

4.1 Purpose and Intent

The purpose of this chapter is to describe the Master Trails and Coastal Access Plan for the Project. The Master Trails and Coastal Access Plan is a required component of the Master Development Plan and complies with the NBR-PC Land Use and Development Regulations and with the NBR-PC requirements for a Master Development Plan. The intent of the Master Trails and Coastal Access Plan is to provide a plan for pedestrian and bicycle accessibility through the Project Site and to adjacent existing recreational features including the Talbert Nature Preserve and Fairview Park to the North, the Santa Ana River Trail to the west, and the beach to the south.

4.2 Master Trails and Coastal Access Plan

Exhibit 4-1, "Master Trails and Coastal Access Plan," illustrates the plan for a diverse and extensive system of new public trails and bike lanes that will allow people to walk and bicycle throughout the Project Site. Public access will be provided to the newly created Open Space Preserve within the Project Site and connections will be provided to the Talbert Nature Preserve and Fairview Regional Park located adjacent to the Project Site to the north, to existing walks and trails adjacent to West Coast Highway, to the public beach located to the south, and to existing public trails located outside the Project Site, including the Santa Ana River Trail and trails located in Talbert Nature Preserve.

Public access is provided to the Upland and Lowland areas of the Open Space Preserve and to the public parks within the Project Site. Diversity in trail elevations and a wide variety of visual, recreational, and interpretive experiences are provided for pedestrians and bicyclists.

The components of the Master Trails and Coastal Access Plan include:

1. Pedestrian and Bicycle Bridge over West Coast Highway, connecting the Project Site with the beach and Pacific Ocean;
2. Public Multi-Use Trails for pedestrians and bicyclists within and adjacent to public arterial roadways and within the Public Bluff Park and Public Community Park;
3. Public Bluff Park Trail for pedestrians;
4. Public Bluff Park Multi-Use Trail for pedestrians and bicyclists;
5. Public Interpretive Trails within the Open Space Preserve ;connecting to the Santa Ana River Trail and to trails within Talbert Nature Preserve and Fairview Regional Park to the north, and to sidewalks and trails adjacent to West Coast Highway providing access to the beach to the south via connecting public streets;

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6. Public Striped On-Street Bicycle Lanes along arterial roadways for bicyclists;
7. Public Trailheads within all Interpretive Park areas;
8. Off-Street Public Parking within the Resort Colony, the Nature Center, and the Public Community Park; and
9. On-Street Public Parking along the entire length of the Scenic Drive adjacent to North Bluff Park.

4.3 Pedestrian and Bicycle Bridge over West Coast Highway

If approved by State and local agencies, a public pedestrian and bicycle bridge will be constructed as part of the Project over West Coast Highway (State Highway 1) from a connection in South Bluff Park and the Resort Colony to a connection in West Newport Park a public park located on the south side of West Coast Highway served by public streets allowing pedestrians and bicyclists to travel between the Project Site and the beach via the park and adjacent public streets.

As shown in Exhibit 4-2 "West Coast Highway Pedestrian Bridge Details," the bridge will be constructed as a cleanly-detailed steel truss that would clear-span the six (6) travel lanes of West Coast Highway on a diagonal, without intermediate supports in the median or piers in the State (Caltrans) right-of-way. The length of this span is approximately 260 feet, with a minimum vertical clearance from the highway of approximately 20 feet. The landing on the Project Site will be to a structural pier located within the South Bluff Park (SPA 8a), and shall be connected by a ramp directly to the 8-foot-wide trail within the South Bluff Park that extends along the boundary of the Resort Colony.

The landing on the ocean side of West Coast Highway will be a structural pier located in a turf area of West Newport Park, northwest of the existing tennis courts and northeast of the existing handball/basketball courts. This landing shall have a public elevator, and walkways shall be constructed to connect the landing in West Newport Park, allowing pedestrians and bicyclists to continue on existing public roadways to access the beach. A circular ramp may be provided instead of an elevator, provided requirements for handicap accessibility are met.

The proposed design concept for the bridge and associated improvements may incorporate decorative and/or functional elements, and provide entry signage to the City of Newport Beach. Final construction-level bridge design, including finish materials and colors, shall be approved by the City and Caltrans.

4.4 Public Multi-Use Trails

An off-street Multi-Use Trail system for pedestrians and bicyclists will be constructed along the east side of Bluff Road and North Bluff Road from West Coast Highway to the north end of the Urban Colony in SPA 12b, and along both sides of 15th Street within the Project Site. This approximately 2.0-mile-long route will connect to on-street bicycle paths along West Coast Highway and 15th Street.

An off-street Multi-Use Trail will be provided around a portion of the Resort Colony as part of the improvements for South Bluff Park, connecting with the proposed pedestrian and bicycle bridge over West Coast Highway. Exhibit 4-3, "Multi-use Trail Cross-Section/Character" illustrates the design for a typical section of the public Multi-Use Trail system to be constructed as part of the Project.

4.5 Public Bluff Park Trail Corridor

Bluff Park Trail of approximately 1.3-miles in length will be constructed within the North and South Bluff Parks, and will serve as the internal backbone of Newport Banning Ranch trail system. Consisting of north and south segments separated by the Southern Arroyo, this trail will connect, in multiple locations, with other components of the trail system to be constructed as part of the Project. It will also provide pedestrian and bicycle connectivity among the Public Community Park, the Resort Colony, the Nature Center, and the Vernal Pool Interpretive Area at the 17th Street and North Bluff Road intersection, as well as to most residential areas within the Project. Exhibit 4-4, "Public Bluff Park Multi-use Trail Cross-Section/Character" and Exhibit 4-5, "Bluff Park Pedestrian Trail Cross-Section/Character" illustrate the design for typical sections of the public Bluff Park Trail Corridor.

The Bluff Park Trail will connect to branching footpaths and interpretive trails and designed to allow visitors and residents physical access to scenic viewpoints within the Project Site and to provide connectivity to the Upland and Lowland interpretive trails provided within the Open Space Preserve.

4.6 Public Interpretive Trails within Open Space Preserve

Public Interpretive Trails are treated as narrow land use areas on the Master Development Plan and are described in Section 4.6 as part of the Open Space Preserve. To avoid habitat impacts, interpretive trails will follow existing oil roads within the Project Site wherever feasible. In some cases, a small bridge or length of elevated walkway may be required to avoid impacts to special-status habitats.

Approximately 9.5 acres of Public Interpretive Trails will be constructed as illustrated on Exhibit 4-1, "Master Trails and Coastal Access Plan." Trail acreage is computed based on 20-foot-wide Site Planning Areas within which a 10-foot-wide trail easement will meander to avoid any wetlands or special status habitat. These trail easements shall be designated on the NBR subdivision map as permanent public easements for trail purposes. The pedestrian travel width within these trails will be six feet wide, with potential two-foot transitions on each side of the travel area to native ground along the edges for an overall trail width of 10 feet. Trail surface materials shall be native soil or decomposed granite. The Public Interpretive Trails within the Open Space Preserve are further described below.

4.6.1 Bluff-Toe Interpretive Trail

The Bluff-Toe Interpretive Trail will extend along the southwestern toe of the slopes and bluffs that rise east of Semeniuk Slough. To avoid potential habitat impacts, the Bluff Toe Trail shall be improved almost exclusively within the existing non-exclusive access easement, which is also the Oil Access Road (SPA 5b) that connects the Southerly and Northerly Oil Operations Sites. The design character for Bluff Toe Trail is illustrated on Exhibit 4-6, "Bluff Toe Multi-use Trail Cross-Section/Character."

The approximately 0.4-mile-long Bluff Toe Trail will parallel Semeniuk Loop, and allow people using the West Coast Highway pedestrian and bicycle bridge, as well as Project visitors and residents, to gain access to the Lowland Interpretive Trail in the Open Space Preserve and ultimately to reach the Santa Ana River Trail.

4.6.2 Southern Arroyo Interpretive Trail

The Southern Arroyo Interpretive Trail will drop and rise adjacent to coastal sage scrub and grassland areas of the Southern Arroyo, generally following an infrastructure easement. This approximately 0.3-mile-long trail is intended for passive recreation and shall be designed to avoid impacts to native vegetation. The trail will serve as a pedestrian connection between the North and South Family Villages, connecting the North and South Bluff Park Trails. The design character for the Southern Arroyo Interpretive Trail is illustrated on Exhibit 4-7, "Southern Arroyo Multi-use Trail Cross-Section/Character."

4.6.3 Upland Interpretive Trail

The approximately 0.8-mile-long Upland Interpretive Trail will connect the Lowland to the Upland portion of the Open Space Preserve. From the north, the trail shall extend from 19th Street connecting to the Talbert Trailhead and continuing south through the Project Site, ultimately connecting to the North Bluff Park trail. The Upland Interpretive Trail shall be located to avoid impacts to native vegetation. Add mileage per other trail descriptions. The design character for the Upland Interpretive Trail is illustrated on Exhibit 4-8, "Upland Interpretive Multi-use Trail Cross-Section/Character."

4.6.4 Lowland Interpretive Trail

The Lowland Interpretive Trail will provide pedestrian access through the Lowland portion of the Open Space Preserve. This approximately 2.0-mile-long trail system shall follow existing oil roads to avoid impacts to resource areas. The east-west segments of the Lowland Interpretive Trail will link to the Upland Interpretive Trail. The design character for the Lowland Interpretive Trail is illustrated on Exhibit 4-9, "Lowland Interpretive Multi-use Trail Cross-Section/Character."

4.7 Connections to Off-Site Regional Trails

A trail connection shall be provided to the Santa Ana River Regional Trail System at the north end of the Project creating an additional linkage from the Orange Coast River Park to the beach and Pacific Ocean, and from the beach to Newport Banning Ranch, Talbert Nature Preserve, Fairview Regional Park, and other components of the proposed Orange Coast River Park.

4.8 On-Street Bicycle Lanes

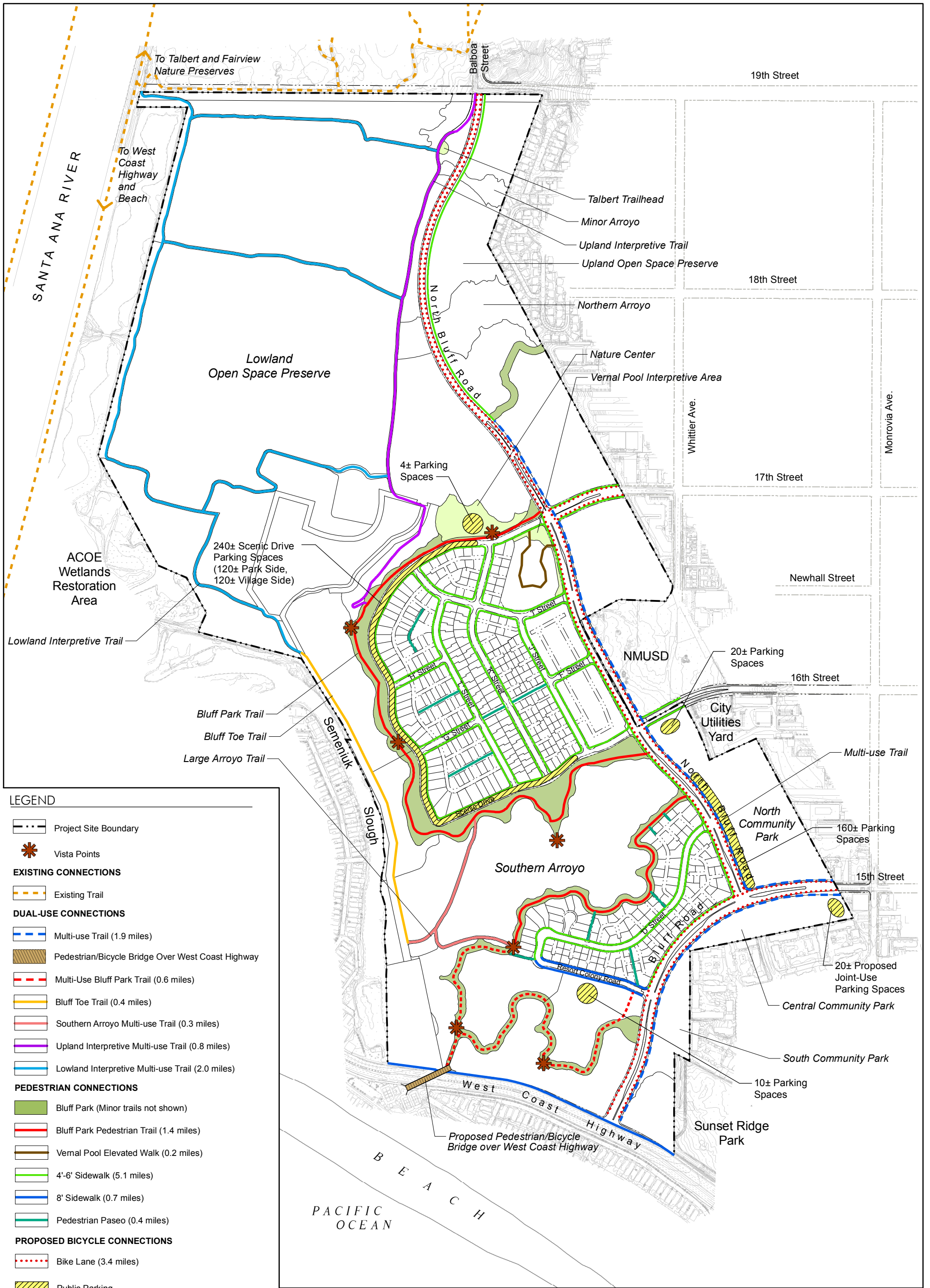
On-street bicycle lanes with a minimum width of five feet will be constructed on both sides of Bluff Road, North Bluff Road, 15th Street, and 17th Street within the Project Site. The on-street bicycle lanes will provide connectivity within the community among the Villages and Colonies, the Parklands, and the Open Space Preserve. They will also provide connectivity to existing off-site parks, bike trails, and public on-street bike lanes within off site roadways.

4.9 Public Parking

Public parking shall be provided at multiple locations within the Project as described below to provide convenient Coastal access:

- Off-street public parking within a designated area or structure to be located within the Resort Colony as determined by the California Coastal Commission as part of the approval of the Coastal Development Permit for the Resort Colony;
- Off-street public parking within the Public Community Park as determined by the City;
- On-street public parking along both sides of the entire length of Scenic Drive adjacent to the North Family Village and North Bluff Park; and
- Off-street public parking within the Nature Center. Four public parking spaces shall be provided in this location.

Public parking areas to be constructed as part of the Project are illustrated on Exhibit 4-1, "Master Trails and Coastal Access Plan."





EXISTING VIEW FROM POINT A



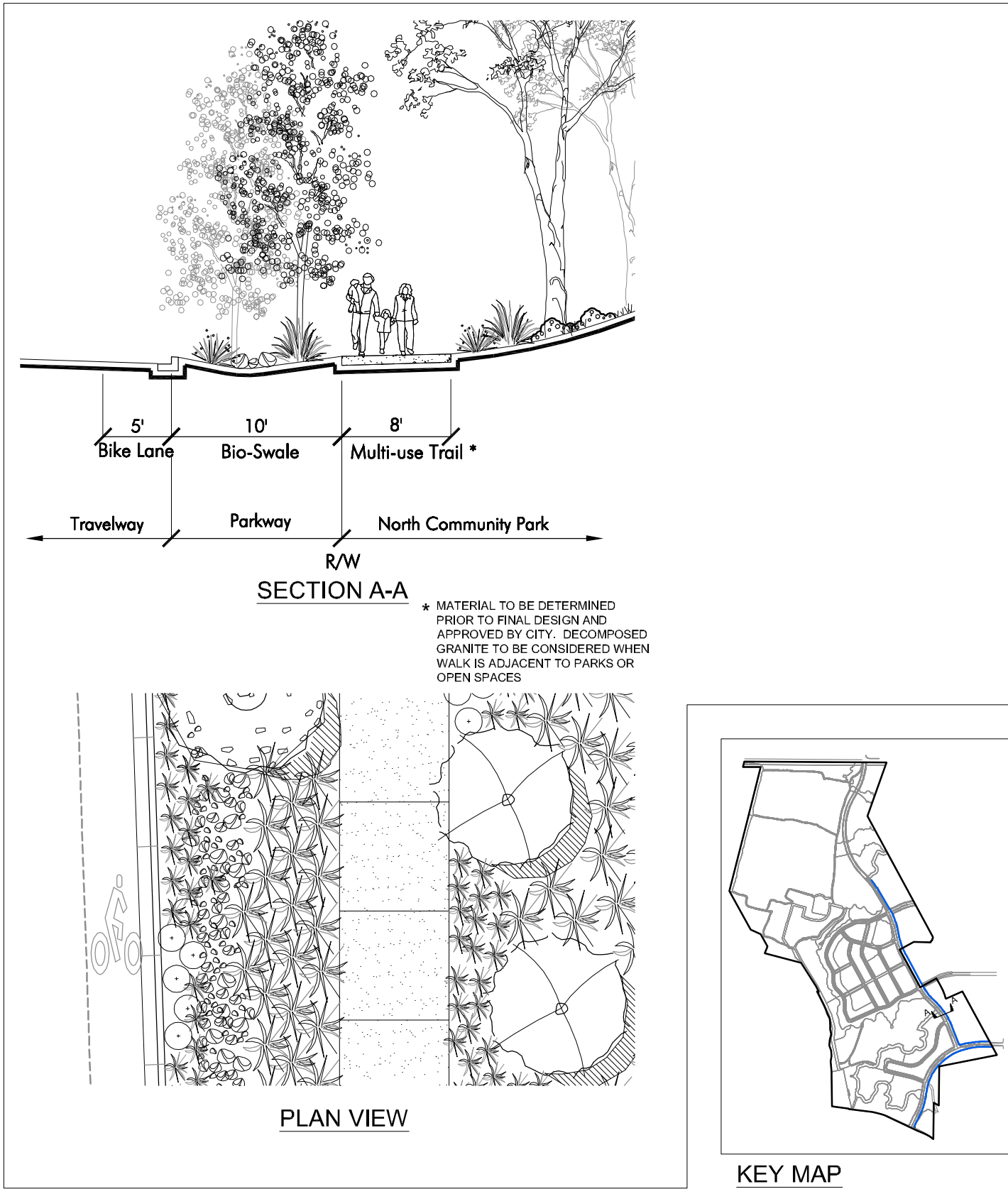
PEDESTRIAN BRIDGE DESIGN
CONCEPT VIEW FROM POINT A



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Exhibit 4-2 West Coast Highway Pedestrian Bridge Details





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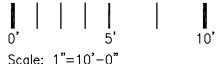
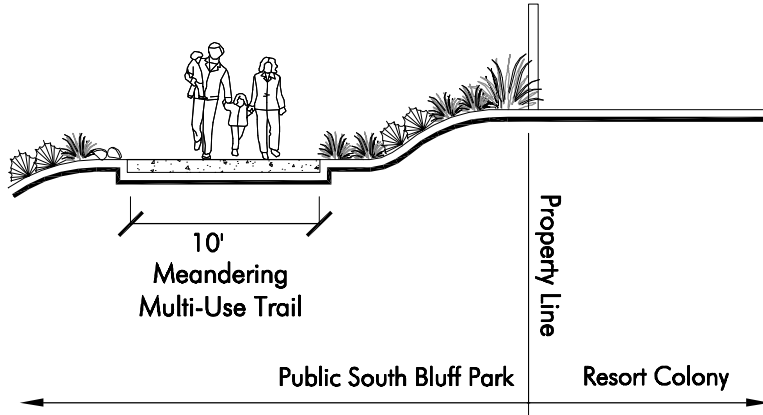
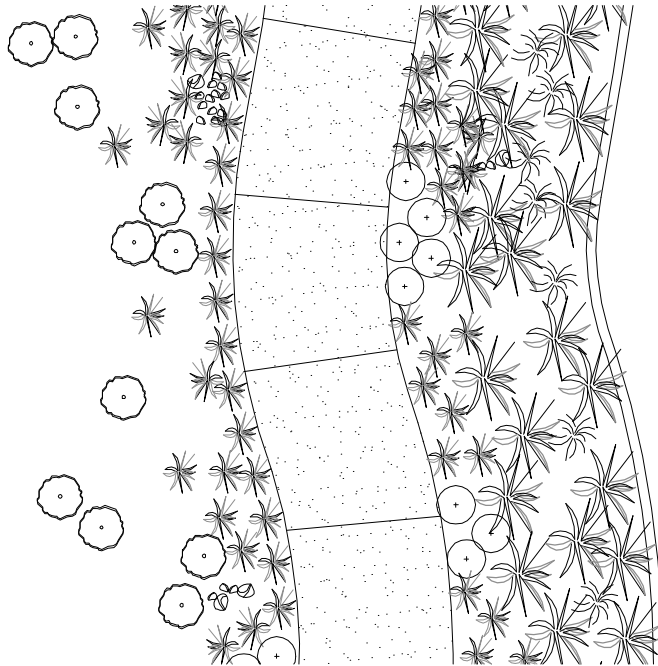


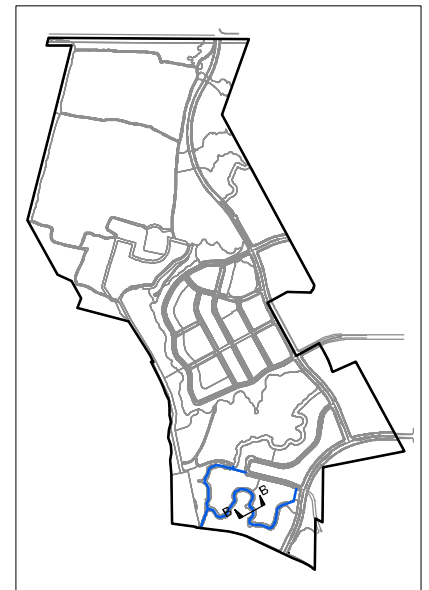
Exhibit 4-3
Multi-use Trail
Cross-Section/Character



SECTION B-B



PLAN VIEW



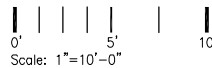
KEY MAP

Exhibit 4-4

Public Bluff Park Multi-use Trail Cross-Section/Character



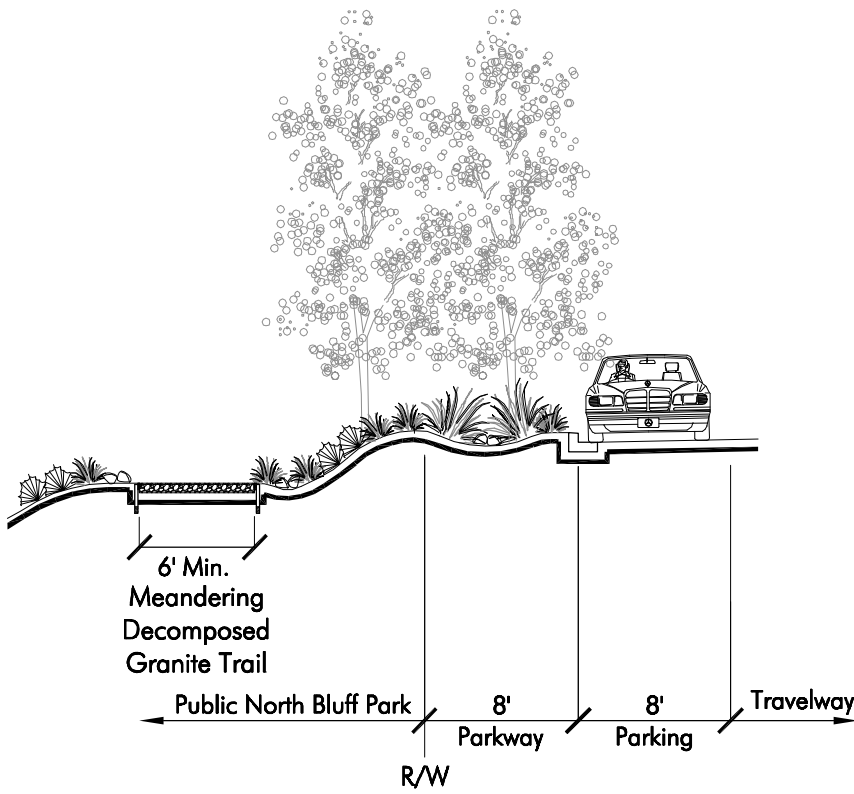
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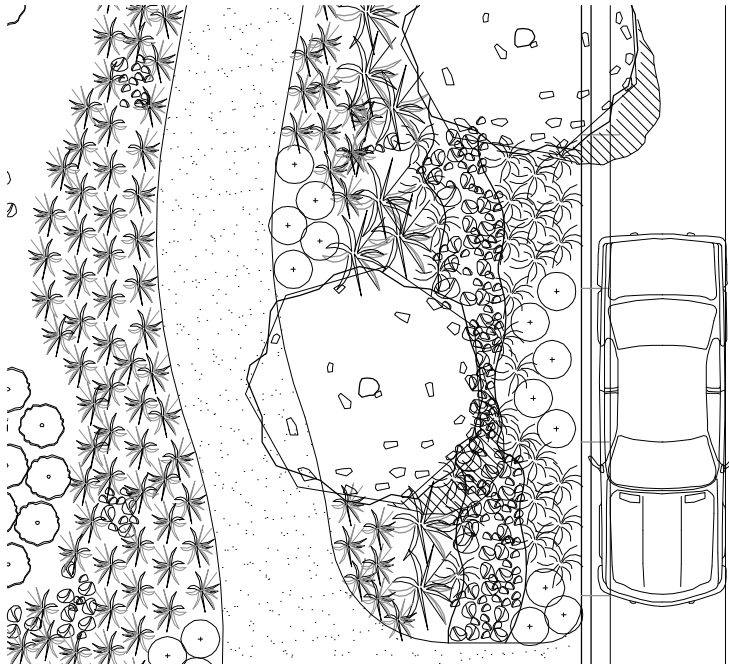
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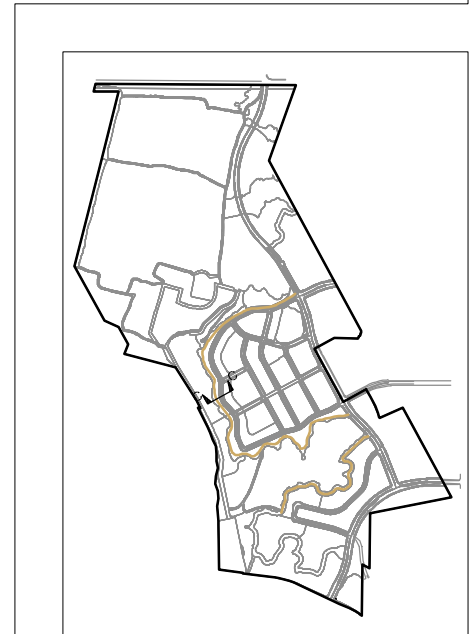
SECTION C-C



CHARACTER OF PROPOSED TRAIL
(For illustration only)



PLAN VIEW



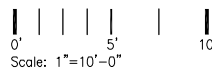
KEY MAP

Exhibit 4-5

Bluff Park Pedestrian Trail Cross-Section/Character



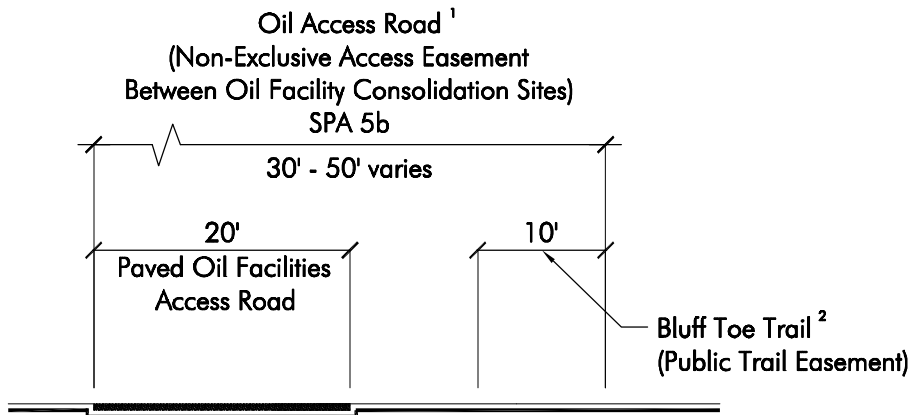
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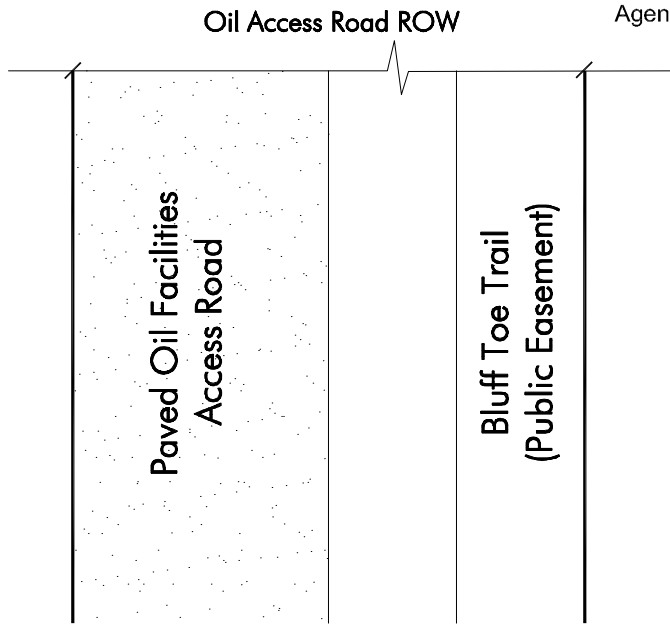
SECTION D-D



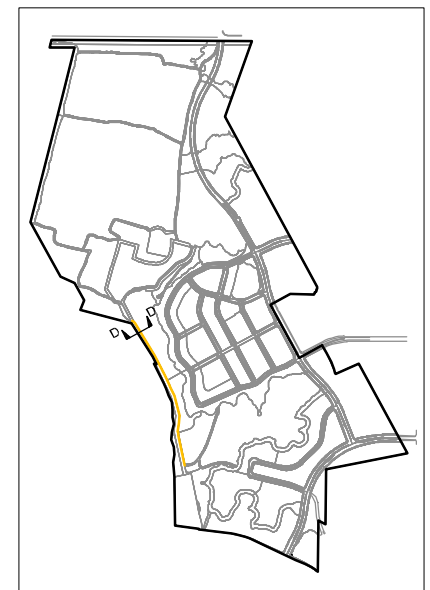
CHARACTER OF PROPOSED TRAIL
(For illustration only)

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

² 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.



PLAN VIEW

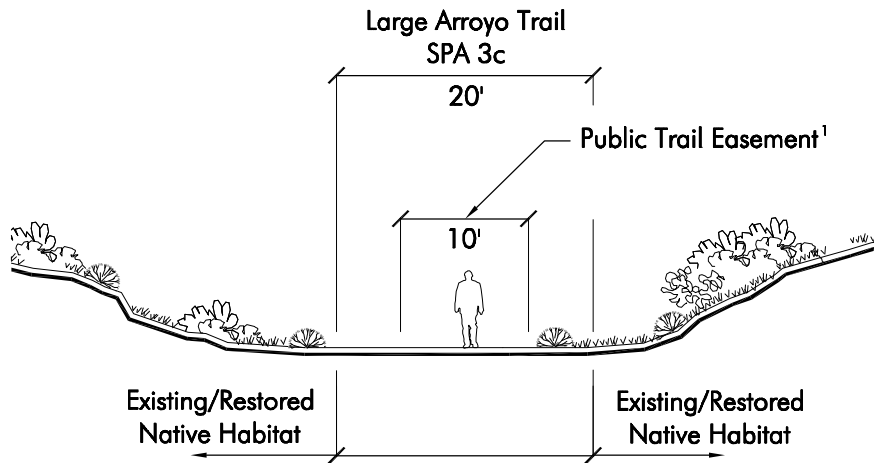


KEY MAP

Exhibit 4-6

Bluff Toe Multi-Use Trail Cross-Section/Character





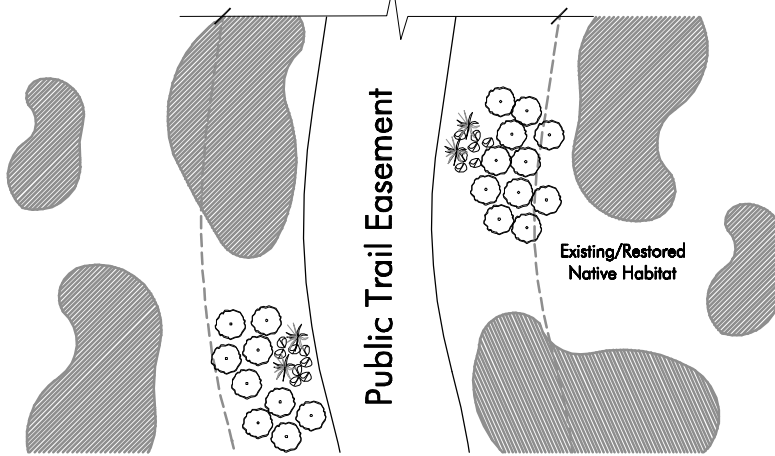
SECTION E-E



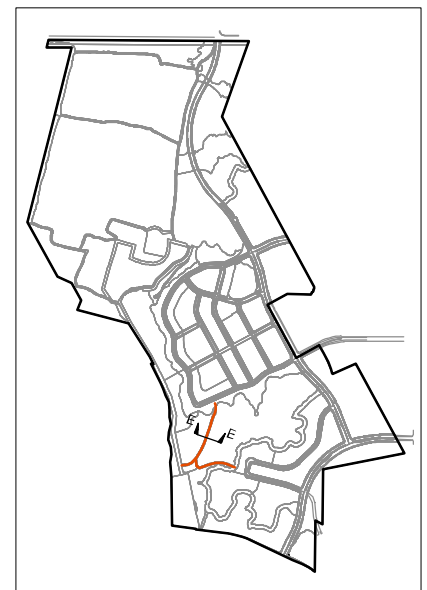
CHARACTER OF PROPOSED TRAIL
(For illustration only)

¹ 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.

**Public Interpretive Trail
Site Planning Area**



PLAN VIEW



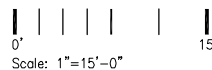
KEY MAP

Exhibit 4-7

**Southern Arroyo Multi-Use Trail
Cross-Section/Character**

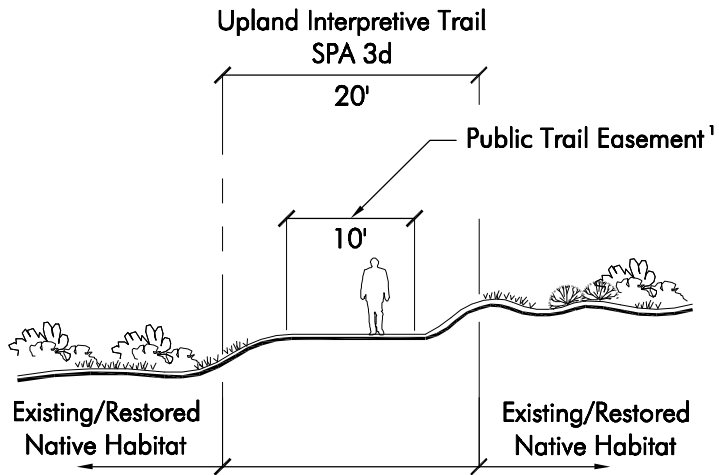


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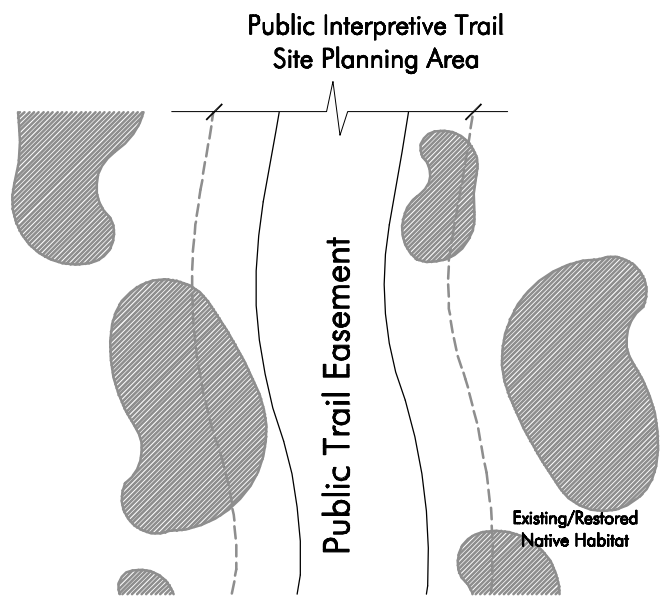


SECTION F-F

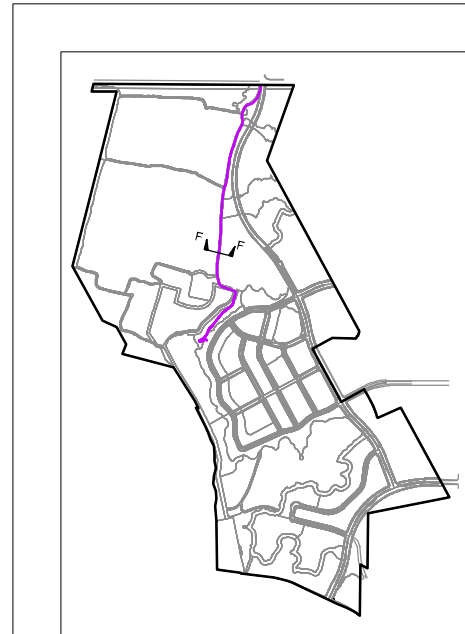
¹ The new 10' public multi-use trail will be unimproved native soil or decomposed granite as approved by the City and all State/Federal Jurisdictional Agencies.



CHARACTER OF PROPOSED TRAIL
(For illustration only)



PLAN VIEW



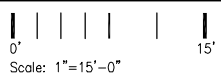
KEY MAP

Exhibit 4-8

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

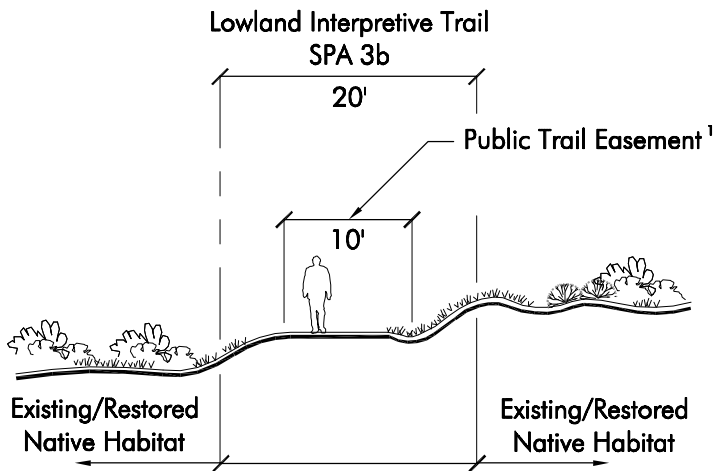


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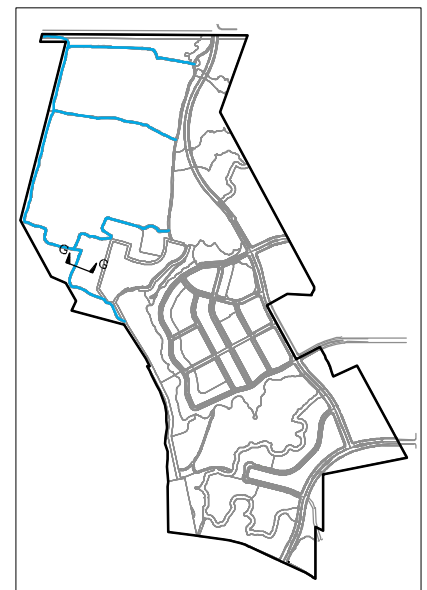
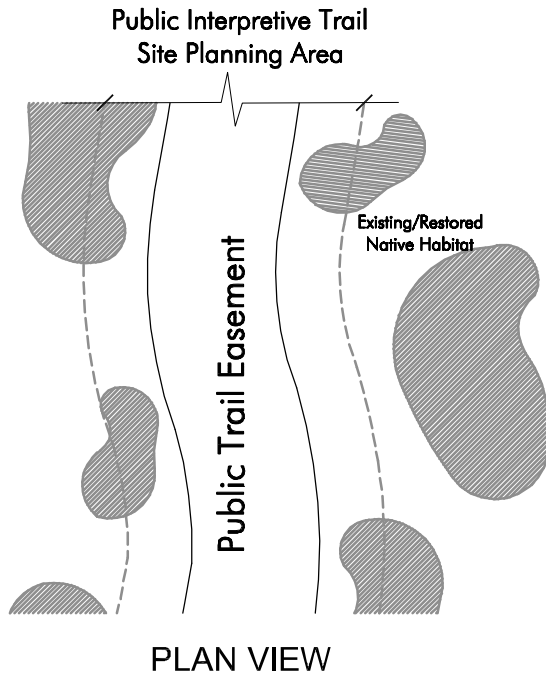




CHARACTER OF PROPOSED TRAIL
(For illustration only)

SECTION G-G

¹ 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.



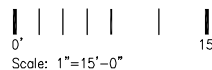
KEY MAP

Exhibit 4-9

Lowland Interpretive Multi-Use Trail Cross-Section/Character



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