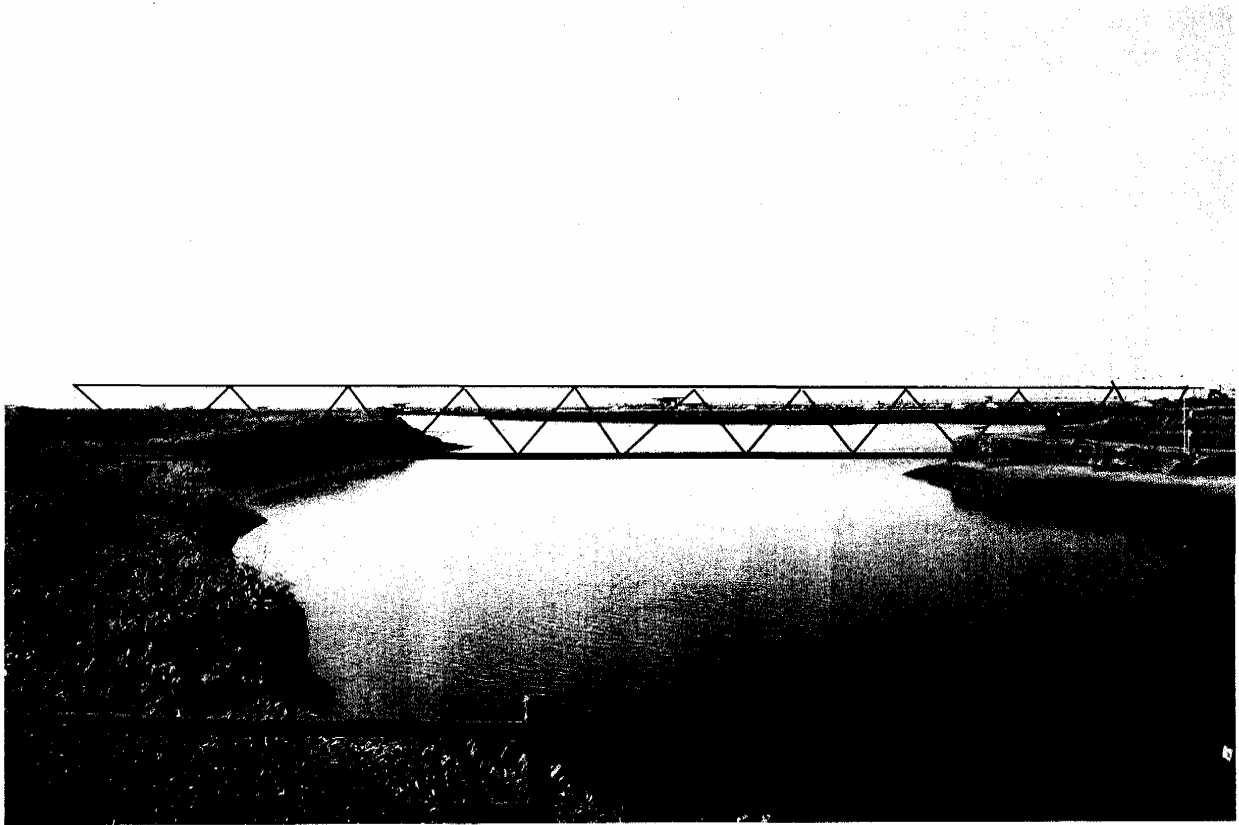
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Exhibit 3

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Exhibit 4
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Visual Analysis

COASTAL COMMISSION

5-07-428

EXHIBIT # 5

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RECEIVED

South Coast Region

APR 10 2008

PREPARED BY:

Linnette Garber

DATE:

PROJECT TITLE:

Pedestrian Bridge Bolsa Chica

CALIFORNIA
COASTAL COMMISSION

In 2001 The Bolsa Chica Land Trust

Recognized the need to have pedestrian
bridge

There is only a 5' wide walk way on
To connect Warm Ave.

To ensure the safety of pedestrians @
Bolsa Chica & to provide access to the
beach & wetlands of Bolsa Chica
\$75,000 was raised by the BCLand Trust
for the foot bridge.

Costal Commision should approuche
Bridge - no cost to them

Linnette Garber
5 Sierra Vista
Laguna Hills CA 92653

5-07-428

Exhibit 6

Dear Coastal Commissioners and Staff

Please **approve** the agenda item regarding the construction of a **pedestrian footbridge at Bolsa Chica** over outer Bolsa Bay.

It is critical for **public safety** that the bridge be built as soon as possible. Currently, the only way for the public to visit Bolsa Chica from the north parking lot is to venture out onto Warner Ave. and cross the bridge with the traffic. The current path is only 5 feet wide. It is very dangerous.

The funding is available. The public safety is at risk every day the footbridge project is delayed.

Sincerely,

Margaret Sloan

5-07-428

Exhibit 7