

## **4.8 RECREATION AND TRAILS**

### **4.8.1 INTRODUCTION**

This section describes the availability of and anticipated demand for recreational facilities in the immediate area of the Newport Banning Ranch Project site and the region, including City, County, and State facilities and identifies and addresses potential Project impacts related to recreational facilities, including parks and trails. Cumulative impacts are addressed in Section 5.0.

### **4.8.2 REGULATORY SETTING**

#### **State**

##### ***Quimby Act***

California allows a City or County to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and recreational purposes (*California Government Code §66477*). This legislation, commonly called the “Quimby Act”, allows a City or County to require a maximum parkland dedication standard of 3 acres of parkland per 1,000 residents for new subdivision development unless the jurisdiction can demonstrate that the amount of existing neighborhood and community parkland exceeds that limit. In accordance with Section 66477, a jurisdiction may establish a parkland dedication standard based on its existing parkland ratio, provided required dedications do not exceed 5 acres per 1,000 persons. The proposed Project would be subject to this legislation in accordance with the City-adopted standard described below.

#### **City of Newport Beach**

##### ***City Park Dedication Ordinance (Quimby Ordinance)***

Consistent with and as permitted by the Quimby Act, the City adopted a Park Dedication and Fees Ordinance (*City of Newport Beach Municipal Code, §§19.52.010–19.52.090*). The Ordinance requires that the project applicant for a residential subdivision “provide for the dedication of land, the payment of fees in lieu thereof, or a combination of both for park or recreational purposes in conjunction with the approval of residential development”. Based on the figures from the 2000 federal census and the City’s General Plan Recreation Element identifying the amount of park acreage in the City, the City’s park dedication requirement is 5 acres per 1,000 persons (*City of Newport Beach Municipal Code, Chapter 19.52.040*). In-lieu fees are placed in a fund for the provision or rehabilitation of park and recreational facilities that can serve the subdivision. The Park Dedication and Fees Ordinance also provides for credit to be given, at the discretion of the City Council, for private recreational facilities within a new residential development or for the provision of park and recreational improvements to land dedicated for a public park. Private facilities or public improvements can be credited against a project’s required dedication of land and/or the payment of in-lieu fees.

## **City of Newport Beach General Plan**

### Recreation Element

The primary purpose of the Recreation Element is to ensure that “balance between the provision of sufficient parks and recreational facilities are appropriate for the residential and business population of Newport Beach. Specific recreational issues and policies contained in the Recreation Element include parks and recreational facilities, recreational programs, shared facilities, coastal recreation and support facilities, marine recreation, and public access” (Newport Beach 2006a).

The City is divided into 12 service areas with a goal that each geographic area contains adequate parklands and/or recreational opportunities to serve that specific portion of the community. The Project site is located in Service Area 1, West Newport. Service Area 1 is generally bound on the north by the Newport Terrace Condominium development; on the south by the Pacific Ocean; on the northeast by the City of Costa Mesa; on the east by Newport Boulevard; and on the west by the Santa Ana River. The service area extends to the southeast to include a portion of the Balboa Peninsula (east of the Newport Pier).

The *City of Newport Beach General Plan* specifically addresses the need for a Community Park to be located on the Project site. Land Use Policy 6.5.2 of the City’s General Plan states that the Newport Banning Ranch property must:

Accommodate a community park of 20 to 30 acres that contains active playfields that may be lighted and is of sufficient acreage to serve adjoining neighborhoods and residents of Banning Ranch, if developed.

The City’s General Plan Recreation Element defines Community Parks as those that serve the entire City and are easily accessible via arterial roads. Community Parks have improvements such as community buildings, parking, swimming pools, facilities for picnicking, active sports, and other facilities that serve a larger population. Community Parks may have a particular theme or orientation such as active sports or aquatic facilities.

### Circulation Element

The Circulation Element addresses the City’s trails system, which provides an alternative to vehicle travel and recreational opportunities for the community. The existing trail system in Newport Beach has been developed to provide access for commuter and recreational bicyclists, along with pedestrians and equestrians. The Project’s consistency with applicable *City of Newport Beach General Plan* goals and policies is provided in Table 4.8-4 later in this section.<sup>1</sup>

### **4.8.3 METHODOLOGY**

Information presented in this section is based on information provided in the *City of Newport Beach General Plan’s* Recreation and Circulation Elements. Information concerning off-site recreational facilities was obtained via internet research relating to the various private and public recreational facilities in the Project area and personal communication with State, County, and City personnel.

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<sup>1</sup> For ease of reading, the policy tables are located at the end of this EIR section.

## 4.8.4 EXISTING CONDITIONS

### On-site Recreational Uses

The Project site is an active oilfield; therefore, it is closed to the public and has no public access easements. There are no public parks or recreational facilities present on the site.

### Off-Site Recreational Uses

#### **State of California**

##### Beaches

Huntington State Beach is a public access State beach that extends approximately two miles along the coast from Beach Boulevard in the City of Huntington Beach south to the Santa Ana River at the Newport Beach boundary. Amenities include areas for surfing, swimming, skating, and surf fishing; a Class I bicycle trail (discussed below under County of Orange Bikeways); fire rings for bonfires; and food service and picnic areas. In addition to these more typical beach amenities, a portion of Huntington State Beach also serves as a nesting sanctuary for the rare and Endangered California least tern and the Threatened snowy plover (California State Parks 2009).

#### **County of Orange**

##### Regional Parks

The Regional Recreation Facilities Component of the *County of Orange General Plan's* Recreation Element identifies recreational facilities throughout the County. Orange County's regional recreational facilities generally include recreational or scenic attractions of countywide significance that are not typically found in local or municipal parks. There are currently over 27,000 acres of regional recreational facilities, which include regional harbors, beaches, parks, and historic sites. Regional recreational facilities that are located within two miles of the Project site include the Talbert Nature Preserve and the Santa Ana River Mouth Beach (OC Planning 2005).

Talbert Nature Preserve is located north of and contiguous to the Project site and includes the 91.5-acre North Talbert Preserve and the 88.5-acre South Talbert Preserve. The Talbert Nature Preserve provides passive and active recreational opportunities and serves the larger Orange County region as part of the Orange County Regional Parks system. Amenities include hiking and bicycle trails, picnic areas, a botanical preserve, and a scenic overlook (Orange County 2008).

The Santa Ana River Mouth Beach is a public access County beach located south of Huntington State Beach and north of Newport City Beach where the Santa Ana River meets the Pacific Ocean, southwest of the Project site.

##### Riding and Hiking Trails

The County's regional riding and hiking trails link the harbors, beaches, parks, open space, and recreational areas. The Countywide regional trail network includes approximately 348 miles of existing and proposed trails, including areas regulated by governmental agencies other than the

County of Orange. These riding and hiking trails include equestrian, pedestrian, and bicycle use (OC Planning 2005).

According to the Orange County Parks Major Riding & Hiking Trails and Off-Road Paved Bikeways Map, the only riding and hiking trail identified within a two-mile radius of the Project site is the trail located along the east and west banks of the Santa Ana River (OC RDMD 2008). This trail extends north from the beach and connects to Featherly Regional Park in the City of Anaheim in the Santa Ana Canyon area. Near the Project site, the trail is located on the west bank of the Santa Ana River.

### Bikeways

Bicycle routes provide an alternative transportation mode for all trips, including those for commuting and for traveling to recreation areas, shopping venues, and schools. Bicycle routes are classified as one of three types: Class I, Class II, and Class III. A Class I bicycle trail is a paved facility that is physically separated from a roadway and designated primarily for the use of bicycles. A Class II bicycle lane is a facility featuring a striped and signed lane on the paved area of a road for preferential use by bicycles. It is located along the edge of the paved area outside the motor vehicle travel lanes. A Class III bicycle route is an on-road, signed, shared lane bicycle route.

Regional bicycle routes in the vicinity of the Project site include (1) a Class I bikeway along the west bank of the Santa Ana River that extends along the coastline adjacent to Pacific Coast Highway and (2) a portion of Victoria Street north of the Project site. Class II bikeways are designated along Victoria Avenue north of the Project site; on Superior Avenue and Placentia Avenue to the east and southeast; and on West Coast Highway south of the Project site.

### **City of Costa Mesa**

#### Parks

There are several City of Costa Mesa parks within a two-mile radius of the Project site. Specifically, Marina View Park, Vista Park, Canyon Park, Shalimar Park, Senior Park, Lions Park, Gisler Park, Fairview Park, Tanager Park, Ketchum-Libolt Park, Harper Park, Pinkley Park, and Heller Park are all located within two miles of the Project site and provide for a variety of active and passive recreational uses. Additionally, the Downtown Recreation Center, the Neighborhood Community Center, and the Costa Mesa Country Club (Los Lagos and Mesa Linda public golf courses) are located within two miles of the Project site and provide recreational opportunities for the surrounding areas (Costa Mesa 2009). While these facilities are located near the Project site, their main function is to serve the residents of the City of Costa Mesa, and they are not intended to serve the recreational demand of residents from other cities.

### **City of Huntington Beach**

#### Parks and Beaches

The City of Huntington Beach is located immediately west of and across the Santa Ana River from the Project site. City recreational facilities within two miles of the Project site include Burke Park, Sowers Park, Edison Park, Seeley Park, Eader Park, Le Bard Park, and Hawes Park. These park facilities offer a variety of recreational amenities including picnic areas, athletic fields, and tot lots. While these parks are located near the Project site, their main function is to serve the residents of the City of Huntington Beach, and they are not intended to serve the

recreational demand of residents outside of the City. Additionally, Huntington City Beach is a public access beach located along the coast (north of Beach Boulevard) that provides beach recreational access to City of Huntington Beach residences and the larger regional area (Huntington Beach 2009a).

### **City of Newport Beach**

#### Parks

Newport Beach has approximately 348 acres of passive and active parks. The City's General Plan categorizes the different types of parks based on size and amenities. According to the General Plan, park types include the following:

**Community Park:** Community parks typically include facilities that serve the entire City, including community buildings; parking lots and structures; swimming pools; and facilities for picnicking, active sports, and other facilities. A community park is easily accessible via arterial roads and may have a particular theme or orientation such as active sports or aquatic facilities.

**Mini Park:** Mini parks are typically less than one acre in size. Some mini-parks can have a fairly small service radius of  $\frac{1}{4}$  mile and are located within the neighborhood they serve. Other mini-parks serve the entire City and are located as urban trail heads along major trails or streets.

**Neighborhood Park:** Neighborhood parks, generally one to eight acres in size, are often located adjacent to public schools and serve all ages. A neighborhood park may contain a wide variety of improvements including turf areas, active sports fields and courts, community buildings, play apparatus, picnic facilities, senior centers, youth centers, and aquatic facilities.

**View Park:** View parks are generally between  $\frac{1}{2}$  acre and 3 acres in size and serve the entire City. View parks are passive parks designed to take advantage of a significant view. Often located on coastal bluffs to focus upon ocean or bay views, most view parks are improved with landscaping, walkways, and benches.

**Greenbelt:** Greenbelts primarily exist as passive open space, although some recreational facilities may be included. Greenbelts can be either in public or private ownership.

**Open Space:** Open space areas, which may or may not be accessible to the general public, are not considered to be public parks. These areas include passive and active open space areas.

**Public Beach:** Public beaches are characterized by sandy beach areas adjacent to the bay or ocean and often function as neighborhood or community parks due to a lack of other available parks. Typically, a public beach is easily accessible and does not charge an entrance fee. Amenities may include active sports facilities, snack bars, showers, drinking fountains, restrooms, walkways, docks, benches, shade trees, and parking areas. According to the City's General Plan, active beach recreation occurs within approximately 100 feet of the water's edge.

**School:** Public schools' fields and playground areas are considered part of the recreation system in the City as they serve the general public during weekends and after school.

City park operational hours are from 6:00 AM to 11:00 PM with active ball fields, courts, and the parking lot areas lit until 10:00 PM. Limited lighting for public safety remains on after the closure of City parks. Existing City park facilities closest to the Project site are Newport Shores Park, West Newport Park, and West Newport Community Center and Gym. Newport Shores Park, located at 61<sup>st</sup> Street, is an active park with a play area. West Newport Park is an active park located at 6804 Seashore Drive and includes a basketball court, handball courts, tennis courts, three playgrounds, picnic tables, and two restroom facilities. The West Newport Community Center and Gym is an active recreational facility located at 883 West 15<sup>th</sup> Street and includes meeting facilities, a dance room, gymnasium, and playground facilities. In addition to these existing parks, the City has approved a plan for Sunset Ridge Park at the northwestern corner of West Newport Boulevard at Superior Avenue and east of the Newport Banning Ranch Project site. As approved, Sunset Ridge Park would include active and passive recreational uses including athletic fields, a playground, picnic areas, gardens, a shade structure, restroom facilities, and on-site parking. Vehicular access would be through the Newport Banning Ranch Project site. The City approved plans for Sunset Ridge Park in March 2010.

Additional City park facilities located within a two-mile radius of the Project site include 38<sup>th</sup> Street Park, Channel Park, Newport Island Park, Gateway Park, Cliff Drive Park, Bolsa Park, Bob Henry Park, Castaways Park, Veterans Park, and Las Arenas Park. These parks provide a variety of passive and active recreational opportunities to Newport Beach residents.

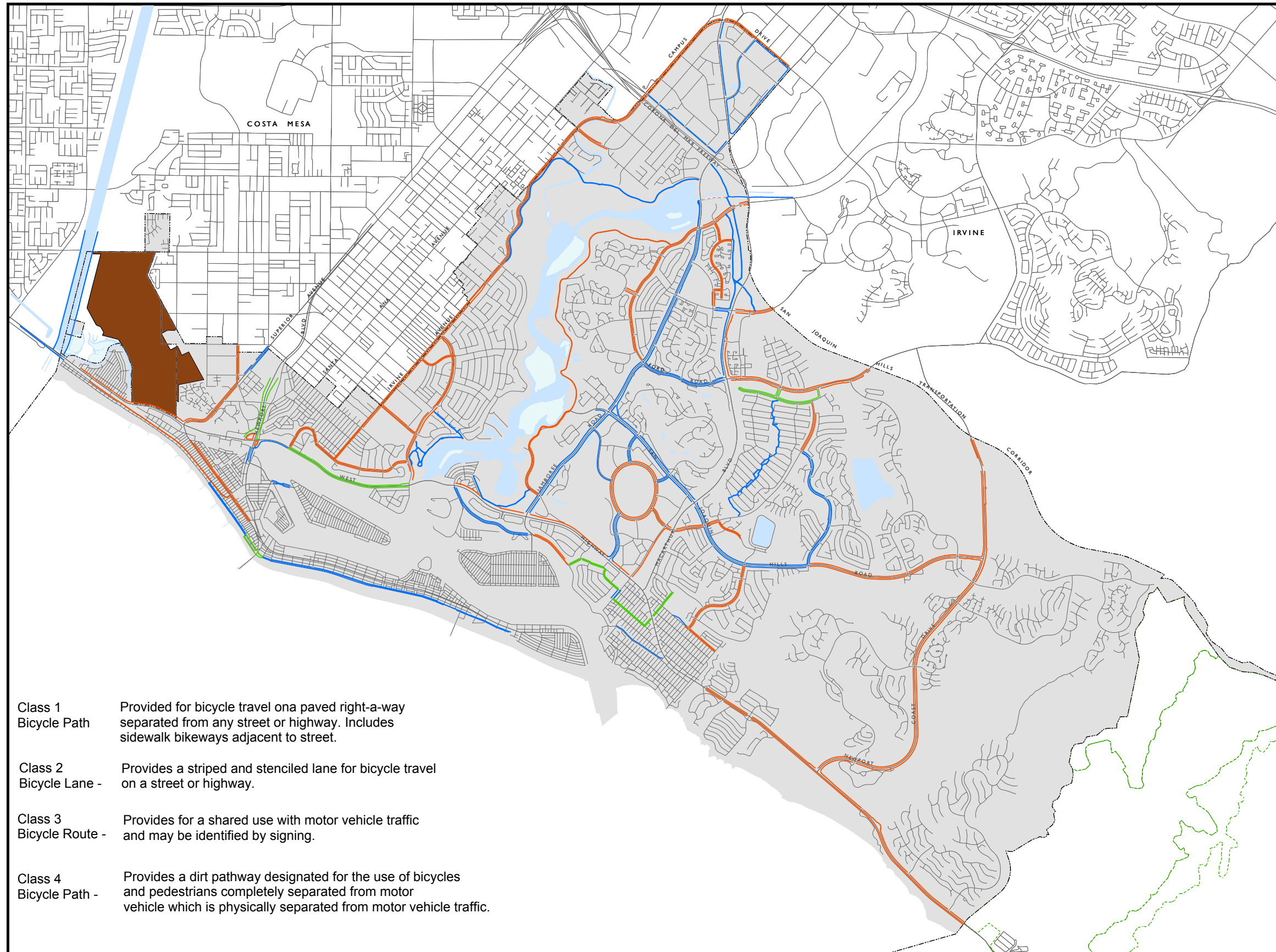
As identified in the City's General Plan, the fastest growing recreational demand in Newport Beach is the need for additional sports fields. The City has identified a citywide park deficiency of 67.7 acres, 53.4 acres of which is in Service Area 1, West Newport (this number excludes beach recreation acreage; with the inclusion of beach acreage, there is not a citywide deficit). With the beach inclusion, there still remains a 19.4-acre park deficiency in the West Newport Service Area. The Project site is located in Service Area 1. Table 4.8-1 identifies parkland in the City of Newport Beach including West Newport. The City's General Plan identifies three planned parks—Newport Coast, West Newport, and Newport Center—which would help alleviate the deficiency. Of the three parks, a park in Newport Coast (Coastal Peak Park) has been completed and a park in West Newport (Sunset Ridge Park) and a park in Newport Center (Civic Center) have been approved but not constructed.

### Beaches

With the exception of Corona del Mar State Beach, all beaches in Newport Beach are City beaches. At its nearest point, the Project site is approximately ¼ mile north of the Pacific Ocean.

### Trails

The City has an extensive trail system that has been developed for commuting and recreation. The trail system includes bicycle trails, pedestrian corridors, and equestrian trails. Exhibit 4.8-1, City of Newport Beach Bikeways Master Plan, illustrates the locations of bikeways in Newport Beach.



- Project Boundary
- Class I - Off-road Paved
- Class II - On-road Striped Lane
- Class III - Signed Only
- Class IV - Off-road Unpaved

- Class 1**  
Bicycle Path - Provided for bicycle travel on a paved right-a-way separated from any street or highway. Includes sidewalk bikeways adjacent to street.
- Class 2**  
Bicycle Lane - Provides a striped and stenciled lane for bicycle travel on a street or highway.
- Class 3**  
Bicycle Route - Provides for a shared use with motor vehicle traffic and may be identified by signing.
- Class 4**  
Bicycle Path - Provides a dirt pathway designated for the use of bicycles and pedestrians completely separated from motor vehicle which is physically separated from motor vehicle traffic.

Source: City of Newport Beach 2006

# City of Newport Beach Bikeways Master Plan

## Exhibit 4.8-1

Newport Banning Ranch EIR



**TABLE 4.8-1  
NEWPORT BEACH PARKLAND ACREAGE NEEDS**

Service Area	Existing Park Acreage (as of April 2010)					
	Park Acres Needed	Park Acres Existing	Park Acres Deficit (-) Excess (+)	Active Beach Recreation Acreage	Combined Park/Beach Acreage	Deficit (-) Excess (+)
1. West Newport <sup>a</sup>	62.5	9.1	-53.4	34.0	43.1	-19.4
2. Balboa Peninsula	26.6	6.5	-20.1	44.0	50.5	+23.9
3. Newport Heights/ Upper Bay	60.5	50.2	-10.3	0.0	50.2	-10.3
4. Santa Ana Heights	7.0	7.6	+0.6	0.0	7.6	+0.6
5. Lower Bay	19.0	0.1	-18.9	0.0	0.1	-18.9
6. Balboa Island	17.0	0.3	-16.7	1.0	1.3	-15.7
7. Eastbluff	32.5	71.0	+38.5	0.0	71.0	+38.5
8. Big Canyon	16.3	0.0	-16.3	0.0	0.0	-16.3
9. Newport Center	24.5	10.4	-14.1	8.8	19.2	-5.3
10. Corona del Mar	46.1	23.9	-22.2	11.4	35.3	-10.8
11. Harbor View	56.6	99.5	+42.9	0.0	99.5	+42.9
12. Newport Coast <sup>b</sup>	47.0	69.3 <sup>b</sup>	+22.3	0.0	69.3	+22.3
<b>Totals</b>	<b>415.6<sup>c</sup></b>	<b>347.9</b>	<b>-67.7<sup>d</sup></b>	<b>99.2<sup>e</sup></b>	<b>447.1</b>	<b>+31.5<sup>d</sup></b>

<sup>a</sup> The Sunset Ridge Park Final EIR was certified and site plan was approved by the City on March 23, 2010. The park site is approximately 18.9 acres. Once this is constructed, there will be 62 acres of combined park/beach in West Newport, leaving a 0.5-acre deficit in this Service Area. Without the addition of beach acreage there would be a 34.5-acre deficiency.

<sup>b</sup> Newport Coast includes public and private parks, including the 14-acre Newport Ridge Park dedicated for public use upon City acceptance. The Private Park Area is 58.1 acres. Newport Coast parks use and maintenance are subject to the terms of the Pre-Annexation Agreement.

<sup>c</sup> 83,120 persons x 5 ac. per 1,000 = 415.6 ac.

<sup>d</sup> Deficit/excess acreage if no additional parks are built.

<sup>e</sup> Includes beach area where active recreation takes place (i.e., typically within 100 feet of the water). In addition, there are 174 acres of passive beach open space, 136 acres of open space land in the Upper Bay Ecological reserve, and an undetermined amount of water open space in the Upper Bay and Newport Harbor.

Source: City of Newport Beach Department of Recreation and Senior Services 2010.

### *Bicycle Trails*

While the *County of Orange General Plan* identifies three types of bikeways, the *City of Newport Beach General Plan Circulation Element's Master Plan of Bikeways* identifies four types of bikeways: (1) Class I bikeways (Bicycle Path) provide for bicycle travel on a paved right-of-way separated from a street or highway; (2) Class II bikeways (Bicycle Lane) provide a striped and stenciled lane for bicycle travel on a street or highway; (3) Class III bikeways (Bicycle Route) provide for a shared use with motor vehicle traffic and may be identified by signage; and (4) Class IV bikeways (Bicycle Trail), which are completely separated from motor vehicle traffic, provide a dirt pathway designated for the use of bicycles and pedestrians. West Coast Highway and a portion of Superior Avenue are designated as Class I bikeways. A Class I bikeway designation also exists along the east bank of the Santa Ana River. Class II bikeways are designated along Superior Avenue, Placentia Avenue, and West Coast Highway.



### *Pedestrian Corridors*

Pedestrian corridors in the City include sidewalks in developed areas, the oceanfront and bay front boardwalks, and trails. There are no designated hiking trails in the Project vicinity; however, there are sidewalks within some of the developed areas adjacent to the Project site.

### *Equestrian Trails*

The City contains limited areas dedicated to equestrian activity, mainly located within the City's Santa Ana Heights area. No designated or existing equestrian trails are located within the vicinity of the Project site.

## **4.8.5 PROJECT DESIGN FEATURES AND STANDARD CONDITIONS**

### **Project Design Features**

- PDF 4.8-1** The Master Development Plan and Tentative Tract Map provide for approximately 51 gross (42 net) acres of public parkland in the form of an approximately 27-gross-acre (22-net-acre) public Community Park, 2 bluff parks comprising approximately 21 gross (18 net) acres, and 3 interpretive parks containing approximately 4 gross (3 net) acres. The approximately 27 gross acres for the public Community Park exceeds the City's Municipal Code requirement for park dedication for the 1,375-unit Project, which is approximately 15 acres.
- PDF 4.8-2** The Master Development Plan provides a system of bicycle, pedestrian, and interpretive trails within the developed areas and the Upland and Lowland Open Space areas of the Project.
- PDF 4.8-3** If permitted by all applicable agencies, a pedestrian and bicycle bridge over West Coast Highway will be provided, as set forth in the Master Development Plan, from the Project site to a location south of West Coast Highway to encourage walking and bicycling to and from the beach.

### **Standard Conditions and Requirements**

- SC 4.8-1** The Applicant shall comply with the City of Newport Beach Park Dedication and Fees Ordinance (*City of Newport Beach Municipal Code Chapter 19.52*). The City's tentative map review authority shall determine whether land dedication, an in lieu fee, or a combination of the two shall be required in conjunction with its approval of a tentative map. Land dedications shall be offered at the time of appropriate final map recordation, either on the final map or by separate instrument. The City may further clarify improvement and phasing requirements in a Development Agreement.

## **4.8.6 THRESHOLDS OF SIGNIFICANCE**

The following significance criteria are from the City of Newport Beach Environmental Checklist. The Project would result in a significant impact related to recreation if it would:

- Threshold 4.8-1** Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.
- Threshold 4.8-2** Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks.
- Threshold 4.8-3** Increase the use of the existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facilities would occur or be accelerated.
- Threshold 4.8-4** Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

#### 4.8.7 ENVIRONMENTAL IMPACTS

- Threshold 4.8-1** *Would the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?*
- Threshold 4.8-2** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for parks?*

The Project site is privately owned and currently contains active oil operations with no public access; there are no public parks or other recreational facilities on the Project site. The proposed Project would allow for the development of 1,375 new residential units with a projected resident population at buildout of 3,012 persons (see Section 4.7, Population, Housing, and Employment). The proposed Project would generate a demand for parks and recreational facilities. Consistent with the City of Newport Beach Subdivision Code (Chapter 19.52), which requires 5 acres of parkland for every 1,000 residents, the park requirement for the Project would be 15.06 acres as shown in Table 4.8-2.

In addition to compliance with the City's Park Dedication Ordinance, the General Plan specifically addresses the need for a Community Park to be located on the Project site. Land Use Policy 6.5.2 of the City's General Plan states that the Newport Banning Ranch property must:

Accommodate a community park of 20 to 30 acres that contains active playfields that may be lighted and is of sufficient acreage to serve adjoining neighborhoods and residents of Banning Ranch, if developed.

**TABLE 4.8-2  
PARKLAND ACREAGE REQUIREMENTS**

Maximum Dwelling Units	Average Persons Per Dwelling Unit	Required Local Parkland Per Person	Projected Local Parkland Requirement
1,375	2.19	0.005	15.06
<p><sup>a</sup> Based on the City's parkland standard of 5 acres for every 1,000 residents (Chapter 19.52 of the Municipal Code). Sources: City of Newport Beach Park Dedication Ordinance and draft Newport Banning Ranch Master Development Plan.</p>			

Therefore, while the City's Park Dedication Ordinance would require 15.06 acres of park or the payment of in-lieu fees, the City's General Plan requires a 20- to 30-acre community park on the Newport Banning Ranch property, although the General Plan does not obligate the Applicant to develop a park exceeding Park Dedication Ordinance requirements. However, the General Plan requires that sufficient acreage be available on the property to comply with the General Plan.

**Parks**

The Project proposes to meet its parkland obligations through the provision of approximately 51.4 gross (42.1 net) acres of public parks, including an approximately 26.8-gross-acre (21.7-net-acre) Community Park; an approximately 20.9-gross-acre (17.5-net-acre) Bluff Park; approximately 3.7 gross (2.9 net) acres of Interpretive Parks; and bicycle, multi-use, and pedestrian trails (refer to PDFs 4.8-1, 4.8-2, and 4.8-3). The proposed parks are depicted on Exhibit 4.8-2, Parklands, and are identified on Table 4.8-3.

***Community Park***





The Project proposes an approximate 26.8-gross-acre (21.7-net-acre) Community Park to provide park and recreational uses for both surrounding area and Project residents (Exhibit 4.8-2). As proposed, the Community Park would be constructed by the Applicant as part of the Project; would be offered for dedication to the City; and, upon acceptance, be maintained by the City.

The Community Park site would be located along the eastern boundary of the Project site generally located east of and adjacent to Bluff Road and North Bluff Road between 16<sup>th</sup> Street and 15<sup>th</sup> Street. The Master Development Plan divides the Community Park into three areas: North Community Park, Central Community Park, and South Community Park. The North Community Park area would be a predominately active park area and the Central and South Community areas would not include improved ball fields or courts. In the City, public park operational hours are from 6:00 AM to 11:00 PM with active ball fields and courts and the parking lot areas lit until 10:00 PM. After 10:00 PM, park lighting would be limited to that needed for public safety. Low-profile bollard security lighting would be provided in the North, Central, and South Community Parks along pathways for pedestrian safety. Low-profile bollard security lighting would also be provided in the parking areas after 10:00 PM.

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**LEGEND**

-  Project Site Boundary
- PARKLANDS**
-  Public Community Park
-  Public Bluff Parks
-  Public Interpretive Parks

Source: FORMA 2011

# Parklands

Newport Banning Ranch EIR

# Exhibit 4.8-2



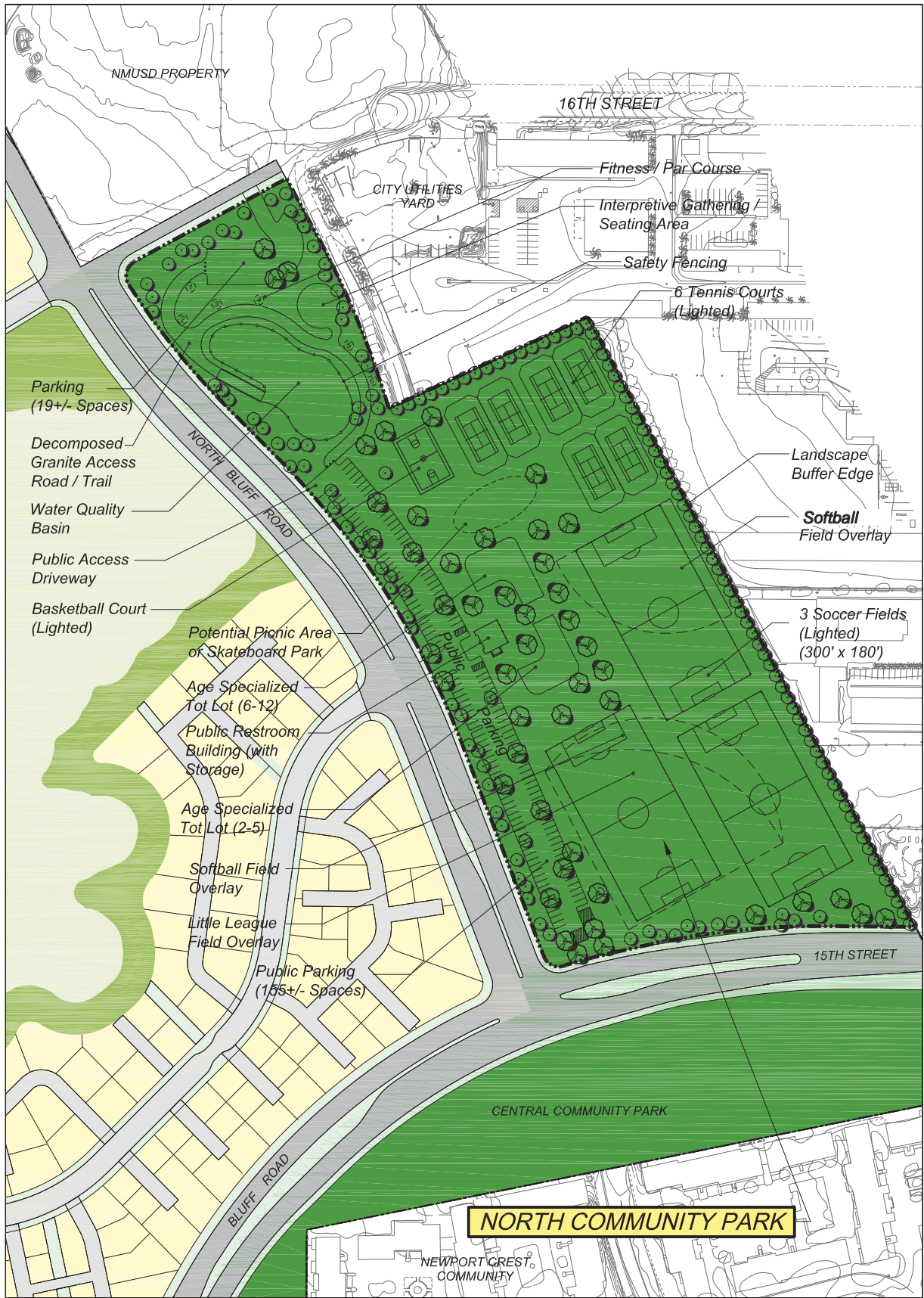
**TABLE 4.8-3  
PROPOSED NEWPORT BANNING RANCH PARKS**

Site Planning Area	Park	Net Acres	Gross Acres
<b>Community Park</b>			
7a	South Community Park	3.7	5.0
7b	Central Community Park	4.5	5.9
7c	North Community Park	13.5	15.9
<i>Total Community Park</i>		21.7	26.8
<b>Bluff Park</b>			
8a	South Bluff Park	6.9	7.3
8b	North Bluff Park	10.6	13.6
<i>Total Bluff Park</i>		17.5	20.9
<b>Interpretive Parks</b>			
9a	Nature Center	2.2	2.2
9b	Vernal Pool Interpretive Area	0.6	1.4
9c	Talbert Trailhead	0.1	0.1
<i>Total Interpretive Parks</i>		2.9	3.7
<b>Total Public Parks</b>		<b>42.1</b>	<b>51.4</b>
Park acres do not include interpretive trails within the Open Space Preserve. Gross Acres for site planning areas do not include public roads and are measured to the centerlines of public road rights-of-way where such roads are shown on the Master Development Plan. Net acres are land use acres and exclude public roads; net acres are measured to the outside edges of public road rights-of-way shown on the Master Development Plan. Source: FORMA 2011.			

The North Community Park area (Site Planning Area 7c) is proposed east of North Bluff Road between 15<sup>th</sup> Street and 16<sup>th</sup> Street. As depicted on Exhibit 4.8-3, North Community Park Development Plan, the 13.5-net-acre North Central Park area is proposed to include the following recreational uses:

- 6 tennis courts (lighted),
- 3 soccer fields (lighted),
- 1 basketball court (lighted),
- 1 youth baseball fields and 1 youth/adult softball field overlaid on the 3 soccer fields (noted above),
- Potential picnic area or skateboard park,
- 2 tot lots, and
- 1 Fitness/par course.

In addition to the identified proposed uses, the North Community Park is proposed to include public restroom facilities, trails, and seating areas. Approximately 274 off-street public parking spaces would be provided in 2 locations within the North Community Park area. A small parking area (approximately 19 spaces) would be constructed with ingress/egress from 16<sup>th</sup> Street. The remainder of the parking (approximately 155 spaces) would be provided along the western boundary of the park with ingress/egress from North Bluff Road. A water quality basin would



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Source: FORMA 2011

# North Community Park Development Plan

Exhibit 4.8-3

Newport Banning Ranch EIR



**Bonterra**  
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also be constructed within the North Community Park as a part of the overall watershed management plan for the Project.

The Central and South Community Park areas would be located east of Bluff Road and 15<sup>th</sup> Street. These components of the Community Park would not have improved ball fields or courts and could function as a continuation of the City's approved but not constructed Sunset Ridge Park. As depicted on Exhibit 4.8-4, Central Community Park Development Plan, the 4.4-net-acre Central Community Park area (Site Planning Area 7b) would include picnic areas and open turf areas (no improved play fields or courts). A parking area (approximately 25 parking spaces) would be provided as part of the Central Community Park area to replace the off-site office building's parking spaces that would be removed to allow for the extension of 15<sup>th</sup> Street between Monrovia Avenue and the Project site. This parking would be in addition to the Community Park public parking and is proposed to be accessible to park users during non-business hours. Lighting in this area would be limited to the parking area and public safety lighting for and walkways.

As depicted on Exhibit 4.8-5, South Community Park Development Plan, the 3.7-net-acre South Community Park area (Site Planning Area 7a) would include native habitat and interpretative areas; no improved play fields or courts are proposed. Lighting would be limited to that required for public safety. The park access road for the approved but not constructed Sunset Ridge Park would traverse the South Community Park.

### **Bluff Park**

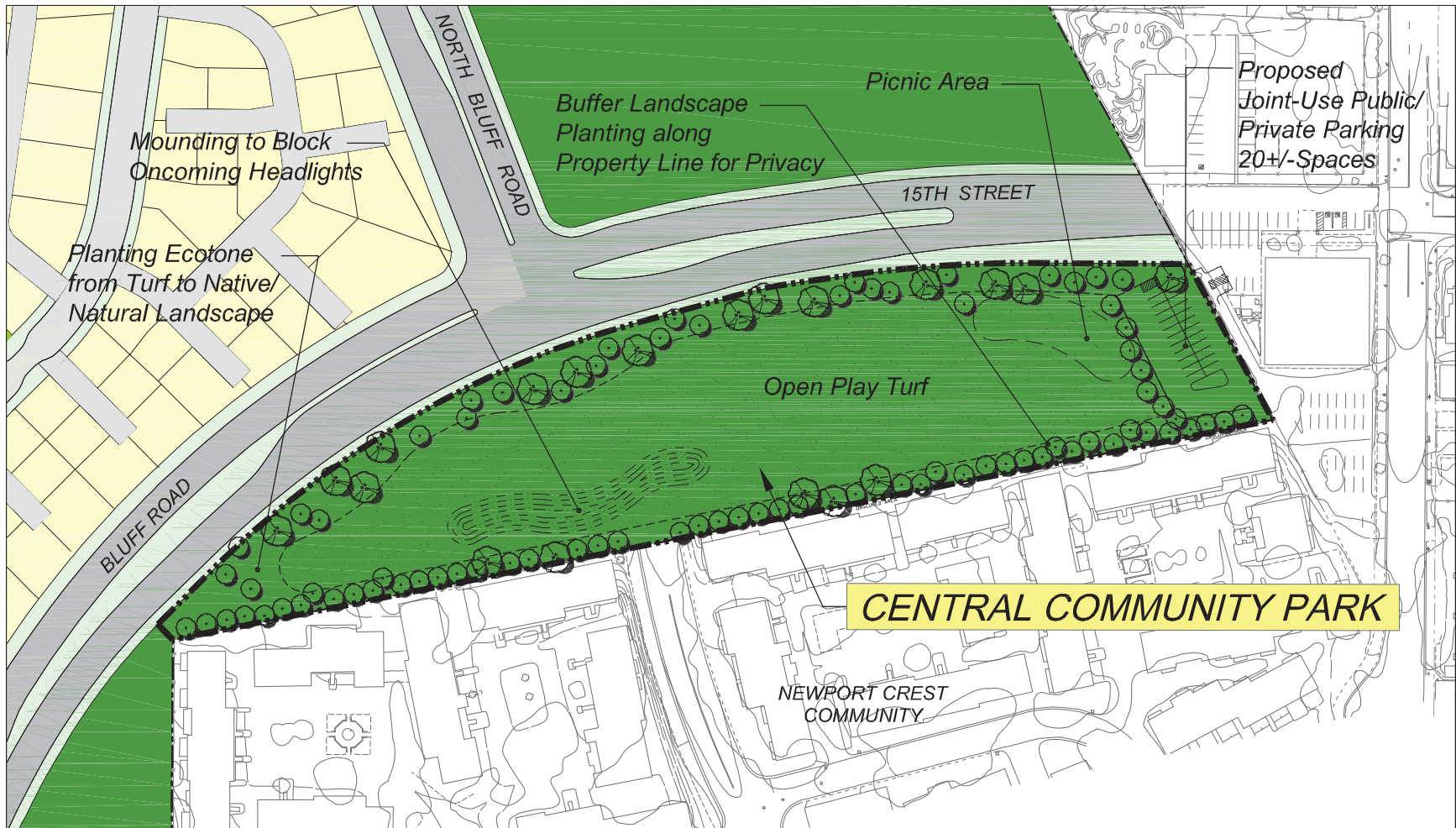
As depicted in Exhibits 4.8-6 and 4.8-7, South Bluff Park Development Plan and North Bluff Park Development Plan, respectively, the approximate 20.9-gross-acre (17.5-net-acre) linear Bluff Park (BP) is proposed to provide approximately 2 miles of public trails (Bluff Park Trail Corridor) and vista points overlooking the Project's open space areas (Exhibit 4.8-2). The North Bluff Trail, east of North Bluff Road, also borders the Urban Colony from the Open Space Preserve. Major viewpoints are proposed to have seating, picnic areas and tot lots; a small greenbelt amphitheater for informal outdoor educational programs, cultural events and performances; and interpretive signage. Portions of Bluff Park (Site Planning Areas 8a and 8b) would function as part of the Class I Trail corridor and would serve as an access point to the proposed pedestrian and bicycle bridge over West Coast Highway. Bluff Park would be privately developed as a part of the Project; it would be owned by the Homeowners Association (HOA); and it would permanently accessible to the public.

### **Interpretive Parks**

Approximately 3.7 gross (2.9 net) acres of Interpretive Parks (IP) are proposed, as depicted on Exhibit 4.8-8, Nature Center and Vernal Pool Interpretive Area. The Interpretive Parks (Site Planning Areas 9a, 9b, 9c) would be privately developed as part of the Project and permanently accessible to the public.

### **Nature Center**

The proposed Nature Center (Site Planning Area 9a) would be located northwest of the intersection of North Bluff Road at Scenic Drive. The approximate 2.2-acre (gross and net) site is proposed to include a nature center building and amphitheater for indoor/outdoor educational programs and would include public parking. No active recreational uses (e.g., sports fields) are proposed in this location.



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Source: FORMA 2011

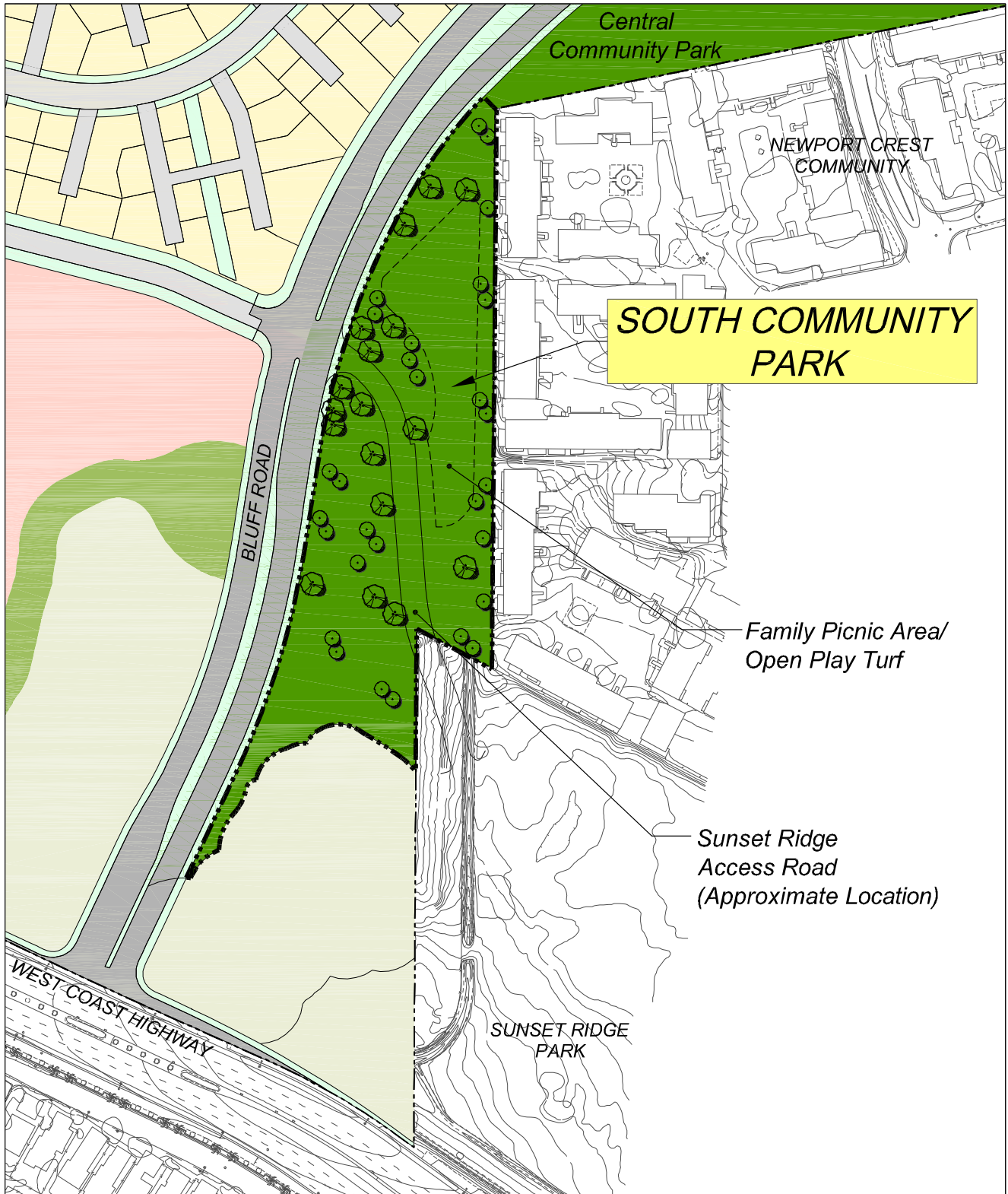
# Central Community Park Development Plan

Exhibit 4.8-4

Newport Banning Ranch EIR







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Source: FORMA 2011

# South Community Park Development Plan

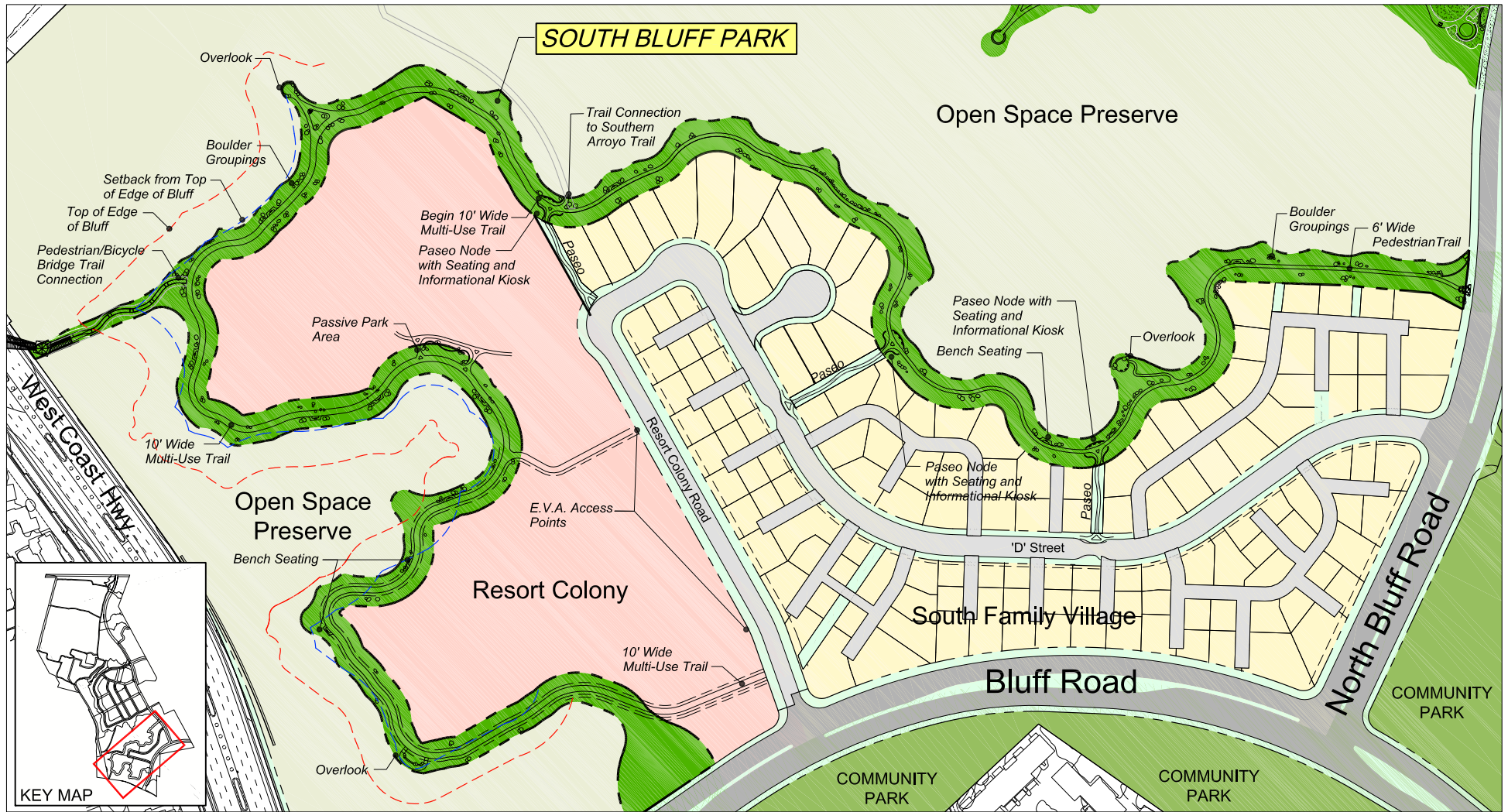
Exhibit 4.8-5

Newport Banning Ranch EIR



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Source: FORMA 2011

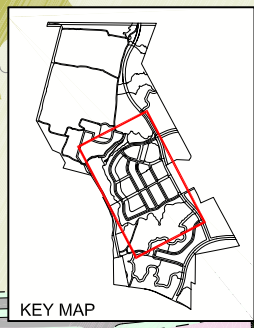
# South Bluff Park Development Plan

## Exhibit 4.8-6

Newport Banning Ranch EIR



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Source: FORMA 2011

# North Bluff Park Development Plan

# Exhibit 4.8-7

Newport Banning Ranch EIR



**NATURE CENTER**

Open Space Preserve

**VERNAL POOL INTERPRETIVE AREA**

Amphitheater

Building

Parking

Scenic Drive

Interpretive Exhibits/  
Seating Area

Elevated Boardwalk

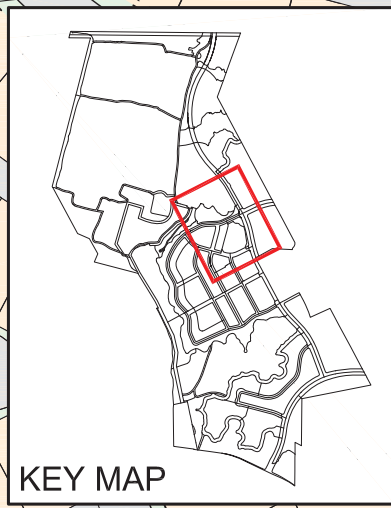
Vernal Pool

Open Space Preserve

Vernal Pool Watershed Area

North Bluff Road

North Family Village



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Source: FORMA 2011

# Nature Center & Vernal Pool Interpretive Area Development Plan Exhibit 4.8-8

Newport Banning Ranch EIR



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### Vernal Pool Interpretive Area

The Vernal Pool Interpretive Area (Site Planning Area 9b) is proposed southwest of the intersection of North Bluff Road at 17<sup>th</sup> Street, adjacent to the Vernal Pool Preservation Area. The Interpretive Area is proposed to include kiosks and displays that explain the seasonal ecology of the area, seating, and a boardwalk around a portion of the vernal pool. No parking would be provided.

### Talbert Trailhead

As depicted on Exhibit 4.8-9, Talbert Trailhead Development Plan, the approximate 0.1-acre (gross and net) site is proposed in the Upland open space area west of North Bluff Road and south of 19<sup>th</sup> Street (Site Planning Area 9c). Proposed as a trailhead to on-site trails and connecting to the Talbert Nature Preserve north of the Project site, the park would provide a platform for public viewing of open space areas and directional and interpretive signage to on-site and off-site trails.

### Trail and Bikeways

In addition to parkland and other recreational facilities on the Project site, the Project would include a trail system. As shown in Exhibit 4.8-10, Master Trails and Coastal Access Plan, trails would provide bicycle and pedestrian access throughout the Project site and connect to the Santa Ana River Regional Trail System. Public parking and regional trail staging areas would be provided in multiple locations throughout the Project site (including at the Nature Center, along Scenic Drive, and as part of the resort inn area) to provide additional access and connectivity to trails within Fairview Regional Park and the Talbert Preserve. The trail system would include the following types of trails, all of which would be privately developed as part of the Project and permanently accessible to the public.

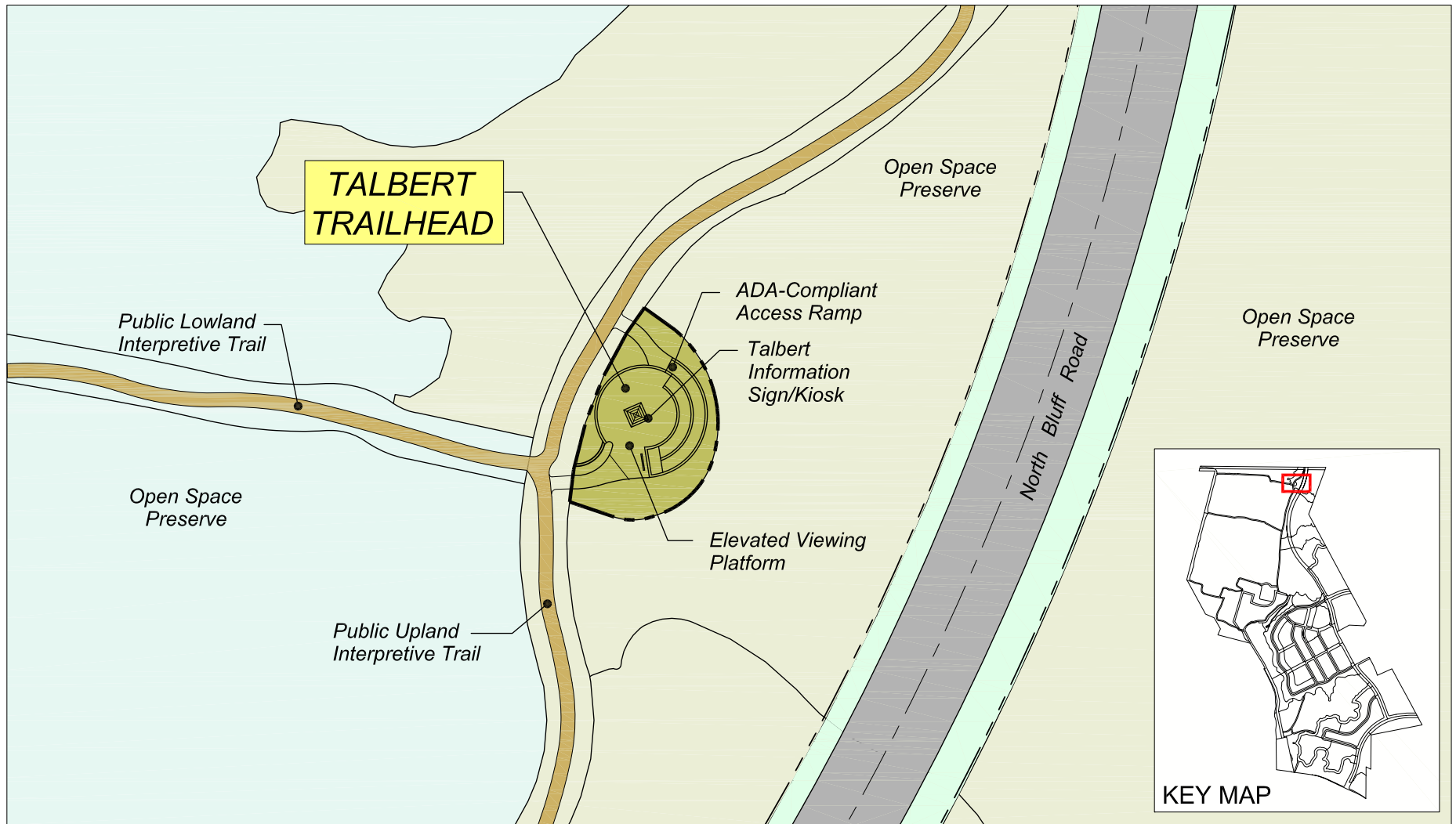
#### **Multi-Use Trails**

An off-street multi-use trail for pedestrians and bicyclists would be provided along the east side of Bluff Road and North Bluff Road, and on both sides of 15<sup>th</sup> Street. This approximate 2.0-mile-long route would connect to on-street bike lanes on West Coast Highway, 15<sup>th</sup> Street, 16<sup>th</sup> Street, 17<sup>th</sup> Street, and 19<sup>th</sup> Street. The multi-use trail would provide an off-street system for pedestrians and bicyclists to move north and south through the Project site between the beach, the Talbert Preserve, the Orange Coast River Park, and the Santa Ana River Trail. Exhibit 4.8-11, Multi-Use Trail Cross-Section, depicts the proposed characteristics of the multi-use trails through the Project site. As shown, the trail is proposed as an eight-foot-wide multi-use trail separated by a ten-foot-wide bioswale from the road, and would include an on-street bike lane. Where feasible, the multi-use trail would be constructed of a permeable material such as decomposed granite.

#### **Bluff Park Trail Corridor**

The Bluff Park Trail Corridor (a component of Bluff Park) would connect to other on-site trails including trails in the Upland and Lowland Open Space Preserve. It would also provide a linkage between the proposed Community Park and other land uses including the Resort Colony (Exhibit 4.8-10). The trail would also connect to the proposed pedestrian and bicycle bridge over West Coast Highway. Exhibits 4.8-12 and 4.8-13, Bluff Park Multi-Use Trail Cross-Section and Bluff Park Pedestrian Trail Cross-Section, respectively, depict the proposed characteristics of this trail. The Bluff Park Trail would be a six- to eight-foot-wide meandering trail constructed of

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Source: FORMA 2011

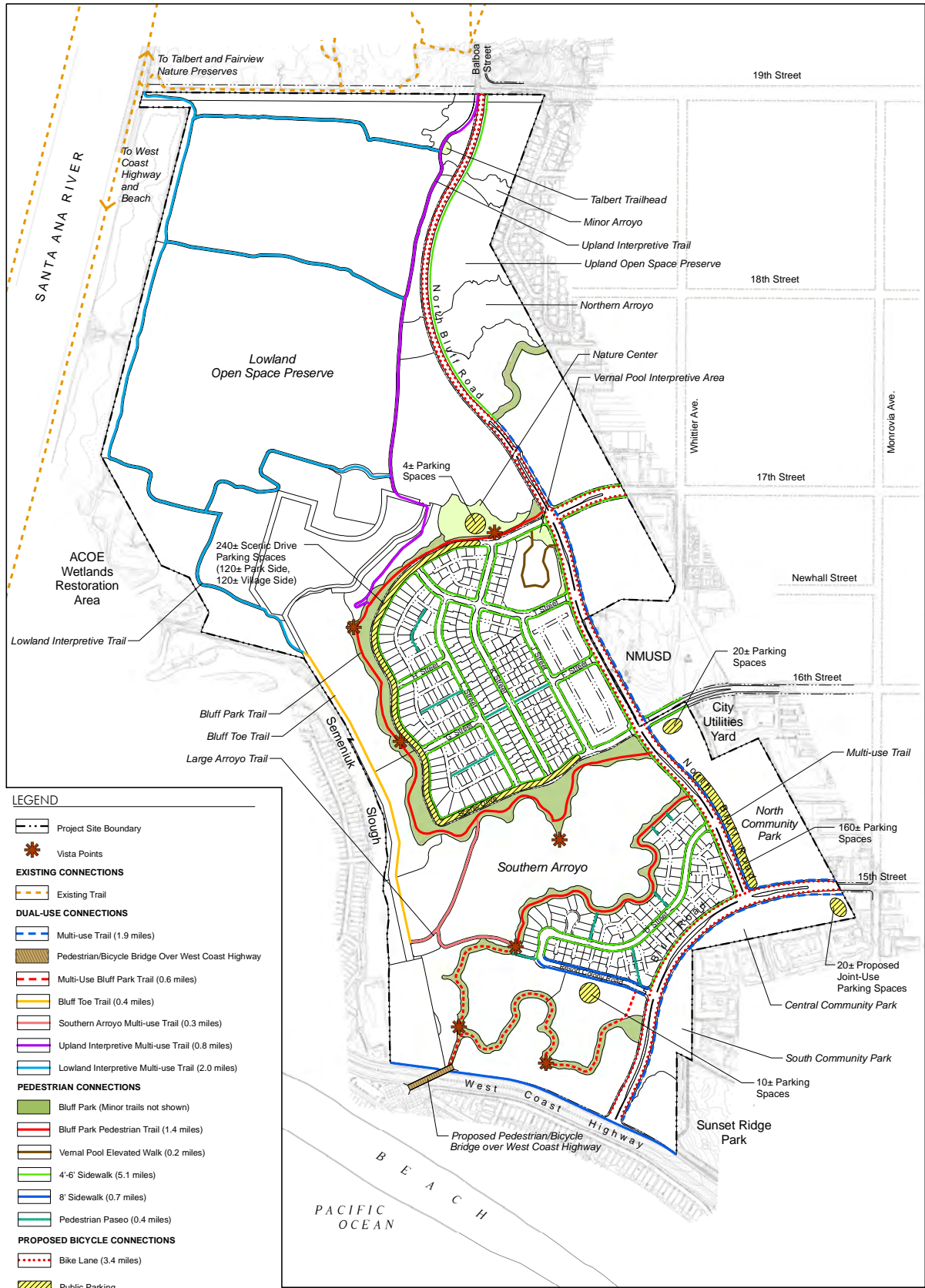
# Talbert Trailhead Development Plan

## Exhibit 4.8-9

Newport Banning Ranch EIR



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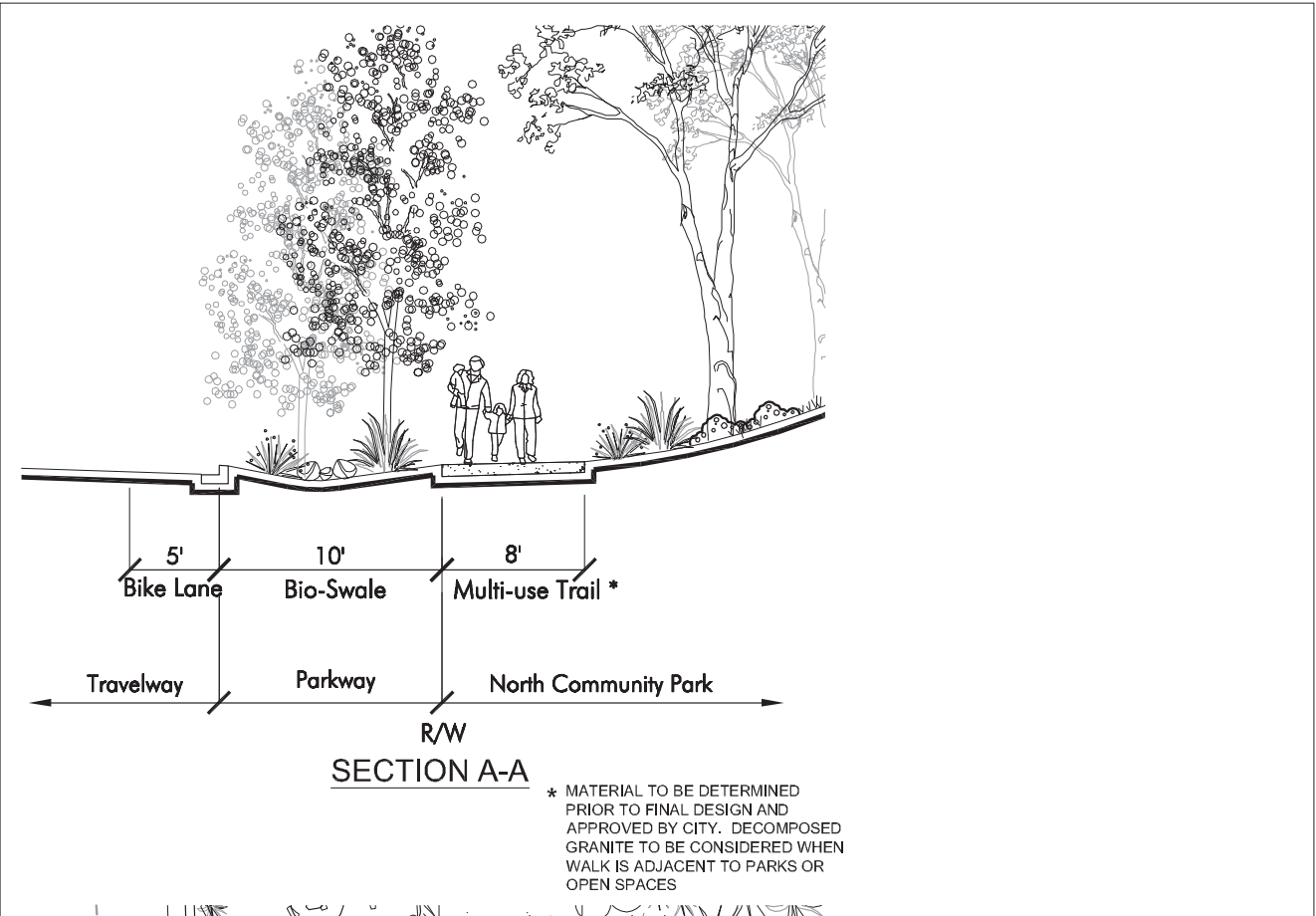
Source: FORMA 2011

# Master Trails and Coastal Access Plan

# Exhibit 4.8-10

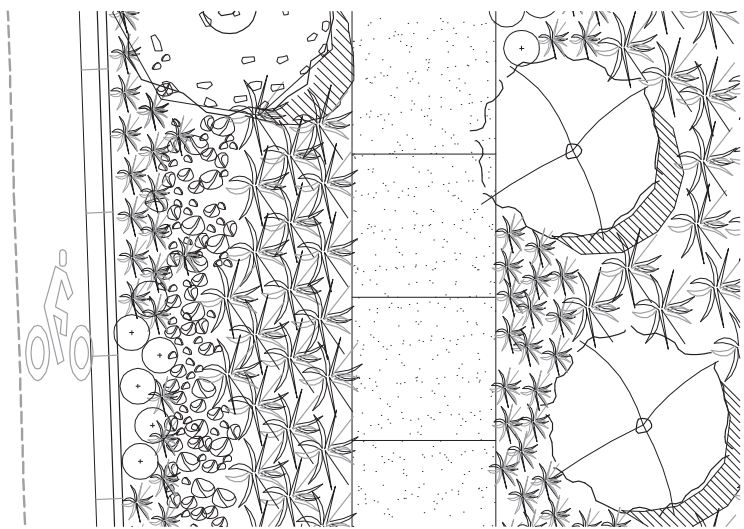
Newport Banning Ranch EIR



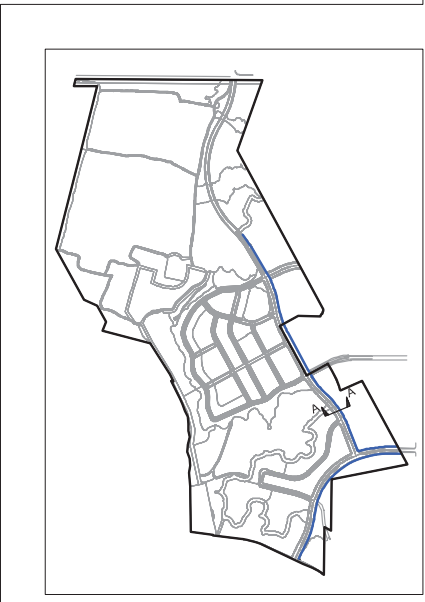


SECTION A-A

\* MATERIAL TO BE DETERMINED PRIOR TO FINAL DESIGN AND APPROVED BY CITY. DECOMPOSED GRANITE TO BE CONSIDERED WHEN WALK IS ADJACENT TO PARKS OR OPEN SPACES



PLAN VIEW



KEY MAP

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Source: FORMA 2011

Multi-Use Trail Cross-Section

Exhibit 4.8-11

Newport Banning Ranch EIR





decomposed granite where feasible. The trail would be located within Bluff Park and would be separated from the roadways by landscaping. .

### ***Bluff Toe Trail***

Bluff Toe Trail would be located in the Lowland open space adjacent to the Oil Access Road (Exhibit 4.8-10). It would be improved almost exclusively within the Oil Access Road easement. The approximate 0.4-mile trail would connect the South Family Village to the Lowland Interpretive Trail. Exhibit 4.8-14, Bluff Toe Multi-Use Trail Cross-Section, depicts the proposed characteristics of this trail. As proposed, the ten-foot-wide trail would be unimproved.

### ***Lowland and Upland Interpretive Trails***

Public trails are proposed through the Open Space Preserve (Exhibit 4.8-10). As depicted in Exhibits 4.8-15 and 4.8-16, Lowland Multi-Use Trail Cross-Section and Upland Multi-Use Trail Cross-Section, respectively, the ten-foot-wide trail easement is proposed within a 20-foot-wide site planning area located within the Open Space Preserve and designed to minimize/avoid habitat areas. In the northern portion of the Project site, the approximate two-mile Lowland Interpretive Trail would connect to the existing off-site Santa Ana River Trail and the Talbert Nature Preserve. The Upland Interpretive Trail is located between the Lowland and Upland open space areas. The approximate 0.8-mile trail would extend from 19<sup>th</sup> Street to the Talbert Trailhead and continue south to the North Bluff Park trail.

To minimize/avoid habitat impacts, the Interpretive Trails would almost exclusively follow existing oil roads within the Project site. In some cases, a small bridge or boardwalk may be required to avoid impacts to special-status habitats. These trails would meander as necessary to avoid special-status habitats. No permanent night lighting would be permitted within the Open Space Preserve with the exception of safety lighting in the two Oil Consolidation sites. Temporary lighting would be required associated with drilling operations on the Project site, which requires some periods of 24-hour activity.

### ***Southern Arroyo Trail***

The Southern Arroyo Trail would be located within the Project site's Upland open space (Exhibit 4.8-10). The approximate 0.3-mile trail would connect the Project's South Family Village and North Family Village to the Bluff Park Trail Corridor. Exhibit 4.8-17, Southern Arroyo Multi-Use Trail Cross-Section, depicts the proposed characteristics of this trail. As proposed, a ten-foot-wide unimproved trail easement would be provided within a 20-foot-wide site planning area and designed to minimize/avoid native habitat.

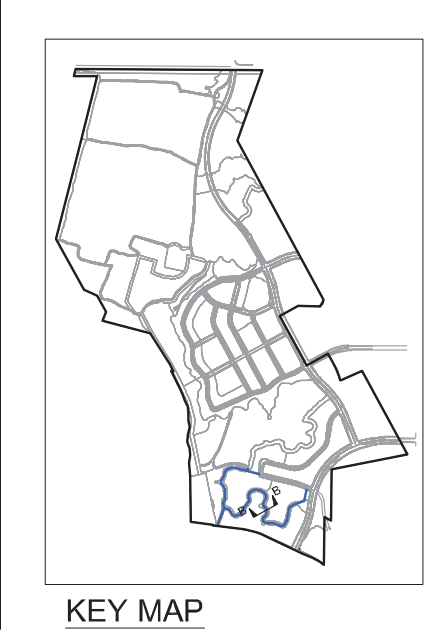
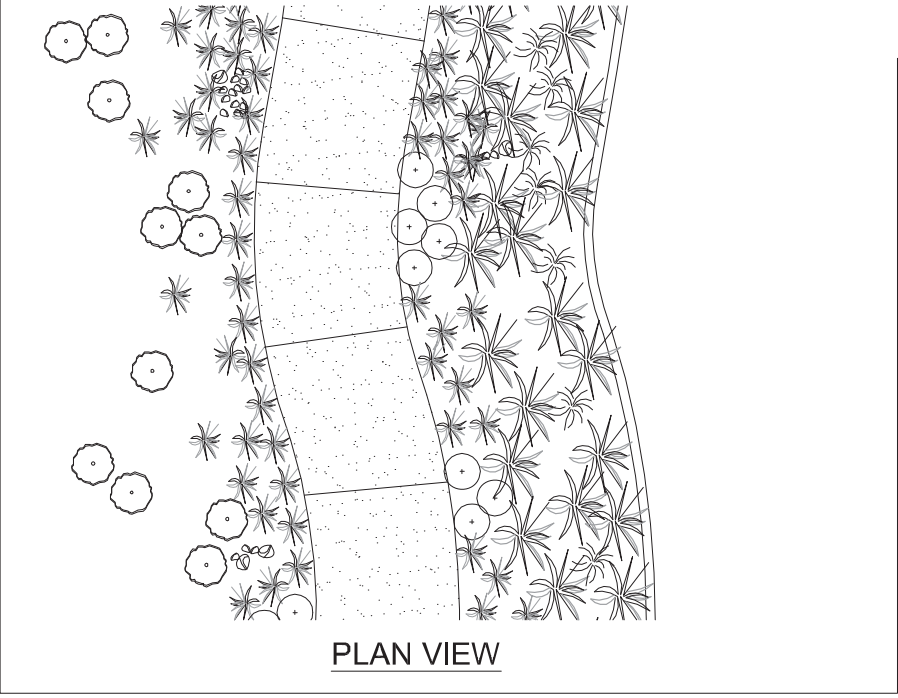
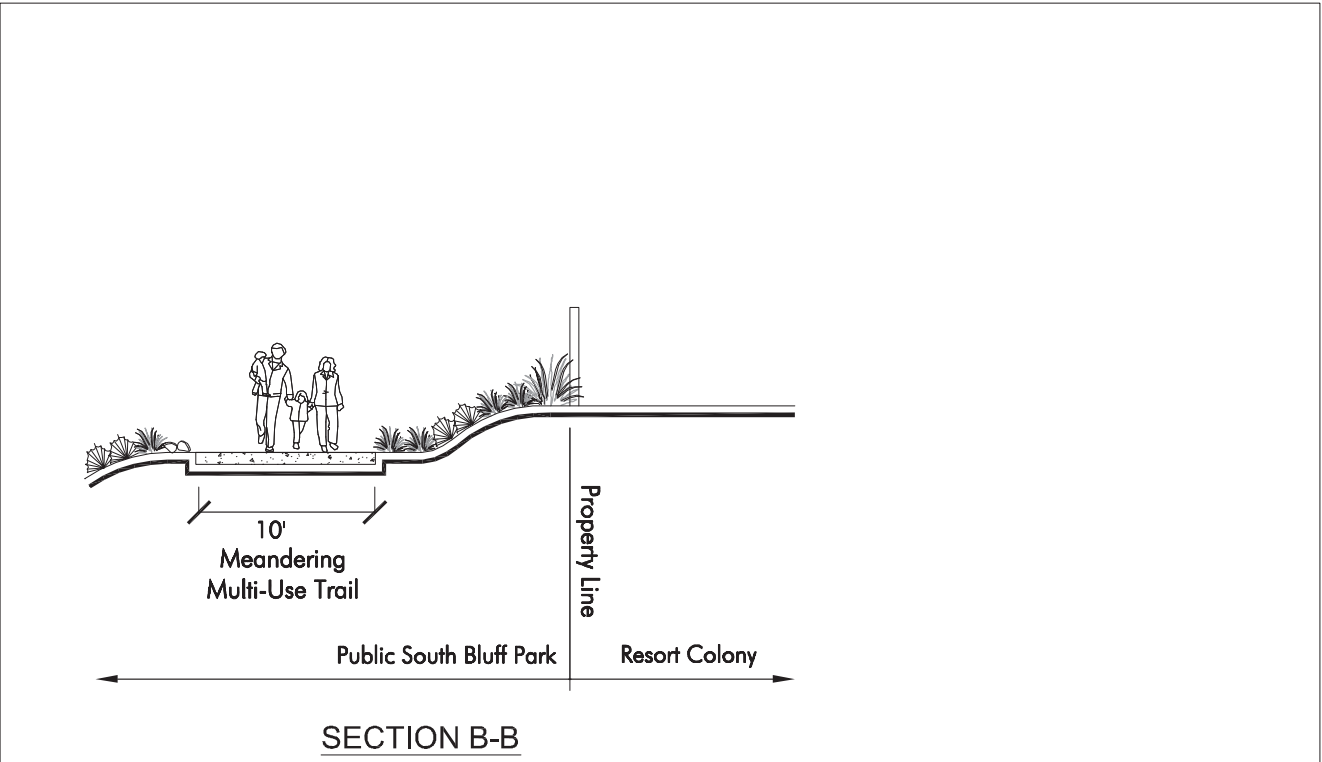
### ***On-Street Bike Lanes***

In addition to the off-street trails that would accommodate bicyclists, the Project would provide on-street bike lanes with a minimum width of five feet (Exhibit 4.8-10). On-street bike lanes are proposed along both sides of Bluff Road, North Bluff Road, 15<sup>th</sup> Street, 17<sup>th</sup> Street, and 19<sup>th</sup> Street, with connections to the multi-use trail through the Project site.

### **Pedestrian and Bicycle Bridge Over West Coast Highway**

As a part of the proposed Project, a pedestrian and bicycle bridge spanning West Coast Highway is proposed to provide bicycle and pedestrian access from the Project site to the south (ocean) side of West Coast Highway and the beach. The bridge would allow for pedestrians and

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Source: FORMA 2011

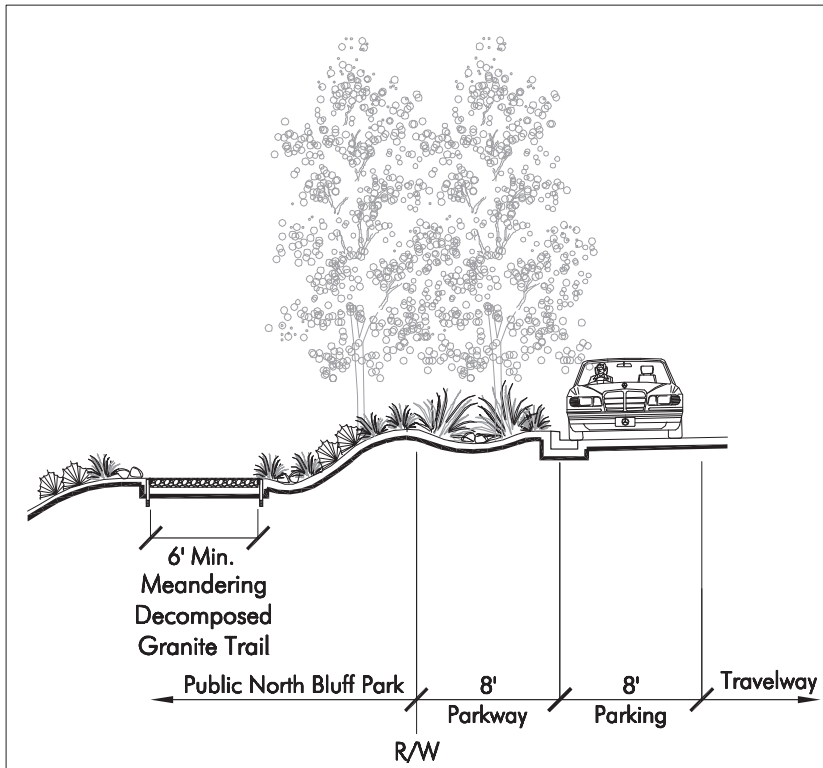
# Bluff Park Multi-Use Trail Cross-Section

# Exhibit 4.8-12

Newport Banning Ranch EIR



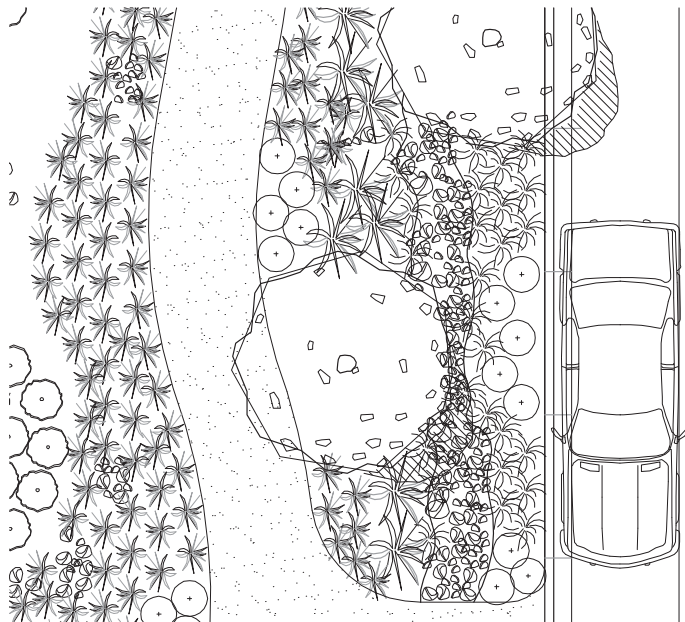
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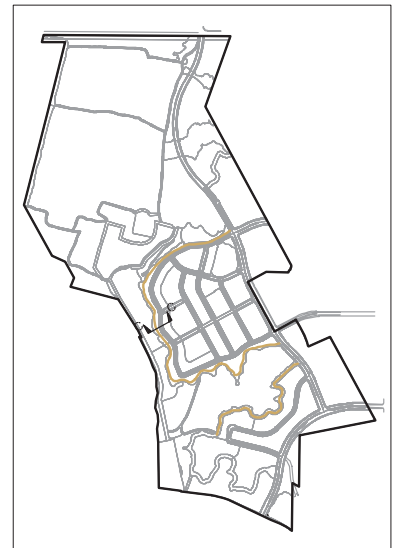
SECTION C-C



CHARACTER OF PROPOSED TRAIL  
(For illustration only)



PLAN VIEW



KEY MAP

Source: FORMA 2011

# Bluff Park Pedestrian Trail Cross-Section

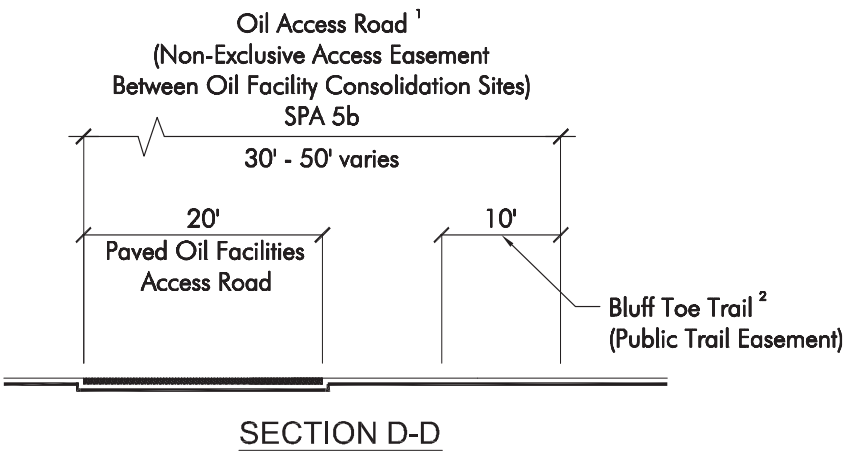
# Exhibit 4.8-13

Newport Banning Ranch EIR



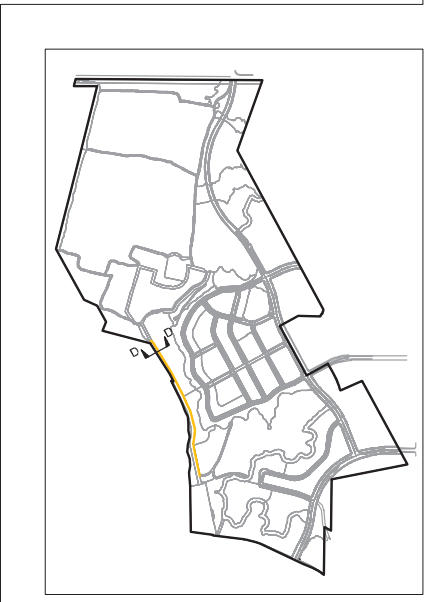
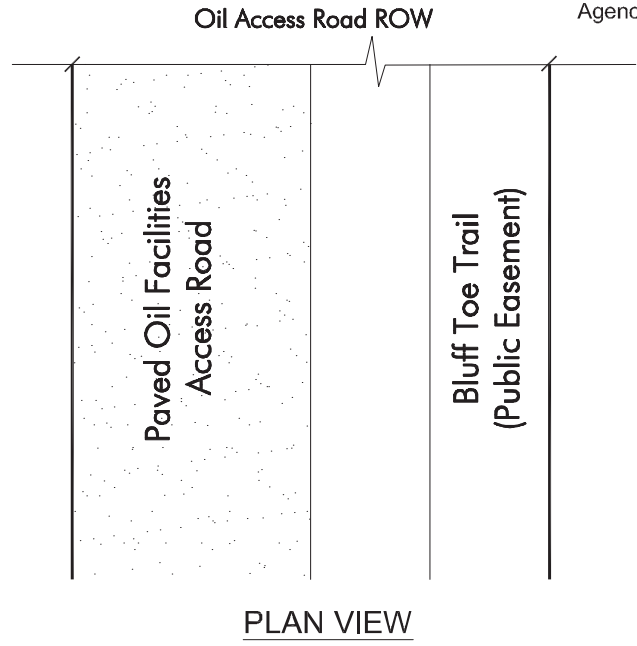


CHARACTER OF PROPOSED TRAIL  
(For illustration only)



<sup>1</sup> The existing 30' to 50' oil access road will be remediated as part of Project Site oil remediation.

<sup>2</sup> The new 10' multi-use public trail will be unimproved native soil or decomposed granite as approved by the City and all State/Federal Jurisdictional Agencies.



**KEY MAP**

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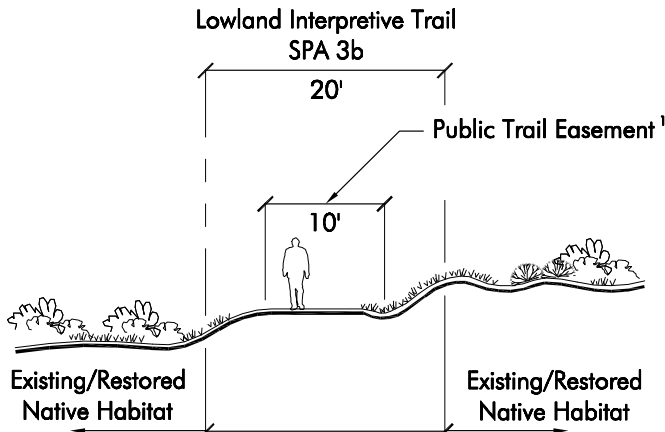
Source: FORMA 2011

**Bluff Toe Multi-Use Trail Cross-Section**

**Exhibit 4.8-14**

*Newport Banning Ranch EIR*

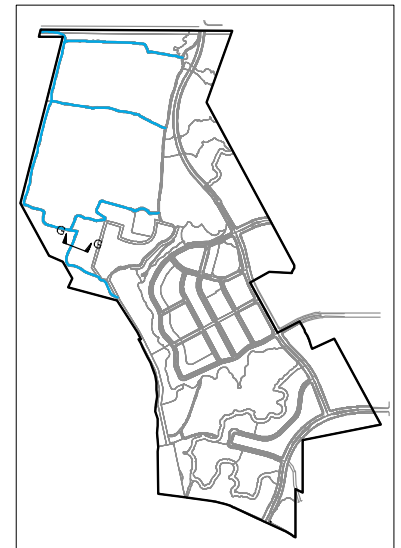
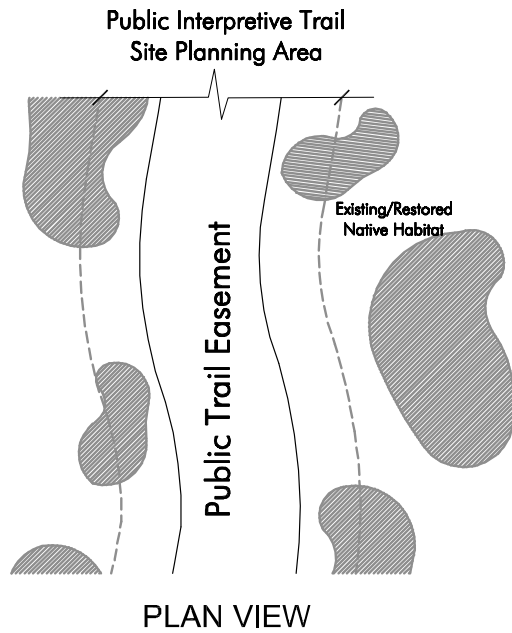




CHARACTER OF PROPOSED TRAIL  
(For illustration only)

### SECTION G-G

<sup>1</sup> The new 10' public multi-use trail will be unimproved native soil or decomposed granite as approved by the City and all State/Federal Jurisdictional Agencies.



KEY MAP

Source: FORMA 2011

## Lowland Interpretive Multi-Use Trail Cross-Section

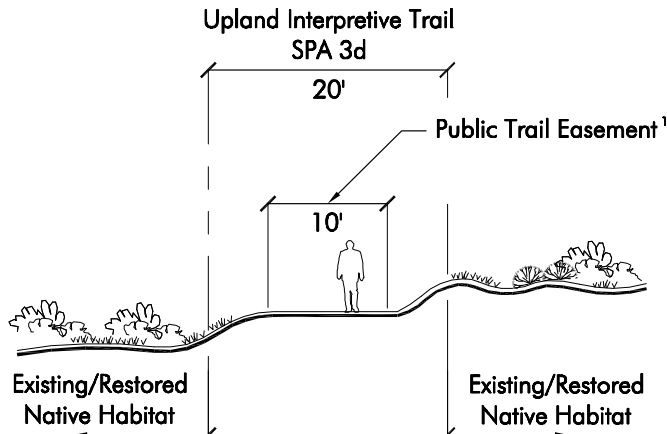
## Exhibit 4.8-15

Newport Banning Ranch EIR

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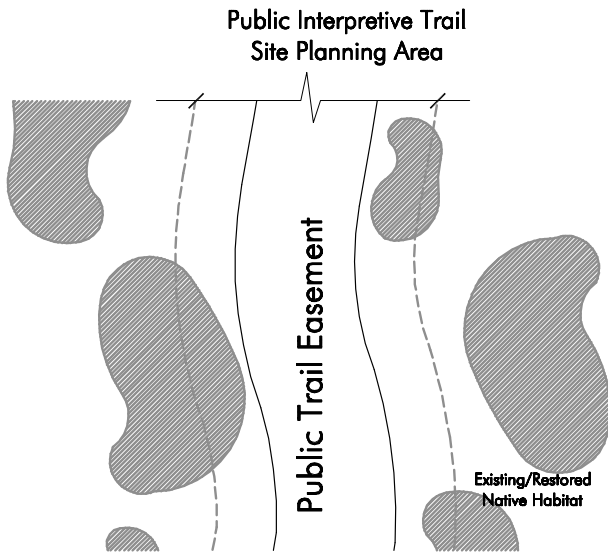


**SECTION F-F**

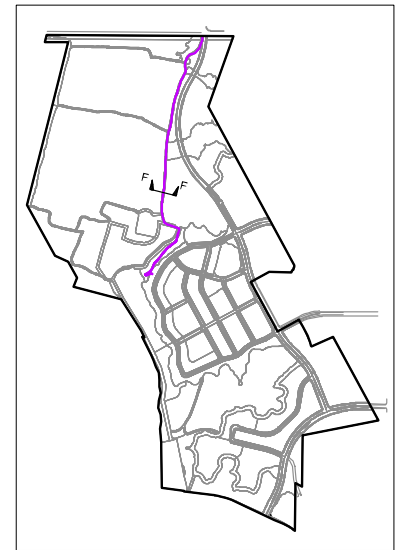
<sup>1</sup> The new 10' public multi-use trail will be unimproved native soil or decomposed granite as approved by the City and all State/Federal Jurisdictional Agencies.



CHARACTER OF PROPOSED TRAIL  
(For illustration only)



**PLAN VIEW**



**KEY MAP**

Source: FORMA 2011

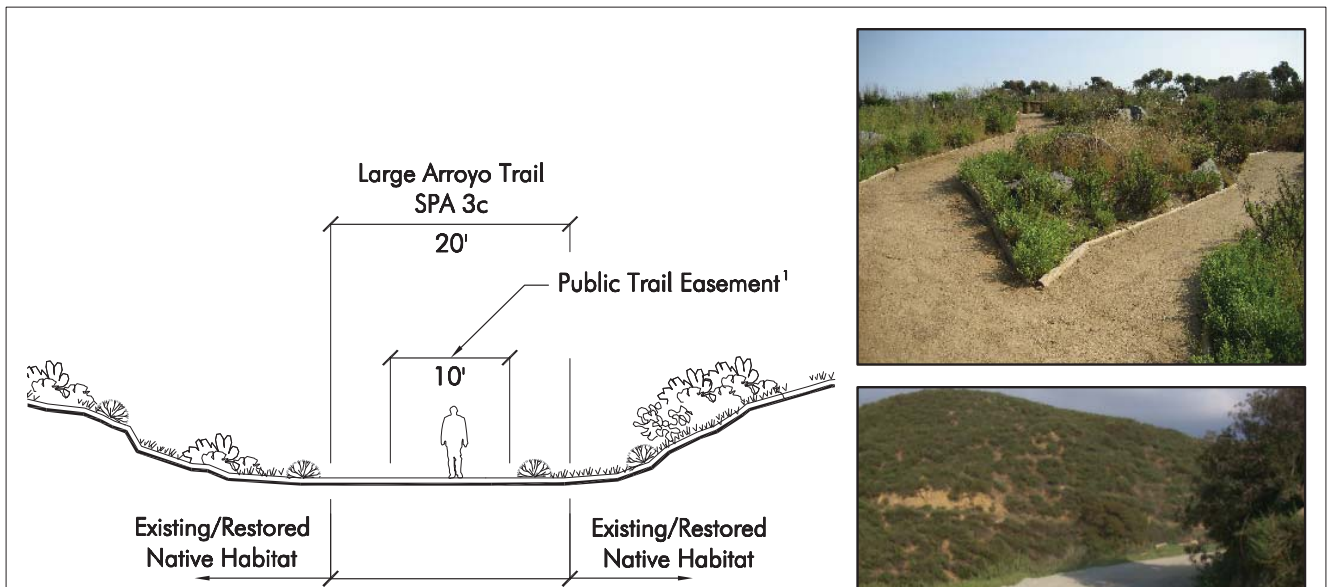
**Upland Interpretive Multi-Use Trail Cross-Section**

**Exhibit 4.8-16**

Newport Banning Ranch EIR



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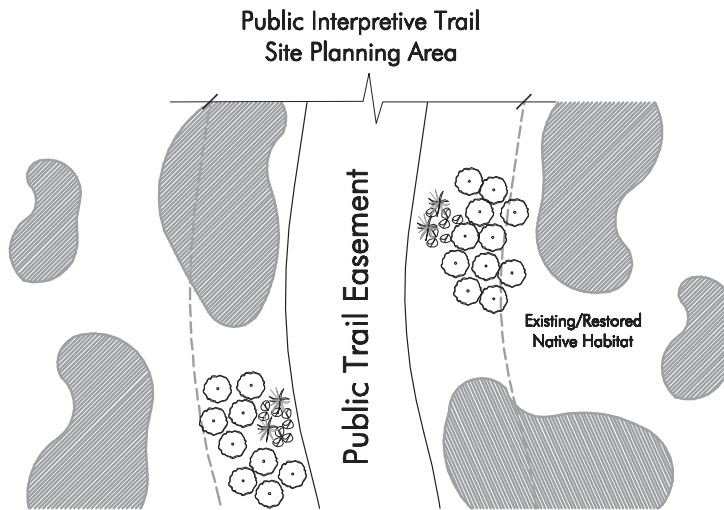


SECTION E-E

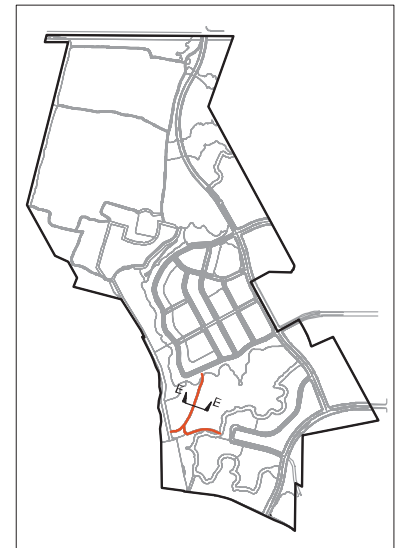


CHARACTER OF PROPOSED TRAIL  
(For illustration only)

<sup>1</sup> The new 10' public multi-use trail will be unimproved native soil or decomposed granite as approved by the City and all State/Federal Jurisdictional Agencies.



PLAN VIEW



KEY MAP

Source: FORMA 2011

# Southern Arroyo Multi-Use Trail Cross-Section

# Exhibit 4.8-17

Newport Banning Ranch EIR



bicyclists to access the Project site and the beach without having to cross West Coast Highway at street level. As depicted on Exhibit 4.8-18, Pedestrian and Bicycle Bridge, the bridge is proposed as a steel truss structure without supports or piers in West Coast Highway. The bridge span is approximately 260 feet long with a minimum vertical clearance over West Coast Highway of approximately 20 feet. The northern (inland) landing structure of the bridge would be in South Bluff Park and would connect (by a ramp) directly to the multi-use trail within South Bluff Park.

The southern landing structure for the pedestrian and bicycle bridge would be within a structural pier located within the existing boundaries of the City's 4.6-acre West Newport Park. This landing would have a public elevator; walkways would be constructed to connect the landing to Seashore Drive to the south allowing pedestrians and bicyclists to continue on existing public roadways to access the beach.

As previously noted, West Newport Park includes a basketball court, handball courts, tennis courts, three playgrounds, picnic tables, and two restroom facilities. The bridge landing would be located immediately north of the tennis courts in a lawn area. Although no park facilities (e.g., courts or structures) would be displaced, the landing structure would require the use of approximately 1,050 square feet (sf) the park. During construction of the pedestrian and bicycle bridge, it is expected that the two northernmost tennis courts may not be available for use by the public for approximately three months as a safety precaution because of the courts' proximity to construction activities. The Applicant would be responsible for the design and construction of the bridge, which requires approvals from the City, California Coastal Commission, and the California Department of Transportation (Caltrans).

The proposed Project would exceed its Quimby parkland requirement of 15.06 acres with the provision of the 26.8-gross-acre (21.7-net-acre) Community Park. In total, the Project would include approximately 51.4 gross (42.1 net) acres of parkland that would be available for public use. The permanent displacement of 1,050 square feet (sf) of parkland at West Newport Park associated with the bicycle and pedestrian bridge would be mitigated by the Project's exceedance of mandated park requirements.

With the exception of the pedestrian and bicycle bridge spanning West Coast Highway, all park and trail facilities would be constructed on the Project site and are assumed within the Project's assumptions for disturbance limits. All potential environmental impacts associated with both the on-site and off-site recreational uses have been addressed in this EIR as a part of the Project's overall development and operational impacts.

PDF 4.8-1 requires that the Project include approximately 51 gross (42 net) acres of public parkland, including approximately 27 gross (22 net) acres for a public Community Park. PDF 4.8-2 identifies that the Project would provide bicycle, pedestrian, and interpretive trails. PDF 4.8-3 notes that a pedestrian and bicycle bridge over West Coast Highway would be provided if approved by all applicable regulatory agencies. SC 4.8-1 requires the Applicant to comply with the provisions of the City's Park Dedication and Fees Ordinance (*City of Newport Beach Municipal Code*, Chapter 19.52).

**Impact Summary:** **Less than Significant Impact.** The proposed Project would increase the demand for park and recreational facilities. The Project includes approximately 51.4 gross (42.1 net) acres of parkland as well as trails through the Project site that connect to the regional trail system (PDFs 4.8-1 and 4.8-2); this acreage exceeds local Quimby and the City's General Plan parkland requirements (SC 4.8-1). The physical impacts of





EXISTING VIEW FROM POINT A



PEDESTRIAN BRIDGE DESIGN CONCEPT VIEW FROM POINT A

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Source: FORMA 2011

## Pedestrian and Bicycle Bridge

## Exhibit 4.8-18

Newport Banning Ranch EIR



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implementing park and recreational facilities, including the pedestrian and bicycle bridge (PDF 4.8-3), are evaluated as part of the overall development Project (refer to Sections 4.1 through 4.15 of the EIR). With implementation of project design features and mitigation measures identified in this EIR, development of the proposed park, recreation and trail facilities would have a less than significant impact. For example, grading impacts related to development of the park, recreation and trail facilities have been evaluated in Section 4.3, Geology and Soils. In addition, impacts associated with the construction of the park, recreation, and trail facilities have been evaluated in Section 4.10, Air Quality.

**Threshold 4.8-3** *Would the project increase the use of the existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facilities would occur or be accelerated?*

### **Parks**

The Project site is located within two miles of several municipal parks and beaches, including those in Newport Beach, Costa Mesa, and Huntington Beach. Although the proposed Project would introduce more people into the area and generate additional demand for parks and recreational facilities, the Project's 51.4 gross (42.1 net) acres of public parklands would exceed the City's Park Dedication Ordinance requirements of approximately 15.06 acres and the City's General Plan policy for the provision of a 20- to 30-acre Community Park on the Newport Banning Ranch property. Therefore, the Project would accommodate the increased recreational demand associated with the Project. As with all residents of and visitors to the City, future Project residents would have access to all public recreational facilities in Newport Beach. Similarly, residents of and visitors to surrounding communities can use public recreational facilities in Newport Beach, and residents of Newport Beach have access to public recreational uses in other jurisdictions. Because of the amount of proposed parkland associated with the Project, increased visitation at any off-site park facilities would not be large enough to cause substantial physical deterioration; no significant physical impacts to off-site park and recreation facilities would occur.

### **Regional Facilities**

As discussed previously, the Project site is close to two County regional recreational facilities: Talbert Nature Preserve and Santa Ana River Mouth Beach. The countywide regional recreation facilities system has been designed to serve the existing and future needs of the residents of Orange County. The Project is anticipated to increase usage of the nearby facilities because it would introduce more people into the area. However, the *County of Orange General Plan's* Master Plan of Regional Recreation Facilities has been designed to meet the needs associated with the County's projected growth. The proposed Project is consistent with the growth assumptions for the City of Newport Beach which are lower than the County growth assumptions for the Project site (CDR 2007). It is not anticipated the Project would result in the overuse of these regional facilities or that a substantial physical deterioration of the facilities would occur or be accelerated; a less than significant impact would occur, and no mitigation is required.

## **Beaches**

The Project site is located approximately ¼ mile from the Pacific Ocean. A pedestrian and bicycle bridge spanning West Coast Highway would provide pedestrian and bicyclist access to the beach and existing bike lanes along West Coast Highway. Because public access to the coastline is limited, the Project would increase usage of the local beaches by providing direct access to the beach from the Project site and points north of the Project and introducing more people into the region. Regardless of the type of beach (i.e., State-, County-, or City-owned), public access beaches throughout Southern California are intended to serve the local population and a large number of visitors from out of the area. Therefore, the increase in beach usage would be nominal in comparison to the number of annual visitors and would not, therefore, result in substantial physical deterioration of the facilities. A less than significant impact would occur, and no mitigation is required.

## **Trails**

The Project site is close to existing off-site County trails designated for bicycling and hiking. These are considered regional facilities and have been designed to serve the existing and future needs of Orange County residents. The Project would increase trail usage in the vicinity because it would introduce more people into the area. However, as regional facilities, these trails have been designed to meet the needs associated with the projected growth in the County. Further, the Project proposes off-street multi-use trails, on-street bike trails, and trail connections to the County's regional trail system. It is not anticipated that the Project would result in the overuse of existing trail facilities or that a substantial physical deterioration of the facilities would occur or be accelerated. No significant impacts are anticipated, and no mitigation is required.

**Impact Summary:** *Less than Significant.* The proposed Project would increase the demand for park and recreational facilities; however, the Project includes approximately 51.4 gross (42.1 net) acres of parkland, as well as off-street multi-use trails, on-street bike trails, and a pedestrian and bicycle bridge over West Coast Highway to serve Project residents and the surrounding community (PDFs 4.8-1, 4.8-2, and 4.8-3). Mitigation Measure 4.10-9 in Section 4.10, Air Quality, requires the provision of bicycle spaces as a part of the Project. The provision of these recreational uses would prevent the overuse of existing local recreational facilities; therefore, a less than significant impact would occur. With regard to beaches, trails, and regional recreational facilities, these facilities have been designed to meet the needs associated with the projected growth in the County; the Project is consistent with the City's General Plan land use designation for the Project site; therefore, a less than significant impact would occur, and no mitigation is required.

**Threshold 4.8-4** *Would the project conflict with any applicable plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

Tables 4.8-4 and 4.8-5 evaluate the consistency of the proposed Project with the applicable goals and policies of the City's General Plan and the California Coastal Act, respectively.

**Impact Summary:** *No Impact.* As identified in Tables 4.8-4 and 4.8-5, the proposed Project would not conflict with any goals or policies of the *City of Newport Beach General Plan* or the California Coastal Act related to recreational resources.

#### **4.8.8 MITIGATION PROGRAM**

##### **Project Design Features**

Project Design Features (PDFs) 4.8-1, 4.8-2, and 4.8-3 are applicable to Project, specifically with respect to parks, recreation, and trail facilities. Additional PDFs described in the other sections of the EIR are also applicable to the development of the park, recreation, and trail facilities.

##### **Standard Conditions and Requirements**

The Project would be required to comply with SC 4.8-1.

##### **Mitigation Measures**

No significant impacts related to recreation have been identified. Mitigation measures set forth in other sections of the EIR also serve to mitigate the impacts of the parks, recreation, and trail facilities. For example, refer to MM 4.10-9, in Section 4.10, Air Quality, which requires bicycle spaces be provided as a part of the Project.

#### **4.8.9 LEVEL OF SIGNIFICANCE AFTER MITIGATION**

The Project would not have any significant physical impacts on recreational resources. This EIR evaluates potential physical impacts associated with proposed park and recreational facilities as a component of the development footprint of the Project. Therefore, implementation of the Project's Mitigation Program set forth in this EIR addresses the mitigation requirements associated with public parks, trails, and recreation.

**TABLE 4.8-4  
CITY OF NEWPORT BEACH GENERAL PLAN CONSISTENCY ANALYSIS**

City of Newport Beach General Plan Relevant Goals, Policies, and Programs	Consistency Analysis
<b>Land Use Element</b>	
<b>Land Use Element Goal LU 2</b>	
<p>A living, active, and diverse environment that complements all lifestyles and enhances neighborhoods, without compromising the valued resources that make Newport Beach unique. It contains a diversity of uses that support the needs of residents, sustain and enhance the economy, provide job opportunities, serve visitors that enjoy the City's diverse recreational amenities, and protect its important environmental setting, resources, and quality of life.</p>	<p>The Project is consistent with this goal. The proposed Project would allow for the development of a mix of residential, retail, visitor-serving resort inn, active and passive recreational and open space uses on the Project site. Included in the Project are approximately 51.4 gross (42.1 net) acres of public parks as well as a local off-street multi-use trail system and on-street bike trails that would connect to the existing off-site regional trail system. The Project would include an approximate 26.8-gross-acre (21.7-net-acre) Community Park, a 20.9-gross-acre (17.5-net-acre) Bluff Park, and approximately 3.7 gross (2.9 net) acres of interpretive parks. Additionally, a pedestrian and bicycle bridge spanning West Coast Highway would provide north-south access to the site and the Pacific Ocean without having to cross West Coast Highway at street grade. Please also refer to Section 4.1, Land Use and Related Planning Programs.</p>
<b>Policies</b>	
<p><b>LU Policy 2.1: Resident-Serving Land Uses</b> Accommodate uses that support the needs of Newport Beach's residents including housing, retail, services, employment, recreation, education, culture, entertainment, civic engagement, and social and spiritual activity that are in balance with community natural resources and open spaces.</p>	<p>The Project is consistent with this policy. Based on the City's Park Dedication and Fee Ordinance (<i>City of Newport Beach Municipal Code</i>, Chapter 19.52) and consistent with the Quimby Act, the Project would be required to dedicate 15.06 acres, pay fees in lieu thereof, or a provide combination of both dedication and fees. As identified in this EIR section, the Project would include approximately 51.4 gross (42.1 net) acres of parkland, as well as off-street multi-use trails and on-street bike trails. Of the 51.4 gross acres, 26.8 gross acres would be developed for a Community Park. Therefore, the Project would exceed its Quimby Act requirement.</p> <p>The proposed Project would support the needs of Project residents and community residents by developing active and passive recreational uses on the site consistent with the City's General Plan land use designations (Open Space/Residential Village) for this site. Please also refer to Section 4.1, Land Use and Related Planning Programs.</p>
<b>Land Use Element Goal LU 6.2</b>	
<p>Residential neighborhoods that contain a diversity of housing types and supporting uses to meet the needs of Newport Beach's residents and are designed to sustain livability and a high quality of life.</p>	<p>The Project is consistent with this goal. The recreational features associated with the Project would meet the needs of future Project residents. Please also refer to the response to Goal LU 2.</p>
<b>Policies</b>	
<p><b>LU Policy 6.2.5: Neighborhood Supporting Uses</b> Allow for the integration of uses within residential neighborhoods that support and are complementary to their primary function as a living environment such as schools, parks, community meeting facilities, religious facilities, and comparable uses. These uses shall be designed to ensure compatibility with adjoining</p>	<p>The Project is consistent with this policy. As depicted on Exhibit 3.3 in Section 3.0, and Exhibit 4.8-2, the proposed public parks are near proposed residential areas and existing off-site residential areas, including but not limited to the Newport Crest Condominiums and Newport Knolls Condominiums. The proposed off-street multi-use trails, on-street bike trails, and pedestrian</p>

**TABLE 4.8-4 (Continued)**  
**CITY OF NEWPORT BEACH GENERAL PLAN CONSISTENCY ANALYSIS**

City of Newport Beach General Plan Relevant Goals, Policies, and Programs	Consistency Analysis
residential addressing such issues as noise, lighting, and parking.	paths would provide a means to travel through the Project site and to off-site locations without the use of a vehicle. Please also refer to Section 4.1, Land Use and Related Planning Programs.
<b>Land Use Element Goal LU 6.3: Newport Banning Ranch</b>	
Preferably a protected open space amenity, with restored wetlands and habitat areas, as well as active community parklands to serve adjoining neighborhoods.	The Project is consistent with this goal. Although the proposed Project would not implement the Primary Use (Open Space) and instead would allow for the Alternative Use (Residential Village), the Project would preserve approximately 252 acres (63% of the Project site) as open space and include restored wetlands, habitat areas, and would provide 51.4 gross (42.1 net) acres of public parklands.
<b>Policies</b>	
<p><b>LU Policy 6.4.1: Alternative Use</b></p> <p>If not acquired for open space within a time period and pursuant to terms agreed to by the City and property owner, the site may be developed as a residential village containing a mix of housing types, limited supporting retail, visitor accommodations, school, and active community parklands, with a majority of the property preserved as open space. The property owner may pursue entitlement and permits for a residential village during the time allowed for acquisition as open space.</p>	The Project is consistent with this policy. The Applicant is pursuing entitlements for the Project site consistent with the range of allowable land uses set forth in the City's General Plan for the Residential Village (Alternative Use) land use designation. Please refer to the response to Goal LU 2. As a part of the Project, approximately 252.3 gross (244.0 net) acres (63%) of the Project site would be open space. Additionally, the proposed Project includes 51.4 gross (42.1 net) acres of parkland. At the same time, the City is investigating the feasibility of acquiring the Project site for open space (Primary Use). Please also refer to Section 4.1, Land Use and Related Planning Programs.
<p><b>LU Policy 6.4.8: Open Space Network and Parklands</b></p> <p>Establish a framework of trails, community parklands, and natural habitats that provide the framework around which the residential village's uses are developed and interconnect residential districts, the village center, other uses, and open spaces.</p>	The Project is consistent with this policy. The Project would provide several miles of off-street multi-use public trails, on-street public bike trails, and pedestrian paths for pedestrians and bicyclists. As addressed in this EIR section, the trails would provide connections to on-site land uses and habitat areas and would connect to the existing regional trail system, other parks, and open space areas. The proposed pedestrian and bicycle bridge over West Coast Highway would provide access to bike lanes and pedestrian sidewalks on the south side of West Coast Highway and to the beach.
<b>Policies</b>	
<p><b>LU Policy 6.5.2: Active Community Park</b></p> <p>Accommodate a community park of 20 to 30 acres that contains active playfields that may be lighted and is of sufficient acreage to serve adjoining neighborhoods and residents of Banning Ranch, if developed.</p>	The Project is consistent with this policy. The Project includes 26.8 gross (21.7 net) acres for a public Community Park; the North Community Park area (15.9 gross/13.5 net acres) is proposed with night lighting.
<b>Recreation Element</b>	
<b>Recreation Element Goal R 1: Provision of Facilities</b>	
Provision of adequate park and recreation facilities that meet the recreational needs of existing and new residents of the community.	The Project is consistent with this goal. Please refer to the responses to Goal LU 2 and Land Use Policy 2.1.
<p><b>R Policy 1.1: New Residential Subdivisions</b></p> <p>Require developers of new residential subdivisions to provide parklands at five acres per 1,000 persons, as</p>	The Project is consistent with this policy. The Project exceeds the City's General Plan and Park Dedication Ordinance requirements. Please refer to the response to Land Use Policy 2.1.

**TABLE 4.8-4 (Continued)**  
**CITY OF NEWPORT BEACH GENERAL PLAN CONSISTENCY ANALYSIS**

City of Newport Beach General Plan Relevant Goals, Policies, and Programs	Consistency Analysis
stated in the City's Park Dedication Fee Ordinance, or to contribute in-lieu fees for the development of public recreation facilities meeting demands generated by the development's resident population, as required in the City's Park Dedications Fees Ordinance.	
<p><b>R Policy 1.9: Priority for Facility Provision</b></p> <p>Provide additional park and recreation facilities that meet the needs as identified by direct feedback from residents, analysis of future trends, and through observations by Recreation and Senior Services staff, as shown in Figure R2.</p> <p><u>Parks</u></p> <ol style="list-style-type: none"> <li>1. Newport Center Service Area: Develop Newport Center Park as a passive park</li> <li>2. West Newport Service Area: Develop Sunset Ridge Park, an active park with playfields, picnic areas, a playground, and other facilities</li> <li>3. Newport Coast Service Area: Develop an active park located at the end of Ridge Park Road; and develop a community center and a gymnasium</li> <li>4. Santa Ana Heights/Airport Commercial Service Area: Develop a pocket park in Santa Ana Heights</li> <li>5. West Newport Service Area: In the Banning Ranch area develop an active community park of 20 to 30 acres with consideration of night lighting</li> <li>6. Balboa Peninsula Service Area: Develop the Marina Park site for marine and/or recreational facilities</li> </ol>	<p>The Project is consistent with this policy and would provide approximately 51.4 gross (42.1 net) acres of parkland, including an approximately 26.8-gross-acre (21.7-net-acre) Community Park in the West Newport Service Area.</p>
<b>Recreation Element Goal R 3: Accessibility of Facilities</b>	
Accessible parks and recreation facilities to persons with disabilities.	The Project is consistent with this goal. Park and recreational facilities would be designed in compliance with all applicable Americans with Disabilities Act requirements.
<b>Policies</b>	
<p><b>R Policy 3.1: Adequate Access</b></p> <p>Ensure that parks and recreation facilities include provisions for adequate access for persons with disabilities and that existing facilities are appropriately retrofitted to include such access as required by the <i>Americans with Disabilities Act</i>.</p>	The Project is consistent with this policy. Please refer to the response to Goal R 3.
<p><b>R Policy 3.3: Facility Design</b></p> <p>Design guardrails on parks, piers, trails, and public viewing areas to take into consideration the views at the eye level of persons in wheelchairs.</p>	The Project is consistent with this policy. Park and recreational facilities for the Project have been conceptually proposed. All facilities would require subsequent approvals from the City. At such time, the City would review this policy for compliance.
<b>Recreation Element Goal R 7: Provision of Adequate Support Facilities</b>	
Adequate support facilities serving recreational opportunities within the coastal zone.	The Project is consistent with this goal. Please refer to the responses to Goal LU 2 and Land Use Policy 2.1.

**TABLE 4.8-4 (Continued)**  
**CITY OF NEWPORT BEACH GENERAL PLAN CONSISTENCY ANALYSIS**

City of Newport Beach General Plan Relevant Goals, Policies, and Programs	Consistency Analysis
<b>Circulation Element</b>	
<b>Circulation Element Goal CE 5.1</b>	
Convenient trail systems that satisfy recreational desires and transportation needs.	The Project is consistent with this goal. The Project would provide several miles of multi-use public trails for pedestrians and bicyclists. As addressed in this EIR section, the trails would provide connections to on-site land uses and would connect to the existing regional trail system, other parks, and open space areas. The proposed pedestrian and bicycle bridge over West Coast Highway would provide access to bike lanes and pedestrian walkways on the south side of West Coast Highway and to the beach.
<b>Policies</b>	
<b>CE Policy 5.1.2: Pedestrian Connectivity</b> Link residential areas, schools, parks, and commercial centers so that residents can travel within the community without driving.	The Project is consistent with this policy. Please refer to the response to Goal CE 5.1.
<b>CE Policy 5.1.3: Pedestrian Improvements in New Development Projects</b> Require new development Projects to include safe and attractive sidewalks, walkways, and bike lanes in accordance with the Master Plan, and, if feasible, trails.	The Project is consistent with this policy. Sidewalks, on-street bike lanes, and off-street multi-use trails would be provided along roadways. Please refer to the response to Goal CE 5.1.
<b>CE Policy 5.1.4: Linkages to Citywide Trail System and Neighborhoods</b> Require developers to construct links to the planned trail system, adjacent areas, and communities where appropriate.	The Project is consistent with this policy. Please refer to the response to Goal CE 5.1.
<b>CE Policy 5.1.6: Bicycle Supporting Facilities</b> Incorporate bicycle and pedestrian facilities in the design plans for new streets and highways and, where feasible, in the plans for improving existing roads.	The Project is consistent with this policy. Please refer to the response to CE Policy 5.1.3.
<b>CE Policy 5.1.7: Bicycle Safety</b> Provide for safety of bicyclists, equestrians, and pedestrians by adhering to current national standards and uniform practices.	The Project is consistent with this policy. The City of Newport Beach requires that bikeway design, signing, and striping are consistent with the MUTCD.
<b>CE Policy 5.1.8: Bicycle Conflicts with Vehicles and Pedestrians</b> Minimize conflict points among motorized traffic, pedestrians, and bicycle traffic.	The Project is consistent with this policy. The Project includes off-street trails for pedestrians and bicyclists throughout the Project site, which would connect to existing off-site trails. Additionally, a pedestrian and bicycle bridge is proposed over West Coast Highway. The bridge would allow for pedestrians and bicyclists to move between the northern and southern sides of West Coast Highway without having to cross West Coast Highway at street level.
<b>CE 5.1.9: Integrated Bicycle Improvements</b> Coordinate community bicycle and pedestrian facilities in a citywide network for continuity of travel.	The Project is consistent with this policy. Please refer to the response to Goal CE 5.1.
<b>CE Policy 5.1.16: Bicycle and Pedestrian Safety</b> Provide for the safety of bicyclists and pedestrians through provision of adequate facilities, including maintenance of extra sidewalk width where feasible.	The Project is consistent with this policy. Please refer to the response to CE Policy 5.1.7.



**TABLE 4.8-4 (Continued)**  
**CITY OF NEWPORT BEACH GENERAL PLAN CONSISTENCY ANALYSIS**

City of Newport Beach General Plan Relevant Goals, Policies, and Programs	Consistency Analysis
<p><b>CE Policy 6.2.1: Alternative Transportation Modes</b> Promote and encourage the use of alternative transportation modes, such as ridesharing, carpools, vanpools, public transit, bicycles, and walking; and provide facilities that support such alternate modes.</p>	<p>The Project is consistent with this policy. As addressed in this EIR section and policy analysis, the Project proposes to provide a system of off-street multi-use trails, on-street bike lanes, and pedestrian paths with connections to existing regional trails for use by pedestrians and bicyclists. In accordance with the NBR-PC, an on-site bicycle rack(s) with a minimum of 1 bicycle space per 2,500 sf shall be provided at the resort inn and commercial use within the MU/R and VSR/R Land Use Districts. All multi-family residential uses shall provide an on-site bicycle rack(s) with a minimum of 1 bicycle space per 10 dwelling units.</p> <p>With respect to public transit, the OCTA has an existing bus route along Pacific Coast Highway with bus stops along Superior Avenue and near the proposed pedestrian and bicycle bridge, among other bus stops. Please refer to Section 4.9, Transportation and Circulation, for additional discussion on public transit.</p>
<p><b>Natural Resources Element</b></p>	
<p><b>Policies</b></p>	
<p><b>NR Policy 6.1: Walkable Neighborhoods</b> Provide for walkable neighborhoods to reduce vehicle trips by siting amenities such as services, parks, and schools in close proximity to residential areas.</p>	<p>The Project is consistent with this policy. As depicted on Exhibit 3-3 in Section 3.0, and Exhibit 4.8-2, the proposed public parks are located near proposed residential areas and existing off-site residential areas, including but not limited to the Newport Crest Condominiums and Newport Knolls Condominiums. The proposed multi-use trails would provide a means to travel through the Project site and to off-site locations without the use of a vehicle. The potential for development of convenience retail uses in the residential districts would contribute to the creation of a walkable community.</p>
<p><b>NR Policy 6.4: Transportation Demand Management Ordinance</b> Implement the Transportation Demand Management (TDM) Ordinance, which promotes and encourages the use of alternative transportation modes, and provides those facilities such as bicycle lanes that support such alternate modes.</p>	<p>The Project is consistent with this policy. Please refer to the responses to Circulation Goal 5.1, EA Policy 6.2.1, and NR Policy 6.1.</p>
<p>MUTCD: Manual of Uniform Traffic Control Devices; NBR-PC: Newport Banning Ranch Planned Community Development Plan; sf: square feet; MU/R: Mixed-Use/Residential; VSR/R: Visitor-Serving Resort/Residential; OCTA: Orange County Transportation Authority.</p>	

**TABLE 4.8-5  
CALIFORNIA COASTAL ACT CONSISTENCY ANALYSIS**

Relevant California Coastal Act Policies	Consistency Analysis
<b>Public Access</b>	
<p><b>Section 30210 Access; recreational opportunities; posting</b></p> <p>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 provided 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.</p>	<p>The Project is consistent with this policy. The Project would provide public access to and across the property, which is currently not available due to the private ownership and active oil operations on the site.</p> <p>The proposed Project would allow for the development of a mix of residential, retail, visitor-serving resort inn, active and passive recreational and open space uses on the Project site. Included in the Project are approximately 51.4 gross (42.1 net) acres of public parks and a local trail system comprised of off-street multi-use trails, on-street bike trails, and pedestrian paths that would connect to the existing off-site regional trail system. The Project would include an approximate 26.8-gross-acre (21.7-net-acre) Community Park, a 20.9-gross-acre (17.5-net-acre) Bluff Park, and approximately 3.7 gross (2.9 net) acres of interpretive parks. Additionally, a pedestrian and bicycle bridge spanning West Coast Highway would provide north-south access to the site and the Pacific Ocean without having to cross West Coast Highway at the street level.</p>
<p><b>Section 30212.5 Public facilities; distribution</b></p> <p>Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p>	<p>The Project is consistent with this policy. Public parking and regional trail staging areas would be provided in multiple locations on the Project site within the Community Park, along Scenic Drive, at the Nature Center, and within the Resort Colony planning area.</p>
<p><b>Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals</b></p> <p>Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p> <p>The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.</p>	<p>The Project is consistent with this policy. Please refer to the response to Policy Section 30210. The public parks included in the Project are intended to provide lower cost recreational facilities including access through the Project site to on-site parks, on-site and connections to regional trails, and to the beach from the proposed pedestrian and bicycle bridge over West Coast Highway. It is not anticipated that the proposed resort inn would provide low cost hotel rooms. However, as noted in Section 30213, while encouraged, the California Coastal Commission cannot require low cost hotel rooms for privately owned and operated hotels.</p>
<b>Recreation</b>	
<p><b>Section 30222 Private lands; priority of development purposes</b></p> <p>The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.</p>	<p>The Project is consistent with this policy. Of the 401.1 acres, approximately 303.7 gross (286.1 net) acres (76%) would be used for open space and recreational uses. Approximately 252.3 gross (244.0 net) acres are proposed for open space, and approximately 51.4 gross (42.1 net) acres are proposed for public park and recreational uses. The Project would include an approximate 26.8-gross-acre (21.7-net-acre) Community Park, a 20.9-gross-acre (17.5-net-acre) Bluff Park, and approximately 3.7 gross (2.9 net) acres of interpretive parks. Additionally,</p>

**TABLE 4.8-5 (Cont.)  
CALIFORNIA COASTAL ACT CONSISTENCY ANALYSIS**

Relevant California Coastal Act Policies	Consistency Analysis
	a pedestrian and bicycle bridge spanning West Coast Highway would also be constructed.
<p><b>Section 30223 Upland areas</b> Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.</p>	<p>The Project is consistent with this policy. Approximately 51.4 gross (42.1 net) acres are proposed to be designated Public Parks/Recreation to provide public park facilities to serve Project residents, the community at large, and visitors to the Project site. The Project has been designed to concentrate public access and recreational areas on site in order to minimize impacts to wetland areas. Trails and interpretive areas would also be provided on site to facilitate passive recreational use, such as walking, hiking, and biking. Please also refer to the response to Policy Section 30210.</p>
<b>Land Resources</b>	
<p><b>Section 30252 Maintenance and enhancement of public access</b> The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p>	<p>The Project is consistent with this policy. With respect to recreational uses, based on the City's Park Dedication and Fee Ordinance (<i>City of Newport Beach Municipal Code</i>, Chapter 19.52) and consistent with the Quimby Act, the Project would be required to dedicate 15.06 acres, pay fees in lieu thereof, or a combination of both dedication and fees. As identified in this EIR section, the Project would include approximately 51.4 gross (42.1 net) acres of parkland, as well as multi-use trails.</p> <p>The proposed Project would support the needs of Project residents and community residents by developing active and passive recreational uses on the site consistent with the City's General Plan Open Space/Residential Village land use designation for this site.</p> <p>With respect to commercial facilities and transit, please refer to Section 3.0, Project Description; Section 4.1, Land Use and Related Planning Programs; and Section 4.9, Transportation and Circulation for a consistency discussion.</p>

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