VISUAL IMPACT ASSESSMENT

Park Avenue Bridge Replacement Project

May 13, 2014

California Department of Transportation

District 12, County of Orange

Federal Project No.: BRLO-5151(026)

Prepared Under the Direction of:
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Statement of Compliance: Produced in compliance with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements, as appropriate, to meet the level of analysis and documentation that has been determined necessary for this project.

VISUAL IMPACT ASSESSMENT
Park Avenue Bridge Replacement Project

PURPOSE OF STUDY AND ASSESSMENT METHOD

The purpose of this Visual Impact Assessment (VIA) is to document potential visual impacts caused by the proposed Park Avenue Bridge Replacement Project (the project) and propose measures to lessen any detrimental impacts that are identified. Visual impacts are demonstrated by identifying visual resources in the project area, measuring the amount of change that will occur as a result of the project, and predicting how the affected public will respond to or perceive those changes. This visual impact assessment follows the guidance outlined in the publication *Visual Impact Assessment for Highway Projects* published by the Federal Highway Administration (FHWA) (January 1988). The Visual Impact Assessment Guide for the project can be seen in Appendix A, *Visual Impact Assessment Guide.*

Project Location

The project site is located at the existing Park Avenue Bridge (over the Grand Canal) and the vicinity of the Balboa Avenue and the Grand Canal (herein referenced as the "project site"), within the southern portion of Newport Beach (City), County of Orange, California; refer to Exhibit 1, *Regional Vicinity*, and Exhibit 2, *Site Vicinity*. Pacific Coast Highway (State Route 1) is located approximately 0.5-mile to the north, and the Balboa Peninsula area is located approximately 0.4-mile south of the project site.

In the immediate vicinity of the project site are single-family residential uses, a fire station at the south-eastern corner of Park Avenue and Marine Avenue, and commercial uses to the west along Marine Avenue; refer to Exhibit 3, *Project Site*.

Project Purpose and Need

The existing Park Avenue Bridge is over 80 years old and does not meet current bridge design and seismic safety standards. The City has identified structural and functional deficiencies with the bridge, such as severely deteriorated concrete in girders, pile caps, and piles. As such, through the California Department of Transportation (Caltrans) Sufficiency Rating process, Caltrans has identified the bridge as "functionally obsolete". The proposed project will construct a new bridge meeting current engineering standards in order to enhance the safety of motorists, bicyclists, and pedestrians in the project area.

Project Description

The proposed project includes the demolition of the existing Park Avenue Bridge and construction of an improved seismically-reinforced bridge over the Grand Canal. The primary components of the project are as follows:

- **Precast Post-Tensioned Bridge Structure.** The proposed project will implement a precast post-tensioned bridge structure at the project site. The new bridge will remain 100 feet long and will include 11-foot vehicle lanes and 6-foot raised sidewalks. The proposed bridge will be slightly wider than the existing bridge, with a width of approximately 36 feet (compared to the existing width of approximately 30 feet). The bridge will be supported by abutments at each bank of the canal and two bents comprised of 24-inch diameter piles within the

Project Site

not to scale

PARK AVENUE BRIDGE REPLACEMENT PROJECT • VIA

Regional Vicinity

5/7/14 JN 130307-20191 MAS

Exhibit 1

SOURCE: USGS topo Map, Newport Beach, CA Quadrangle, dated1965, photorevised 1981.

0 2500'
APPROXIMATE

PARK AVENUE BRIDGE REPLACEMENT PROJECT • VIA

Site Vicinity

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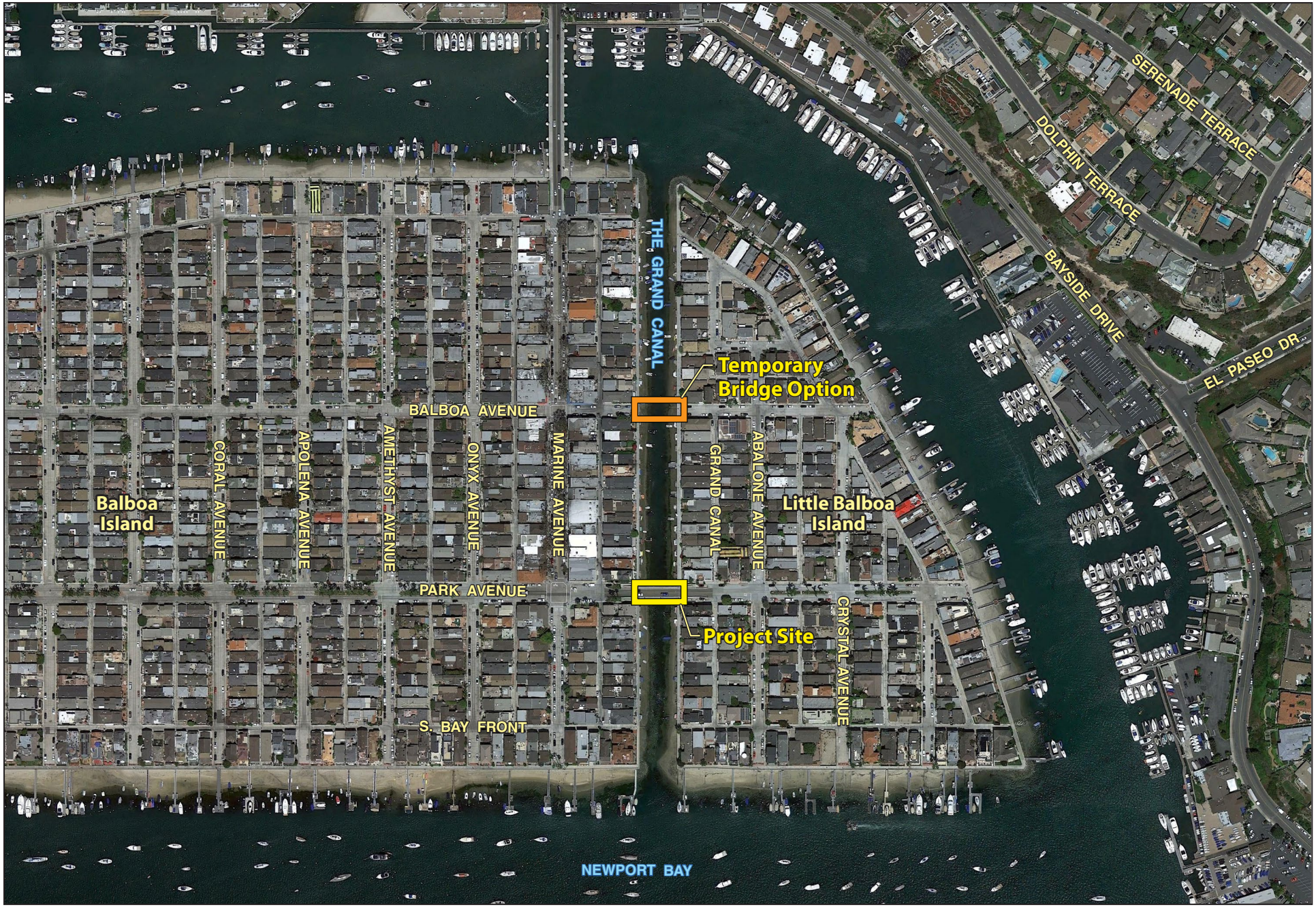
Exhibit 2



SOURCE: Google Earth Pro Aerial, 2013.

not to scale

5/12/14 JN 130307-20191 MAS

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Project Site

Exhibit 3

canal. The number of spans associated with the bridge will be reduced from the current five to the proposed three. The improved bridge structure will be positioned within existing City ROW, and does not include nor require any ROW acquisition. All utilities attached to the existing bridge structure will be relocated during construction, and will be concealed and protected within utility openings in the new bridge. It should be noted that the City of Newport Beach proposes to rebuild the immediate adjacent deteriorating seawalls at the bridge abutment as part of final design and construction.

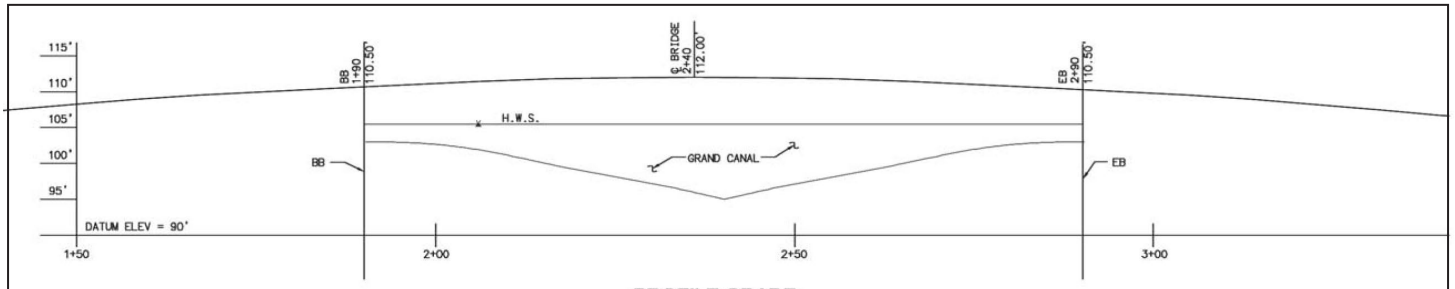
- **Vertical Curve.** The profile of the existing bridge is on a vertical curve, which provides sufficient freeboard between the bridge and the high water surface of the canal. The vertical curve also accommodates boat navigation. The existing vertical curve provides a design speed of 24 miles per hour (MPH), which does not meet the American Association of State Highway and Transportation Officials (AASHTO) criteria of 25 MPH for this classification of roadway. In order to meet the AASHTO criteria, the bridge will need to be lowered by six inches at the crest of the vertical curve, which will not provide adequate freeboard between the bridge and the high water surface of the canal. The lowering of the bridge profile will also not provide adequate freeboard for boat navigation. Because the travel speeds on Balboa Island and Little Balboa Island are relatively low, it was decided that the proposed bridge structure will maintain the existing vertical curve profile and match the existing freeboard.

- **ADA Switchback Ramps.** ADA-compliant switchback ramps are currently provided from the at-grade sidewalks to the bridge-mounted sidewalks to the east and west of the existing Park Avenue Bridge. Both existing switchback ramps on the east side of the Grand Canal have a two-foot landscape strip that will be eliminated to accommodate the proposed bridge structure. The switchback ramps on the west side of the existing bridge are currently five feet, six inches wide; the project will reduce the width of each switchback ramp by one foot, resulting in four feet, six inch-wide switchback ramps, reducing the switchback ramps by two feet on all sides of the bridge to accommodate the wider traffic lanes and sidewalks.

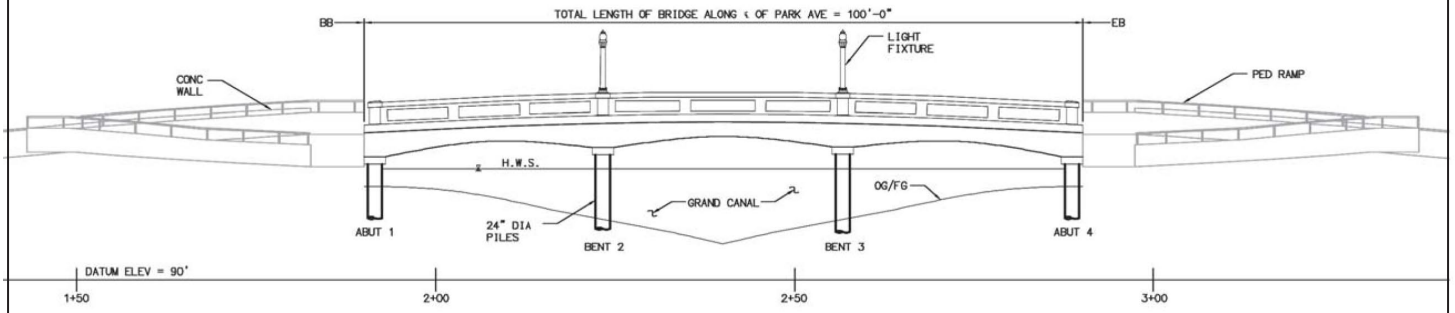
- **Bridge Architecture.** The proposed bridge architecture will generally be consistent with the existing bridge to maintain the character of the project area. Entry monumentation will be given special attention in the design, providing a combination of landscaping and appropriate signage as an entrance to Little Balboa Island. Bridge lighting will be provided for both pedestrian safety and architectural character. The style of concrete light poles and lamps will replicate the existing luminaires and will line both sidewalks.

The plan, cross section, profile grade, and elevation of the proposed bridge are depicted on Exhibit 4, *Park Avenue Bridge Site Plan.*

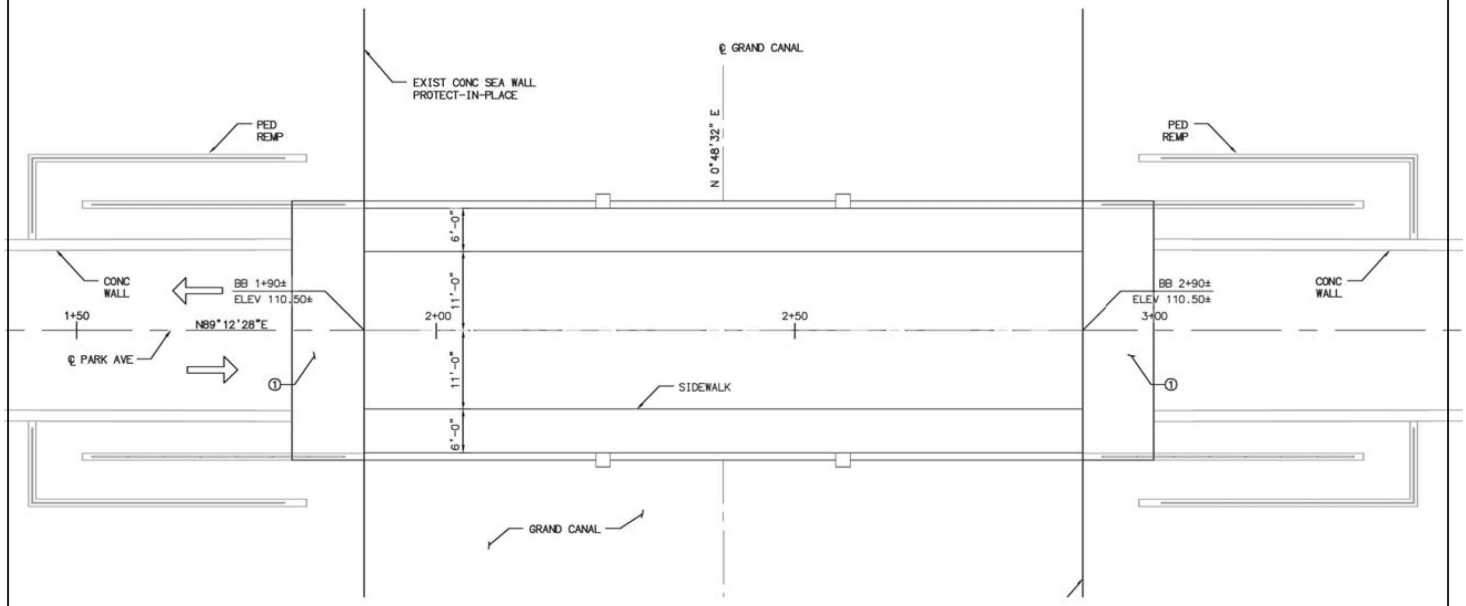
As noted above, all improvements will occur within existing City ROW and no ROW acquisition will be required. Temporary construction easements (TCEs) may be required at two residential driveway locations (i.e., the two dwelling units nearest the project site on Little Balboa Island, adjacent to Grand Canal). No construction activities will occur on these residential properties; however, the TCEs will be required since access to these two driveways will be temporarily restricted during a portion of the construction process. Access to the two nearest alleys parallel to the Grand Canal (one on Balboa Island and one on Little Balboa Island) may require a temporary detour during a portion of the construction process; however, these alleys will remain accessible at all times via alternative access points further north and south.



PROFILE GRADE
SCALE: 1" = 10'-0"



ELEVATION
SCALE: 1" = 10'-0"



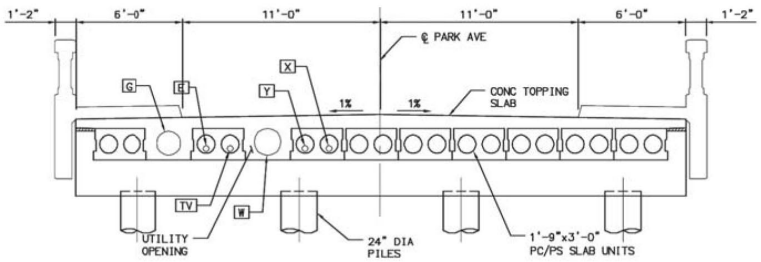
PLAN
SCALE: 1" = 10'-0"

UTILITIES :

- [W] 8" WATER
- [G] 6" GAS
- [E] 1½" ELECTRICAL
- [TV] CABLE CONDUIT
- [X] XX" XXXX
- [Y] XX" XXXX

LEGEND :

① STRUCTURE APPROACH TYPE EQ(10)



TYPICAL SECTION
SCALE: 1/4" = 1'-0"

PARK AVENUE BRIDGE REPLACEMENT PROJECT • VIA

Park Avenue Bridge Site Plan

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Exhibit 4

Construction Methodology

Since the Park Avenue Bridge is the only connection between Balboa Island and Little Balboa Island, access over the Grand Canal must be maintained at all times. The City has identified two potential options for construction of the new bridge: 1) stage construction, where the Park Avenue Bridge will be demolished and reconstructed one half at a time; and 2) installation of a temporary bridge at Balboa Avenue, which will allow for demolition of the entire Park Avenue Bridge at one time and reconstruction in a single phase. These methodologies are further described below:

Stage Construction Option

The stage construction methodology will be phased such that approximately half the bridge will remain open for vehicle, bicycle, and pedestrian use at all times. Boat access along the Grand Canal beneath the bridge will also be maintained continuously. Existing utilities along the bridge will be relocated to allow for demolition of half the bridge while maintaining utility service throughout the duration of the construction process.

Construction will be phased as follows:

1. Removal of 13 feet of the existing bridge, with 17 feet of the bridge remaining for a 4-foot sidewalk, 2-foot concrete barrier, and 10-foot travel lane.

2. Construct 15 feet of new bridge.

3. Relocate utilities and traffic to the new structure, which will consist of a temporary 4-foot sidewalk and 11-foot travel lane. A temporary cantilevered pedestrian walkway will need to be constructed onto the exterior of the new bridge to allow for pedestrian and bicycle travel.

4. Remove the remainder of the existing bridge.

5. Complete construction of approximately 21 feet of the new bridge.

Since the phased construction will provide for a single 10-foot travel lane, one-way traffic will be controlled by a temporary traffic signal to allow for alternating travel in each direction. Emergency response vehicles will have preemptive control over the traffic control system. As noted above, access over the Grand Canal will be maintained at all times throughout the duration of construction.

Bridge construction activities will be facilitated by barge-mounted equipment in the Grand Canal. Although dredging will be necessary within the canal to accommodate the barge platforms, the City is currently developing a separate project to dredge the Grand Canal and it is scheduled to occur prior to initiation of construction of the proposed bridge replacement. Utilities will remain in full service throughout the construction period and the relocations will be coordinated as part of the stage construction. Utilities within the portion of the bridge that will be removed in the first stage will be relocated to the remaining portion of the existing bridge. In the second stage of construction, all utilities will be relocated to the new bridge structure constructed in the first phase. The stage construction option will require approximately 12 months for completion.

Temporary Bridge Option

This approach will involve construction of a temporary bridge over Grand Canal at Balboa Avenue; refer to Exhibit 5, *Balboa Avenue Temporary Bridge Option*. Balboa Avenue is a local two-lane roadway (one vehicle lane and sidewalk in each direction) trending in an east-west direction across Balboa Island and Little Balboa Island. There is no bridge crossing over the Grand Canal along Balboa Avenue, and the roadway currently terminates at each end of the canal. This location is immediately surrounded by single-family residential uses on all sides. Retail/commercial uses are situated to the west along Marine Avenue.

The temporary bridge will maintain access to Little Balboa Island with two 10-foot lanes of traffic. No form of additional traffic control will be necessary once the temporary bridge is in place. Bicycle and pedestrian access will also be provided via a 5-foot wide walkway to be located adjacent to the vehicle travel lanes. The temporary bridge includes ramps for ADA compliance at the ends of walkways providing access northerly along the boardwalks and also easterly/westerly along Balboa Avenue.

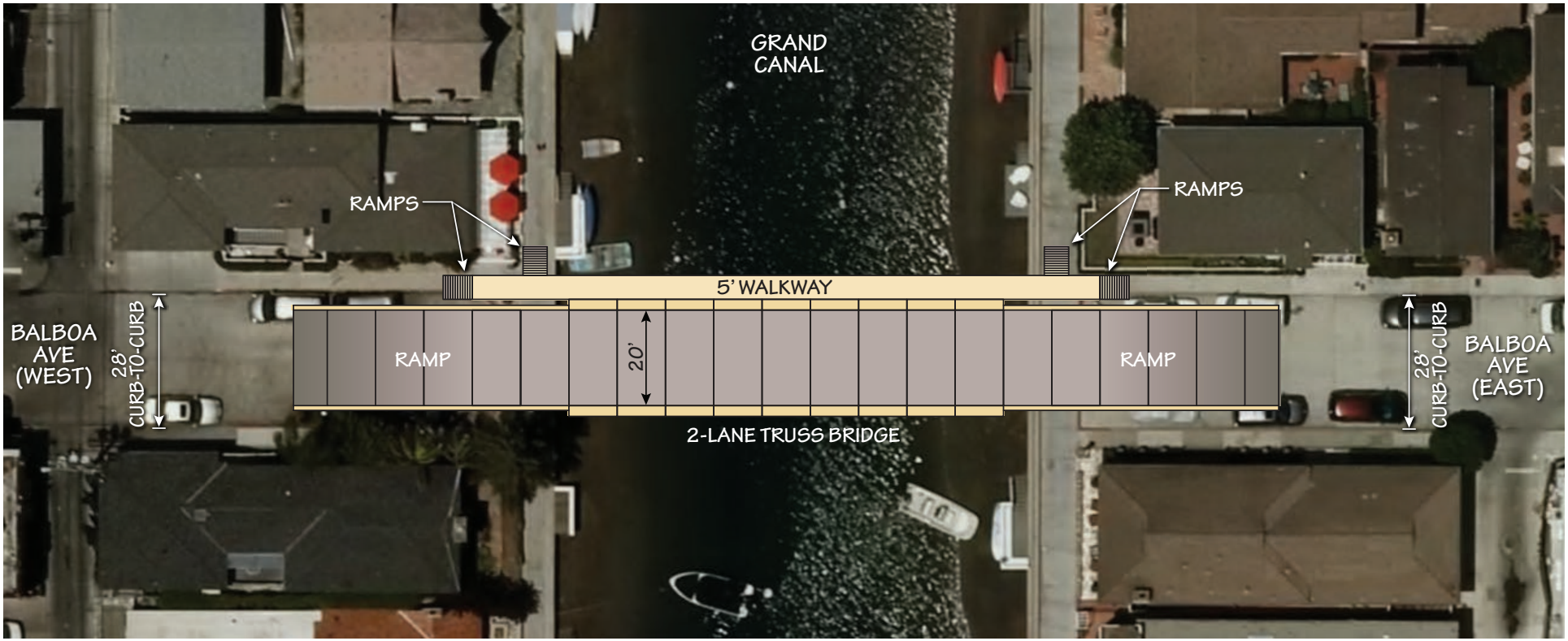
Construction of the temporary bridge include temporary piles within Grand Canal, in order to lower the temporary bridge structure, shorten the ramp lengths on both sides of the canal, and eliminate the conflicts with surrounding residential driveways. Approximately eight temporary piles will be located within the channel (four piles on each side of Grand Canal). The piles will be located approximately five feet away from the existing seawall, and the piles will be spaced approximately three to four feet apart. It is expected that the piles will be a maximum of 18 inches in diameter. The proposed temporary piles will vibrate into place in lieu of driving to minimize noise/vibration impacts to adjacent receptors. Approximately six parking spaces will be temporarily affected by implementing this option.

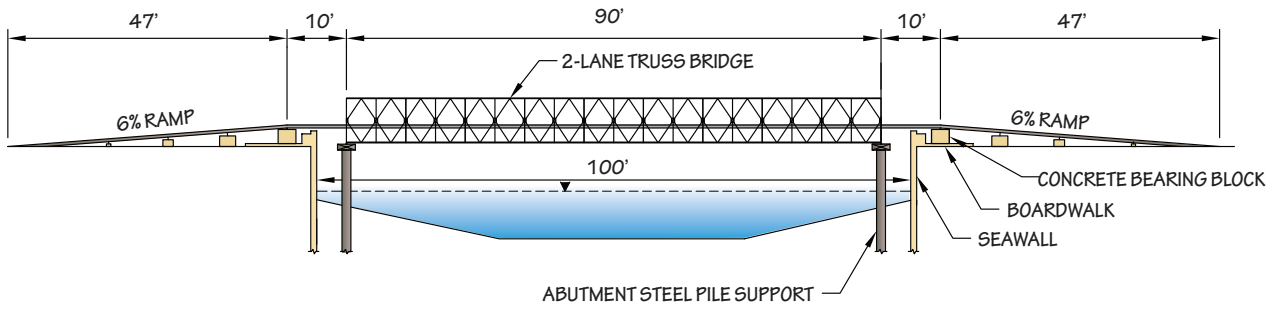
Under the temporary bridge option, bridge construction activities will be facilitated from the adjacent approaches on Park Avenue and Balboa Avenue for the replaced bridge and temporary bridge, respectively. Construction activities within the Grand Canal will include geotechnical investigations, reconstruction of the seawall within the project limits, and the removal and reconstruction of the bridge piers. Utilities will remain in full service throughout the construction period and the relocations will be coordinated as part of the bridge removal and reconstruction. Since the temporary bridge option will allow for the complete demolition of the existing Park Avenue Bridge, utilities within the existing bridge will be relocated to a temporary "utility bridge" immediately adjacent to the existing bridge prior to demolition. After construction of the new bridge, the utilities will be relocated to the new bridge. Construction of the temporary bridge at Balboa Avenue will occur within existing City ROW and no ROW acquisition will be required.

Utilizing the temporary bridge option at Balboa Avenue, the replacement of the Park Avenue Bridge will take approximately 10 months to complete.

Existing Visual Setting

Generally, the project is situated in the developed residential community of Balboa and Little Balboa Islands within Newport Bay. The Grand Canal traverses the project site in a north-south direction, and is the primary visual resource in the project vicinity; refer to Exhibit 6, *Existing Condition Photographs*. Other visual resources in the project vicinity include views of Newport Bay.





10 5 0 10 20 30'

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PARK AVENUE BRIDGE REPLACEMENT PROJECT • VIA

Balboa Avenue Temporary Bridge Option

Exhibit 5

View of the existing Park Avenue Bridge and surrounding residential uses.

View looking north towards the Grand Canal and surrounding residential uses.

View of the existing Park Avenue Bridge piles and span from the Grand Canal.

View of existing residential uses in the project area.

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Existing Condition Photographs

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Exhibit 6

Project Corridor

The project corridor is defined as the area of land that is visible from, adjacent to, and outside the highway right-of-way (ROW), and is determined by topography, vegetation, and viewing distance. The project corridor landscape is characterized by the Grand Canal, surrounding residential uses, and Newport Bay. Visual resources in the project corridor include the Grand Canal and Newport Bay.

State Route 1 (Pacific Coast Highway), located approximately 0.5-mile to the north of the project site, is the closest Eligible State Scenic Highway.[1] State Route 1 is also designated as a scenic highway per the City of Newport Beach General Plan. However, views to the project corridor from State Route 1 are not readily afforded due to topographic conditions and intervening structures.

VISUAL RESOURCES AND RESOURCE CHANGE

Visual resources of the project setting are defined and identified below by assessing *visual character* and *visual quality* in the project corridor. *Resource change* is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the project corridor before and after the construction of the proposed project.

The visual character of the proposed project will be compatible with the existing visual character of the project corridor. The existing visual quality experienced through the project corridor is high. Varying color and form are visible throughout the project corridor, as a result of natural elements (Newport Bay, Grand Canal, mature trees, and ornamental vegetation), and man-made hardscapes (developed residential and commercial uses, roadways, etc.) in the project corridor. The existing vegetation consists of ornamental trees and shrubs. A balance of coastal resources, mature trees, ornamental vegetation, and the surrounding developed area allow for a variety of forms visible in background views.

The project will result in the replacement of the existing Park Avenue Bridge with a new bridge structure. The new bridge will remain 100 feet long and will include 11-foot vehicle lanes and 6-foot raised sidewalks. The proposed bridge will be slightly wider than the existing bridge, with a width of approximately 36 feet (compared to the existing width of approximately 30 feet). The new bridge will also be a similar height as the existing bridge. The bridge will designed to meet current engineering standards in order to enhance the safety of motorists, bicyclists, and pedestrians in the project area.

The proposed project will be similar to the existing bridge structure, and will result in similar line, form, color, and texture compared to the existing character of the project corridor. As such, the visual quality of the existing corridor will not be altered by the proposed project. Pedestrians, bicyclists and motorists traveling through the project site will experience moderate-high vividness, intactness, and unity, similar to existing conditions.

The new bridge structure will contain similar architectural features to the existing bridge. New entry monumentation, landscaping, and appropriate signage will be provided as an entrance to Little Balboa Island, to be consistent with the design guidelines set forth in the City's General Plan. Bridge lighting will be provided for both pedestrian safety and architectural character. The existing architectural style of concrete light poles and lamps will be replicated and will line both sidewalks, similar to existing conditions.

[1] State of California Department of Transportation, California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm, accessed on May 1, 2014.

Resource Change (changes to visual resources as measured by changes in visual character and visual quality) will be low. The project will appear compatible with the existing landscape, as the massing and scale of the bridge will appear similar to the existing bridge structure. The new bridge structure (approximately six feet wider than the existing bridge) will increase the pedestrian scale of the landscape for bicyclists and pedestrians, and will maintain the existing views to the Grand Canal, Newport Bay, and the surrounding developed area.

VIEWERS AND VIEWER RESPONSE

Neighbors (people with views *to* the road) and *highway users* (people with views *from* the road) will be affected by the proposed project. Public views to the project site include residents, as well as motorists, bicyclists, and pedestrians using the roadway system.

Viewer Sensitivity

Based on available documentation for the project area, the project site is considered to be of high sensitivity. The project corridor is not designated as a scenic route per the Newport Beach General Plan, or the California Department of Transportation. State Route 1 is the nearest designated state eligible scenic highway to the project site, located approximately 0.5-mile to the north. Views to the project corridor from State Route 1 are not afforded due to topographic conditions and intervening structures. However, the City of Newport Beach General Plan Natural Resources Element designates the project site as a "public view point," an area providing public views to the City's visual resources (such as the Pacific Ocean, and Newport Bay). As such, viewer sensitivity in the vicinity of the project corridor is considered high. The City of Newport Beach General Plan, Municipal Code, and Local Coastal Program contain provisions pertaining to the preservation of visual resources, scenic vistas, and other visual elements of aesthetic value in the City.

Newport Beach General Plan

The *City of Newport Beach General Plan* (adopted July 25, 2006) is the guiding document for all growth and development within the City. The General Plan identifies the County's land use, transportation, environmental, economic, and social goals and policies as they relate to land use and development. The General Plan forms the basis for local government decision-making, including decisions on proposed development, provides residents with opportunities to participate in the planning and decision-making processes of their community, and informs residents, developers, and decision makers the ground rules that guide development within the community. The General Plan provides guiding goals and policies regarding scenic views, vistas, routes and corridors within the City applicable to the proposed project.

Natural Resources Element

Goals:

NR 20: Preservation of significant visual resources.

NR 22: Maintain the intensity of development around Newport Bay to be consistent with the unique character and visual scale of Newport Beach.

Policies:

NR 20.1 *Enhancement of Significant Resources*: Protect and, where feasible, enhance significant scenic and visual resources that include open space, mountains, canyons, ridges, ocean, and harbor from public vantage points, as shown in Figure NR3 [of the General Plan]. (Imp 2.1)

[The project site is designated as a "public view point" in the City's Natural Resources Element. Public views from the project site are afforded along Park Avenue Bridge towards the Grand Canal, and Newport Bay to the north and south.]

NR 20.2 *New Development Requirements*: Require new development to restore and enhance the visual quality in visually degraded areas, where feasible, and provide view easements or corridors designed to protect public views or to restore public views in developed areas, where appropriate. (Imp 20.3)

NR 22.1 *Regulation of Structure Mass*: Continue to regulate the visual and physical mass of structures consistent with the unique character and visual scale of Newport Beach. (Imp 2.1)

Land Use Element

Policies:

LU 1.1 *Unique Environment*: Maintain and enhance the beneficial and unique character of the different neighborhoods, business districts, and harbor that together identify Newport Beach. Locate and design development to reflect Newport Beach's topography, architectural diversity, and view sheds. (Imp 1.1)

LU 1.6 *Public Views*: Protect and, where feasible, enhance significant scenic and visual resources that include open space, mountains, canyons, ridges, ocean, and harbor from public vantage points. (Imp 1.1)

Harbor and Bay Element

Goals:

HB 1: Preservation of the diverse uses of the Harbor and the waterfront that contribute to the charm and character of Newport Bay, and that provide needed support for recreational boaters, visitors, and residents.

HB 9: A variety of beach/bulkhead profiles that characterize its recreational, residential, and commercial waterfronts.

Policies:

HB 1.1 *Preservation and Enhancement of Water-Dependent and Related Uses.* Preserve and enhance the following uses that contribute to the diversity and charm of Newport Bay, and the balance among them:

- Water-enhanced commercial uses such as restaurants and retail stores.
- Coastal residential communities.

HB 9.1 *Design of new or Renovated Bulkheads.* Balance private property rights, natural harbor tidal and current forces and other coastal processes (such as erosion and accretion) and harbor aesthetics with other policies when considering designs for new or renovated bulkhead permits.

HB 9.2 *Protection of Beach Profile.* Permit and design bulkheads and groins to protect the character of the existing beach profiles and to restore eroded beach profiles found around the Harbor and island perimeters, and the safe navigation and berthing of vessels.

HB 9.3 *Structures Impacting Visual Resources.* Limit structures bayward of the bulkhead line to piers, floats, groins, appurtenances related to marine activities, and public walkways.

Newport Beach Local Coastal Program

The *City of Newport Beach Local Coastal Program Land Use Plan* (CLUP), adopted July 14, 2009, and certified by the California Coastal Commission was prepared in accordance with the California Coastal Act of 1976. The Coastal Land Use Plan sets forth goals, objectives, and policies that govern the use of land and water in the coastal zone within the City and its sphere of influence, with the exception of Newport Coast and Banning Ranch. Coastal Act policies related to scenic and visual resources that are relevant to Newport Beach include the following:

- 30251. 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 following CLUP policies are applicable to the proposed project:

4.4.1-1. Protect and, where feasible, enhance the scenic and visual qualities of the coastal zone, including public views to and along the ocean, bay, and harbor and to coastal bluffs and other scenic coastal areas.

4.4.1-2. Design and site new development, including landscaping, so as to minimize impacts to public coastal views.

4.4.1-5. Where feasible, require new development to restore and enhance the visual quality in visually degraded areas.

4.4.1-10. Where feasible, provide public trails, recreation areas, and viewing areas adjacent to public coastal view corridors.

4.4.2-2. Continue to regulate the visual and physical mass of structures consistent with the unique character and visual scale of Newport Beach.

Newport Beach Municipal Code

The City's Municipal Code provides the following provisions and requirements pertaining to the preservation of scenic views and corridors in the City:

Section 20.30.100, *Public View Protection*.

A. This section provides regulations to preserve significant visual resources (public views) from public view points and corridors. It is not the intent of this Zoning Code to protect views from private property, to deny property owners a substantial property right or to deny the right to develop property in accordance with the other provisions of this Zoning Code.

B. Applicability. The provisions of this section shall apply only to discretionary applications where a project has the potential to obstruct public views from public view points and corridors, as identified on General Plan Figure NR 3 (Coastal Views), to the Pacific Ocean, Newport Bay and Harbor, offshore islands, the Old Channel of the Santa River (the Oxbow Loop), Newport Pier, Balboa Pier, designated landmark and historic structures, parks, coastal and inland bluffs, canyons, mountains, wetlands, and permanent passive open space.

C. Initial Evaluation. Discretionary applications involving a project site adjacent to an identified public view point or corridor shall be reviewed to evaluate the development's potential to impact public views.

D. Visual Impact Analysis. Where a proposed development has the potential to obstruct a public view(s) from a identified public view point or corridor, as identified on General Plan Figure NR 3 (Coastal Views), a view impact analysis may be required by the Department. The view impact analysis shall be prepared at the project proponent's expense. The analysis shall include recommendations to minimize impacts to public views from the identified public view points and corridors while allowing the project to proceed while maintaining development rights.

E. Landscape Standards. Landscape improvements shall be installed and maintained to ensure that landscape materials do not unnecessarily obstruct public views at maturity. Landscaping at the edges of roads from which there is an identified public view should be designed, planted and maintained to frame and accent public views.

F. Other Development Features. Freestanding signs, rooftop equipment, antennas, and other project features shall be designed and sited to ensure they minimize impacts to public views.

G. View Protection Easement. The review authority may require applicants to provide public view protection easements to protect public views. (Ord. 2010-21 § 1 (Exh. A)(part), 2010).

Section 20.30.070, *Outdoor Lighting*.

This section establishes outdoor lighting standards in order to reduce the impacts of glare, light trespass, overlighting, sky glow, and poorly shielded or inappropriately directed lighting fixtures, and promote safety and encourage energy conservation.

A. General Outdoor Lighting Standards.

1. All outdoor lighting fixtures shall be designed, shielded, aimed, located, and maintained to shield adjacent properties and to not produce glare onto adjacent properties or roadways. Parking lot light fixtures and light fixtures on buildings shall be full cut-off fixtures.

2. Flashing, revolving, or intermittent exterior lighting visible from any property line or street shall be prohibited, except if approved as an accessory feature on a temporary basis in conjunction with a special event permit.

3. A photometric study may be required as part of an application for a zoning clearance if it is determined that there is potential for a negative impact to surrounding land uses or sensitive habitat areas.

4. If in the opinion of the Director existing illumination creates an unacceptable negative impact on surrounding land uses or sensitive habitat areas the Director may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.

C. Outdoor Lighting Standards for Buildings, Statues, Other Manmade Objects, and Landscapes. Spotlighting or floodlighting used to illuminate buildings, statues, signs, or any other objects mounted on a pole, pedestal, or platform or used to accentuate landscaping shall consist of full cut-off or directionally shielded lighting fixtures that are aimed and controlled so that the directed light shall be substantially confined to the object intended to be illuminated to minimize glare, sky glow, and light trespass. The beam width shall not be wider than that needed to light the feature with minimum spillover. The lighting shall not shine directly into the window of a residence or directly into a roadway. Light fixtures attached to a building shall be directed downward.

Viewer Awareness/Exposure/Response

Motorists

Motorists traveling through the project corridor are anticipated to have moderate viewer sensitivity to the project; the on-site roadway is not designated as a scenic corridor, but provides views of scenic resources including the Newport Bay and Grand Canal. Motorists within the project corridor have short duration views to the proposed improvements. As the project site is located at the Grand Canal, between Balboa Island and Little Balboa Island, it is expected that a nominal amount of traffic (from local residents on the islands) will travel along Park at the project site. Viewers under existing and

future conditions will have a high visual awareness of the project features. The resultant viewer response of motorists is anticipated to be high.

Local Street Users

Currently, Park Avenue Bridge provides ADA-accessible sidewalks for pedestrians. Due to the visual resources in the area, local street users (i.e., bicyclists and pedestrians) have a high sensitivity to the project and direct, short-to-moderate duration views to the project site. Visible resources in the project vicinity include the Newport Bay and Grand Canal. As such, local street users are anticipated to have a high awareness of the project. The resultant viewer response of local street users is anticipated to be high.

Community Residents

Residents at Balboa Island/Little Balboa Island have a high sensitivity to the proposed project. Visual resources include Newport Bay and the Grand Canal. Residents will have frequent, long-duration views to the project corridor. Viewer awareness of the proposed bridge structure is high, as residents in the vicinity of the project will have long-duration views to project features. The overall resultant viewer response of community residents in the project corridor is anticipated to be high.

Since project initiation in May 2012, the City and Project Team have met with interested members of the community (including residence at Balboa Island and Little Balboa Island) three separate times to gain consensus on project architecture, design, and construction. The result of these meetings yielded a consensus on key elements, including bridge architecture (e.g., an arched profile similar to existing bridge, and similar lighting compared to the existing bridge), preservation of trees and incorporation of planting near walkways, providing adequate pedestrian and bicycle access during construction; and minimizing inconvenience to residents during construction, among others.

Viewer Response

As depicted in Table 1 (Viewer Response), it is anticipated that the average response of all viewer groups will be high.

Table 1
Viewer Response

Viewer Group	Viewer Sensitivity	Viewer Awareness/Exposure	Viewer Response
Motorists	High	High/Short Duration	High
Local Street Users	High	High/Short-to-Moderate Duration	High
Community Residents	High	High/Long Duration	High

VISUAL IMPACT

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. Implementation of the proposed project will result in the replacement of the existing Park Avenue Bridge with a new bridge structure, consisting of two 11-foot vehicle lanes and 6-foot raised sidewalks in each direction along Park Avenue. The proposed bridge structure will be similar in height as the existing bridge structure. However, the new bridge will be six feet wider,

compared to the existing bridge. The project proposes similar architecture in order to maintain the character of the project area. Entry monumentation will be given special attention in the design, providing a combination of landscaping and appropriate signage as an entrance to Little Balboa Island. The style of concrete light poles and lamps will replicate the existing luminaires and will line both sidewalks.

Short-Term Construction Impacts

Since the Park Avenue Bridge is the only connection between Balboa Island and Little Balboa Island, access over the Grand Canal must be maintained at all times. Thus, the City has identified two potential options for construction of the new bridge structure: 1) stage construction, where the Park Avenue Bridge will be demolished and reconstructed one half at a time; and 2) installation of a temporary bridge at Balboa Avenue, which will allow for the demolition of the entire Park Avenue Bridge at one time and reconstruction of the new bridge in one phase. The stage construction option will take approximately 12 months to complete, while the temporary bridge option will take approximately 10 months to complete.

Stage Construction Option

Implementation of the stage construction option for the proposed project will expose sensitive viewers to interim construction activities for approximately 12 months. Construction activities will be phased such that approximately half of the bridge (one 10-foot travel lane) will remain open for vehicle, bicycle, and pedestrian use at all times. Boat access along the Grand Canal beneath the bridge will also remain continually navigable. Since this construction option will provide access to vehicles, pedestrians, and bicyclists via a single 10-foot travel lane, one-way traffic will be controlled by a temporary traffic signal to allow for alternating travel in each direction. Emergency response vehicles will have preemptive control over the traffic control system.

The stage construction option for the project will expose surfaces, construction debris, equipment, and truck traffic to nearby sensitive viewers. The demolition and construction phases(s) of the proposed project will be visible from motorists, bicyclists, pedestrians, and residents located in the project vicinity. Construction staging area(s) will be temporarily located at a nearby vacant lot (location yet to be determined), and could temporarily degrade the visual quality in the surrounding area. However, implementation of Minimization Measure 1 (MM-1) will require temporary construction fencing to minimize public views to the maximum extent feasible. Trucks hauling materials to the construction site will be required to comply with the City's Municipal Code to minimize views to sensitive uses, and therefore, will not result in visual impacts. A construction barge may also be required (to be located within the Grand Canal) to accommodate equipment during the demolition and construction phases. The construction barge will be removed upon completion of construction. These impacts are short-term and will cease upon project completion of construction (construction is scheduled to be completed in approximately 12 months). Overall viewer response is anticipated to be high. As these impacts will be temporary, and will cease upon completion, the potential visual impacts are considered to be moderate-low.

Temporary Bridge Option

Implementation of the temporary bridge construction option for the proposed project will expose sensitive viewers to interim construction activities (approximately 10 months) at the project site (Park Ave-

nue Bridge), and along Balboa Avenue at the Grand Canal. Balboa Avenue is a local two-lane roadway (one vehicle lane and sidewalk in each direction) trending in an east-west direction across Balboa Island and Little Balboa Island. There is no bridge crossing over the Grand Canal along Balboa Avenue, and the roadway currently terminates at each end of the canal. This location is immediately surrounded by single-family residential uses on all sides. Retail/commercial uses are situated to the west along Marine Avenue; refer to Exhibit 3.

The temporary bridge will maintain access to Little Balboa Island with two 10-foot lanes of traffic. No form of additional traffic control will be necessary once the temporary bridge is in place. Bicycle and pedestrian access will also be provided via a five-foot wide walkway to be located adjacent to the vehicle travel lanes. The temporary bridge will include ramps for ADA compliance at the ends of walkways providing access northerly along the boardwalks and also easterly/westerly along Balboa Avenue; refer to Exhibit 5.

Construction of the temporary bridge will include temporary piles within Grand Canal, in order to lower the temporary bridge structure, shorten the ramp lengths on both sides of the canal, and eliminate the conflicts with surrounding residential driveways. Approximately eight temporary piles will be located within the channel (four piles on each side of Grand Canal). The piles will be located approximately five feet away from the existing seawall, and the piles will be spaced approximately three to four feet apart. Utilities will remain in full service throughout the construction period and the relocations will be coordinated as part of the bridge removal and reconstruction.

Since the temporary bridge option will allow for the complete demolition of the existing Park Avenue Bridge, utilities within the existing bridge will be relocated to a temporary "utility bridge" immediately adjacent to the existing bridge prior to demolition. After construction of the new bridge, the utilities will be relocated to the new bridge. Construction of the temporary bridge at Balboa Avenue will occur within existing City ROW and no ROW acquisition will be required.

The temporary bridge construction option for the project will expose surfaces, construction debris, equipment, and truck traffic to nearby sensitive viewers (in the vicinity of Park Avenue Bridge and Balboa Avenue). Construction and demolition of the temporary bridge structure, as well as the demolition and construction of the new Park Avenue Bridge structure will be visible from motorists, bicyclists, pedestrians, and residents located in the project vicinity. Similar to the stage construction option, the temporary bridge option will require temporary construction staging area(s) located at a nearby vacant lot (location yet to be determined), and could temporarily degrade the visual quality in the surrounding area. However, implementation of Minimization Measure 1 (MM-1) will require temporary construction fencing to minimize public views to the maximum extent feasible. Trucks hauling materials to the construction site will be required to comply with the City's Municipal Code to minimize views to sensitive uses, and therefore, will not result in visual impacts. A construction barge may be required (to be located within the Grand Canal) to accommodate equipment for demolition and construction activities. The construction barge will be removed upon completion of construction. These impacts are short-term and will cease upon project completion of construction activities, which will be approximately 10 months. Overall viewer response is anticipated to be high. As these impacts will be temporary, and will cease upon completion, the potential visual impacts are considered to be moderate.

Long-Term Operational Impacts

Implementation of the proposed project will result in low changes to the project corridor. The project will result in a new bridge structure along the existing roadway network within the project corridor. Public views of the new bridge structure (including slightly wider travel lanes and sidewalks, and a reduction in the number of spans in the Grand Canal from five to the proposed three), entry monumentation (including landscaping and signage), and bridge lighting fixtures will be afforded. Proposed project changes will result in a positive increase in visual character/quality, as the new, wider bridge structure will increase the pedestrian scale environment (compared to the more narrow, existing structure), and improvements over the existing Park Avenue Bridge (i.e., severely deteriorated concrete in girders, pile caps, and piles) will increase visual intactness for nearby viewers.

Stationary viewers (i.e., residents in the project vicinity) will have long-term views to the new bridge structure, and will have a high viewer sensitivity. However, the new bridge structure will be constructed of similar height as the existing Park Avenue Bridge, and existing views of the Newport Harbor and Grand Canal will remain similar to existing conditions. Although the new bridge will be wider, this additional massing will accommodate pedestrians and bicyclists, rather than travel lanes. The anticipated viewer response to the project from these viewers is high. The proposed streetscape and monument signage is anticipated to result in an overall increase in the quality of the landscape. Thus, these resultant visual impacts are low.

Changes along the project corridor, visible by motorists, bicyclists, pedestrians, and residents will include the new bridge structure, entry monumentation, landscaping, and associated signage. Motorists and local street users (pedestrians and bicyclists) are anticipated to have high visual responses to the proposed changes in the project corridor. However, existing views of Newport Bay and the Grand Canal will remain upon implementation of the proposed project. Further, based on public input received from community residents, the project proposes a widened bridge with a similar profile, architecture, and lighting elements compared to existing conditions. Thus, implementation of the proposed project is anticipated to result in low visual impacts.

Scenic Vistas

The project site is designated as a "public view point" in the City's General Plan, an provides views to visual resources such as the Newport Bay and Grand Canal. However, as discussed above, the proposed Park Avenue Bridge structure will be similar in height as the existing bridge and will maintain views to the Newport Bay and Grand Canal. The project will not hinder or obstruct existing views to these visual resources. Therefore, visual impacts to scenic vistas (as designated in the City's General Plan) will be low in this regard.

State Scenic Highways

No designated State Scenic Highways are present in or near the project corridor. State Route 1 is the nearest designated state eligible scenic highway to the project site, located approximately 0.5-mile to the north. [2] Views to the project corridor from State Route 1 are not afforded due to topographic

[2] State of California Department of Transportation, California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/scenic_ highways/, accessed on May 1, 2014.

conditions and intervening structures. Thus, the proposed project features will not substantially degrade scenic resources along a State Designated Scenic Highway. No impact will result in this regard.

Visual Character/Quality

Project implementation will result in a new bridge structure along Park Avenue within the project corridor. Proposed project features will appear similar in character to the existing Park Avenue Bridge. Either the stage construction option (which will be phased such that approximately half of the bridge will remain open for traffic/bicycle/pedestrian traffic during construction) or the temporary bridge construction option will be implemented for the proposed project. The stage construction option will take approximately 12 months to complete, and the temporary bridge construction option will take approximately 10 months to complete. Both construction options will result in temporary visual impacts to the character/quality of the project corridor, as a mix of construction equipment, workers, truck traffic, and debris will be visible from nearby sensitive uses. Construction activities will be short-term and cease upon completion. In addition, compliance with the City's Municipal Code and MM-1 will reduce short-term visual character/quality impacts from construction.

Upon completion of construction activities, the project will result in an increase in visual intactness in the project corridor, as the project will replace the existing, deteriorated bridge with an upgraded bridge structure and associated entry monumentation, landscaping, and signage that will complement the existing surrounding landscape. As noted above, the City and Project Team have incorporated public input into the design and construction of the bridge structure to ensure that the existing visual character and quality in the area is maintained. Thus, the resultant visual impacts to the project corridor will be moderate-low.

Light and Glare

The project area currently experiences lighting typical of urban/suburban areas. The primary source of light and glare in the area is from street lights, pedestrian lighting, and motor vehicle headlights. The proposed project includes bridge lighting for pedestrian safety and architectural character similar to the existing lighting fixtures in the project area. The existing style of concrete light poles and lamps will replicate the existing luminaires and will line both sidewalks, and will be consistent with the City's design guidelines and Municipal Code. Thus, upon required Municipal Code and design guidelines compliance, the proposed lighting will be similar to existing conditions, and a low visual impact associated with light and glare will occur.

No Build Alternative

With implementation of the "No Build" Alternative, the proposed project will not be constructed. No other improvements are planned for the project corridor. Thus, the project corridor will remain in its existing condition. The proposed bridge structure will not be constructed, and the existing Park Avenue Bridge will remain. With implementation of the "No Build" Alternative, no temporary visual impacts will occur and the overall long-term visual character/quality of the project site will not be improved.

AVOIDANCE AND MINIMIZATION MEASURES

Avoidance or minimization measures have been identified and can lessen visual impacts caused by the project. This section describes additional avoidance and/or minimization measures to address specific visual impacts. These will be designed and implemented with concurrence of the City Planning Department.

The following measures to avoid or minimize visual impacts will be incorporated into the project:

MM-1 All construction staging areas shall be sited and/or screened with temporary fencing in order to minimize public views to the maximum extent feasible. The fencing shall be comprised of opaque material to shield views from surrounding sensitive viewers.

CONCLUSIONS

Implementation of the proposed project will result in moderate temporary visual impacts, and low long-term visual impacts. With implementation of the recommended minimization measures, impacts in this regard will be further reduced.

REFERENCES

California Department of Transportation, California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm, accessed on May 1, 2014.

California Department of Transportation, Standard Environmental Reference, Chapter 27: Aesthetics and Visual Review, http://www.dot.ca.gov/ser/vol1/sec3/community/ch27via/chap27via.htm, last updated November 14, 2013.

City of Newport Beach, *City of Newport Beach Environmental Impact Report General Plan 2006 Update*, certified 2006.

City of Newport Beach, *City of Newport Beach General Plan*, Adopted July 25, 2006, and amended as of the date of the issuance of the Notice of Preparation for this project issued on November 6, 2013.

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City of Newport Beach, *City of Newport Beach Municipal Code*.

Federal Highway Administration, *Visual Impact Assessment for Highway Projects*, January 1988.

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United States Geographical Survey, *Newport Beach, California Quadrangle*, dated 1965, photorevised 1981.

Appendix A – Visual Impact Assessment Guide

(Hyperlink to Chapter 27)

Visual Impact Assessment Guide

The following questions, and subsequent score should be used as a guide to determine the level of detail required for a VIA. It is helpful in estimating the probable visual impacts a proposed project may have on the environment. This checklist is meant to assist the writer of the visual study in understanding the degree and breadth of the possible visual issues. The goal is to develop a suitable document strategy that is both thorough, efficient, and defensible.

Consider each of the ten questions below and select the response that most closely applies to the project in question. Each response has a corresponding point value. After the checklist is completed the total score will represent the type of VIA document suitable for the project.

It is important that this scoring system be used as a preliminary guide only and should not be used as a substitute for objective analysis on the part of the user. Although the collective score may direct the user toward a certain level of analysis document, circumstances associated with any one of the ten question-areas may necessitate elevating the VIA to a greater level of detail.

Project Name: Park Avenue Bridge Replacement

Change to the Visual Environment

1. Will the project result in a noticeable change in the physical characteristics of the existing environment?
(Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities)

High Level of Change (3) Moderate Level of Change (2) **Low Level of Change (1)**

The proposed project may consist of two construction alternatives: the stage construction option, and temporary bridge construction option. The stage construction option will include the demolition of the existing bridge, and the construction of a new bridge in-place. This option consists of the simultaneous demolition and reconstruction of half of the bridge, while providing continued access to Balboa and Little Balboa Islands via a single travel lane across the Grand Canal. A temporary traffic signal will be used for alternating travel across the bridge from Balboa Island to Little Balboa Island.

The temporary bridge option will include the closure of Park Avenue Bridge during demolition and construction of the new bridge, and the implementation of a temporary bridge along Balboa Avenue (across the Grand Canal) to provide uninterrupted access between Balboa and Little Balboa Islands. Both construction options will require the use of construction equipment, truck traffic, construction workers, and barge-mounted construction equipment in the Grand Canal. As such, the visual character/quality of the Grand Canal will temporarily be reduced. However, these visual impacts will cease upon completion of construction activities.

The new bridge structure will be similar in height and architectural character to the existing Park Avenue Bridge. However, the proposed bridge will be approximately six feet wider than the existing bridge. New entry monumentation, landscaping, and signage will complement the existing surrounding landscape. Bridge railings will be of similar height compared to existing conditions. As such, the new bridge structure will be similar in visual character/quality as the existing Park Avenue Bridge, and will not incorporate any obtrusive design features. Thus, the proposed project is anticipated to result in a low level of change in the physical characteristics compared to the existing environment.

2. Will the project complement or contrast with the visual character desired by the community?
(Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents, or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community)

Low Compatibility (3) Moderate Compatibility (2) **High Compatibility (1)**

The project will result in replacing the existing Park Avenue Bridge with a new bridge structure, within a developed residential community on Balboa and Little Balboa Islands, in the City of Newport Beach. Completion of the project will result in similar character/quality as the existing landscape, as the new bridge will be only six feet wider, and will be constructed to a similar height compared to the existing bridge profile. The existing ADA-compliant switchback ramps to the east and west of the bridge will be modified to accommodate the wider bridge structure. The two-foot landscape strip at the switchback ramps on the east side of the Grand Canal will be eliminated, and the widths of the switchback ramps on the west side of the Grand Canal will be reduced by one foot. Overall, the switchback ramps will be reduced by two feet on all sides of the bridge to accommodate the proposed wider traffic lanes and sidewalks.

The proposed bridge architecture will be generally consistent with the existing bridge to maintain the character of the surrounding developed area. Entry monumentation will be given special attention in the design, providing a combination of landscaping and appropriate signage as an entrance to Little Balboa Island. Since the project will replace the existing bridge with a similar bridge structure, and enhancements to entry monumentation, landscaping, and signage will occur, the project will have a high compatibility with the existing visual character of the community.

3. What types of project features and construction impacts are proposed? Are bridge structures, large excavations, sound barriers, or median planting removal proposed?
(Certain project improvements can be of special local interest, causing a heightened level of public concern, and requiring a more focused visual analysis.)

High Concern (3) Moderate Concern (2) Low Concern (1)

The proposed project will result in both permanent and temporary changes to the project area. The project includes the replacement of a bridge structure, landscaping, signage, and implementation of entry monumentation. The bridge will appear similar in character

compared to the existing bridge structure, and the proposed landscaping, signage and entry monumentation will be consistent with the City's design guidelines. The project site is designated as a "public view point" in the City's General Plan, as the bridge provides views of visual resources such as the Grand Canal and Newport Bay. Because the project site is designated as a "public view point," RBF assumes that there is a high level of public concern and special local interest in the proposed project. As such, the proposed bridge replacement project is anticipated to generate a high concern among nearby viewers.

4. Will the project changes likely be mitigated by landscaping and architectural enhancement or will avoidance measures be necessary to minimize adverse change?
(Consider the type of changes caused by the project, i.e., can undesirable views be screened or will desirable views be permanently obscured?)

Project Alternative Needed (3) Extensive Mitigation Likely (2) **Normal Mitigation (1)**

As an existing bridge structure is currently located on-site, normal mitigation (e.g., landscaping and/or architectural enhancements) is anticipated to be sufficient. The new bridge structure will contain similar design elements (e.g., color, texture, lighting), and will be constructed to a similar height as the existing bridge structure. It should be noted that the existing ADA-compliant switchback ramps to the east and west of the bridge will be slightly modified to accommodate the proposed wider traffic lanes and sidewalks associated with the new bridge. Enhanced entry monumentation (including landscaping and signage) will be specially designed to provide an attractive entrance to Little Balboa Island.

5. Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character?
(Identification of any projects (both departmental and local) in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.)

Impacts likely 0-5 years (3) Impacts likely 6-10 years (2) **Unlikely (1)**

The project consists of replacing an existing bridge structure, and is the only connection between Balboa and Little Balboa Island. The project will result in an upgraded bridge that meets current engineering and seismic safety standards. No operational vehicular trips or land development will occur. In addition, no cumulative projects are anticipated to occur in the project's viewshed. Therefore, adverse cumulative impacts related to the proposed project are unlikely.

Viewer Sensitivity

1. What is the potential that the project proposal will be controversial within the community, or opposed by any organized group?
(This can be researched initially by talking with Departmental and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information. Factor in your own judgment as well.)

High Potential (3) Moderate Potential (2**)** Low Potential (1)

The project involves the replacement of the Park Avenue Bridge within Balboa and Little Balboa Islands in the City of Newport Beach. Sensitive viewers that will be aware of the project include residential uses in the project vicinity, motorists traveling along Park Avenue, and bicyclists/pedestrians traversing the bridge with public views to the Grand Canal and Newport Bay. Due to the presence of adjoining residential uses and the identified views along the Grand Canal (per the City's General Plan), RBF assumes that there is a high potential for view sensitivity in the area.

2. How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?
(Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other Caltrans staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.)

High Sensitivity (3) **Moderate Sensitivity (2)** Low Sensitivity (1)

As previously noted, the existing viewer groups that will have views to the project include residential uses surrounding the project site, motorists traveling along Park Avenue, and bicyclists/pedestrians traversing the site. The City's General Plan designates the Park Avenue Bridge as a "public view point," providing views to visual resources such as the Grand Canal and Newport Bay. Motorists will generally have a high viewer sensitivity to change due to short-to-moderate duration of views, and high visibility of project features. Residents surrounding the project site will have a high sensitivity to the proposed project, as these viewers will have a long duration of views to project features and a high visibility.

It should be noted that from the inception of the project in May 2012, the City and Project Team have met with interested members of the community three separate times to gain consensus on project architecture, design, and construction. The result of these meetings yielded a consensus on key elements, including bridge architecture (e.g., an arched profile similar to existing bridge, and similar lighting compared to the existing bridge); preservation of trees and incorporation of planting near walkways; provide adequate pedestrian and bicycle access during construction; and minimize inconvenience to residents during construction, among others. Therefore, potential viewer-groups are expected to have a moderate sensitivity regarding visible changes associated with the project.

3. To what degree does the project appear to be consistent with applicable laws, ordinances, regulations, policies or standards?
(Although the State is not always required to comply with local planning ordinances, these documents are critical in understanding the importance that communities place on aesthetic issues. The Caltrans Environmental Planning branch may have copies of the planning documents that pertain to the project. If not, this information can be obtained by contacting the local planning department. Also, many local and state planning documents can be found online at the California Land Use Planning Network).

Low Compatibility (3) Moderate Compatibility (2) **High Compatibility (1)**

The project is anticipated to be largely compatible, and comply with the applicable laws, ordinances, regulations, policies, and standards. Specifically, the City of Newport Beach General Plan contains goals and policies related to preserving visual resources (Goal NR 20, Policy LU 1.6), and maintaining and enhancing the unique character and visual scale of the City (Goal NR 22, Policy LU 1.1). In addition, the Local Coastal Program Land Use Plan contains similar policies pertaining to the preservation and enhancement of coastal visual resources (Policies 4.4.1-1, 4.4.1-2, and 4.4.1-5), and maintaining the visual character of Newport Beach (Policy 4.4.2-2). The project will not obstruct any current views of local visual resources (i.e., Grand Canal and Newport Bay). State Route 1 (Pacific Coast Highway), traversing in an east-west direction approximately 0.5-mile north of the project site, is the nearest eligible State Scenic Highway. However, the project will not be readily visible from this designated scenic route due to topographic conditions and intervening structures.

4. Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?
(Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitter, may be determined by talking with the project Environmental Planner and Project Engineer. Note: coordinate with the Caltrans representative responsible for obtaining the permit prior to communicating directly with any permitting agency.)

Yes (3) Maybe (2) **No (1)**

Permits will be required for the proposed project by several regulatory agencies (i.e., the U.S. Army Corps of Engineers, Santa Ana Regional Water Quality Control Board, U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife). However, the required permits will be typical of those required for construction near "Waters of the United States" and wildlife habitats, and are not anticipated to necessitate a particular level of Visual Impact Assessment.

5. Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action?
(Consider the proposed project features, possible environmental impacts, and probable mitigation recommendations.)

Yes (3) Maybe (2) **No (1)**

The project proposes to replace the existing Park Avenue Bridge with a new bridge in a developed residential community on the Balboa and Little Balboa Islands, within the City of Newport Beach. Because the project will replace the existing bridge with a similar bridge structure of similar height, and the project will not obstruct views to a designated scenic view or vista, a more detailed visual analysis will not provide additional information on specific project impacts from particular viewer groups.

Project Score: 15

Determining the Type of Visual Impact Assessment Required

The total score will indicate the recommended VIA level for the project. In addition to considering circumstances relating to any one of the ten questions-areas that will justify

elevating the VIA level, also consider any other project factors that will have an effect on level selection.

SCORE 10-14
A brief Memorandum to the project file addressing visual issues is likely to be sufficient.

SCORE 15-19
An abbreviated VIA is appropriate in this case. The assessment will briefly describe project features, impacts and any avoidance and minimization measures. Visual simulations will be optional. A Minor VIA Annotated Outline is recommended for use.

SCORE 20-24
A fully developed VIA, that meets or exceeds FHWA requirements, is appropriate. This technical study will likely receive extensive public review. A Moderate VIA Annotated Outline is recommended for use (refer to Attachment A).

SCORE 25-30
Prior to preparing a VIA, a formal visual scoping study that meets or exceeds FHWA requirements is appropriate to alert the Project Development Team to the potential for highly adverse impacts and to consider project alternatives to avoid those impacts. An Advanced/Complex VIA Annotated Outline is recommended for use.