

INITIAL STUDY AND NOTICE OF PREPARATION SUNSET RIDGE PARK ENVIRONMENTAL IMPACT REPORT

TO: Reviewing Agencies and Other Interested Parties
NOP REVIEW PERIOD: May 8 – June 8, 2009

1. **Project Title:** Sunset Ridge Park
2. **Lead Agency Name and Address:** City of Newport Beach, 3300 Newport Boulevard, Newport Beach, California 92658-8915
3. **Contact Person and Phone Number:** Patrick Alford, Planning Manager, (949) 644-3235
4. **Project Location:** 4850 West Coast Highway, Newport Beach, California. Northwest corner of West Coast Highway at Superior Avenue. The site is approximately 18.9 acres, approximately 13.7 acres are located within the City of Newport Beach, Orange County, California, and approximately 5.2 acres are within unincorporated Orange County but within the City's Sphere of Influence.
5. **Project Sponsor's Name and Address:** City of Newport Beach, 3300 Newport Boulevard, Newport Beach, California 92658-8915
6. **General Plan Designation:** 13.7 acres: Parks and Recreation (PR); 5.2 acres: Open Space/Residential Village (OS/RV)
7. **Zoning Designation:** City of Newport Beach Zoning Designation (13.7 acres): Open Space Active (OS-A) County of Orange Zoning Designation (5.2 acres): Local Business with an Oil Production Overlay [C1(O)]
8. **Description of Project:**

Existing Project Site Conditions


The project site is vacant and undeveloped. The project site is shown in regional and local context on Exhibits 1 and 2, respectively. The project site is irregularly shaped with varying topography with the northeastern portion of the site at a higher elevation than the western portion. The site ranges in elevation from approximately 76 feet above mean sea level (msl) in the northeastern portion of the site, 44 feet above msl in the northwestern portion of the site, and slopes downward to approximately 10 feet above msl at the intersection of West Coast Highway at Superior Avenue. The project site has been previously graded, and the City-owned portion of the site (13.7 acres) is subject to regular maintenance activities for fuel modification and weed abatement.


Project Background

In 2006, the City of Newport Beach (City) authorized the purchase of 15.05 acres owned by the California Department of Transportation (Caltrans). The acreage includes the proposed 13.7 acres for Sunset Ridge Park and property northeast of the intersection of Coast Highway at Superior Avenue. The site was originally acquired in the 1960s by Caltrans in anticipation of the construction of the Coast Freeway. The Coast Freeway was not constructed and has since been removed from the State Highways and Freeways Master Plan. As such, the property was considered excess right-of-way by Caltrans in 1976; Caltrans' proposed to dispose of the site. In 2001, Senate Bill (SB) 124 directed Caltrans to

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 Approximate Project Boundary

 Conceptual Roadway and Park Design

Local Vicinity

Sunset Ridge Park

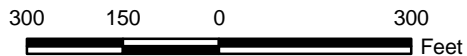


Exhibit 2

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transfer control of the property to the City. The purchase of the property ultimately occurred in 2006.

As a term of the sale, the property must be used as a park (Sunset Ridge Park). Further, the City agreed to a 197,720 square-foot scenic easement on the site located generally along the property line adjacent to Coast Highway. This easement restricts development rights to those permitted in City's OS-A zoning with additional limitations on the placement of permanent structures and pavement in the scenic easement area.

The City of Newport Beach General Plan Recreation Element, adopted by the City and its electorate in 2006, identifies a citywide park deficiency of 38.8 acres, 21.6 acres of which is in the service area of West Newport. This is based on the standard of 5 acres of parkland per 1,000 persons. The General Plan identifies three planned parks in West Newport, Newport Center, and Newport Coast which would help alleviate the deficiency. The General Plan identifies the Sunset Ridge Park site in West Newport as an active park to include ball fields, picnic areas, a playground, parking, and restrooms.

Project Description

The City proposes to develop the approximate 18.9-acre site with active and passive recreational uses and an access road to the park through Newport Banning Ranch. The access road would be constructed from West Coast Highway to Sunset Ridge Park through the Newport Banning Ranch site (5.2 of the 18.9 acres). Exhibit 3 depicts the Conceptual Site Plan for the project. No nighttime lighting, other than for public safety, is proposed. No nighttime park uses are proposed. Components of the proposed park project would include the following uses and facilities:

Baseball Field

The project would include one baseball field generally located in the northwestern portion of the park site. As proposed, the baseball field backstop and associated safety fencing would be below the height of the top of adjacent condominium balcony walls. Passive park uses and meandering pedestrian paths would surround the baseball field (Exhibit 3).

Youth Soccer Fields

Two youth soccer fields would be provided in the center of the park area. One soccer field would be located to the east of the baseball field; the second soccer field would be to the south of the baseball field (Exhibit 3).

Playground Area and Picnic Area

The playground area is proposed on the western portion of the park site directly south of the parking area and southwest of the baseball field. The playground area is proposed to include recreational amenities such as a tot lot. The picnic area would be located to the east of the playground and would include shade structures, picnic tables, and seating areas (Exhibit 3).

Memorial Garden/Passive Park Area

The memorial garden is a passive park area located on the upper plateau, proposed on the eastern portion of the park site. The memorial garden would be accessed via several points along the meandering pedestrian paths and pedestrian access points along Superior Avenue and West Coast Highway. This area is intended for passive recreational uses (Exhibit 3).



Source: EPT Design

Conceptual Site Plan

Sunset Ridge Park



Exhibit 3

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Overlook Area with Shade Structure

The overlook area is proposed directly west of the memorial garden. This area would have a shade structure and seating with views across the park site and of the ocean, and would be accessed from pedestrian paths located throughout the park (Exhibit 3).

Pedestrian Access and Walking Paths

The park is proposed to include three pedestrian access areas; one along West Coast Highway and two along Superior Avenue. Within the park, there would be meandering paths with the primary path along the entire perimeter of the park. Paths would lead to the playground, memorial garden, overlook, ball fields, and parking area (refer to Exhibit 3). Bike racks would also be provided within the park site.

Interface with Adjacent Residences

A retaining wall ranging in height from approximately four feet to ten feet would be located to the north of the active park uses and extending from approximately the parking area to the west to the end of the soccer field to the east. A landscaped berm would also be constructed north of the retaining wall in the same general location as the retaining wall and would extend to the northern property line (to the condominium residences to the north of the park). An approximate six-foot-high security fence would be located at the northern terminus of the landscape berm between the park and the residential uses. Landscaping is proposed along the northern and southern side of the fence. No gated access from the existing residences into the park is proposed.

Restroom Facilities

The restroom facilities would be located on the western portion of the project site between the parking area and the ball fields.

Parking Area

The parking area is proposed on the northwest portion of the park site. The parking lot would provide 75 parking spaces and include a designated drop-off area. In addition, up to 44 spaces may be provided along the entry access road.

Circulation

As a part of the project, a park access road would be constructed from West Coast Highway through Newport Banning Ranch (a private property) to the park. Use of this adjacent property would require an access easement from the Property Owner. The north-south leg of the access road would be constructed as a part of the Sunset Ridge project as a 28-foot-wide, two-lane roadway. The east-west leg of the park access road would vary in width from 28 feet to 44 feet, with up to 44 parking spaces proposed along portions of the access road. The road would be gated at or near West Coast Highway to limit vehicular access to the park to daylight hours only.

As a part of the proposed project, the City proposes the widening of a portion of the northern side of West Coast Highway from Superior Avenue to a point west of the access road consistent with the standards of the City of Newport Beach General Plan Circulation Element and the Orange County Master Plan of Arterial Highways. Additionally, the City is proposing a signal on West Coast Highway at the proposed access road. If signalized, all

vehicular turning movements would be allowed. Because West Coast Highway is a State Highway, California Department of Transportation (Caltrans) approvals would be required.

Landscape Plan

Passive areas and the park perimeter would consist of a combination of drought tolerant and ornamental vegetation, while the interior active park areas would consist of more ornamental, manicured landscaping, including turf.

Drainage Improvements

As part of the project, the existing concrete drainage channel located on the City's property east of the proposed road would be placed underground. On-site stormwater runoff would continue to discharge at West Coast Highway into the City's storm drain system. Water quality features (best management practices [BMPs]) are proposed to include on-site bioswales in the parking areas.

Construction Phasing

Construction of the proposed project is planned to occur in a single construction phase over an approximate 18-month period. The park is anticipated to be operational in December 2012. Approximately 110,000 cubic yards of cut and fill may be required during grading activities. It is anticipated that a portion of the cut material would be exported to the Newport Banning Ranch property with the remainder of the cut and fill remaining on the project site.

Alternatives to the Proposed Project

CEQA Guidelines §15126.6(a) requires that, "an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The range of alternatives to be addressed for the Project will include alternatives that are specifically required (i.e., No Project; No Action/No Development) by CEQA. Additional land use alternatives to be addressed could include a park and road design alternatives.

Anticipated Project Approvals

As part of the project, the following City of Newport Beach discretionary actions would be required:

- Certification of the Environmental Impact Report (EIR)
- Project Approval

9. Surrounding Land Uses and Setting:

Current Development:	Undeveloped vacant parcel designated in the City's General Plan as Parks and Recreation
To the north:	Residential uses
To the east:	Superior Avenue and Hoag Hospital (the latter is east of Superior Avenue)
To the south:	West Coast Highway
To the west:	Undeveloped open space (proposed for development by Newport Banning Ranch)

As shown in Exhibit 2, the approximate 18.9-acre site is located in an urban environment consisting of multi-family residential uses, commercial uses, institutional, and open space. Residential development is located to the north, northeast, and south commercial uses and Hoag Hospital are located to the east to Superior Avenue. The project site is generally bound by the Newport Crest condominiums to the north, West Coast Highway to the south, Superior Avenue to the east, and undeveloped property (Newport Banning Ranch) to the west.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): Project implementation is anticipated to require permits and/or approvals from the following agencies:

- The U.S. Fish and Wildlife Service (USFWS): Section 7 Consultation
- The U.S. Army Corps of Engineers (USACE): Section 404 Permits
- The California Department of Fish and Game (CDFG): Section 1600 Streambed Alteration Agreement
- The California Coastal Commission: Coastal Development Permit
- The Regional Water Quality Control Board (RWQCB): Section 401 Certification and National Pollutant Discharge Elimination System (NPDES) permits
- California Department of Transportation (Caltrans): Approvals would be required for the improvements on West Coast Highway
- County of Orange Approval in Concept for the portion of the project located in the County of Orange.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input checked="" type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION:

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to be the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Patrick Alford, Planning Manager 5/7/09
Signature *PA* Date

Patrick Alford
Printed Name

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

This checklist form is used to assist in the evaluation of potential environmental impacts of the proposed project. The checklist form identifies potential project effects as follows: (1) Potentially Significant Impact; (2) Potentially Significant Unless Mitigation Incorporated; (3) Less Than Significant Impact; and (4) No Impact. Substantiation and clarification for each checklist response is provided (Narrative Discussion commencing on page 14). Included in each discussion are mitigation measures, as appropriate, that are recommended for implementation as part of the proposed project.

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE RESOURCES. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VIII. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Result in significant alteration of receiving water quality during or following construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, or storage, delivery areas, loading docks or other outdoor work areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
o) Create significant increases in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IX. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
X. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XI. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. POPULATION AND HOUSING Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. PUBLIC SERVICES.				
a) 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, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/CIRCULATION. Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XVI. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ISSUES (See attachments for information sources)	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NARRATIVE DISCUSSION OF CHECKLIST EVALUATION

I. AESTHETICS—Would the Sunset Ridge Park Project:

a) Have a substantial adverse effect on a scenic vista?

Potentially Significant Unless Mitigation Incorporated. As shown in Figure NR3, of the *Natural Resources Element* of the General Plan, the project site includes a designated public view point and Superior Avenue between Hospital Road and West Coast Highway is designated as a coastal view road. Because the proposed park project would be located adjacent to a designated coastal view road and the project site includes a designated public view point, potential impacts to scenic resources will be addressed in the EIR.

As previously noted, the site also contains a 197,720 square-foot scenic easement imposed by Caltrans as a term of the sale of the property to the City. The easement is located generally along the property line adjacent to Coast Highway. This easement restricts development rights to those permitted in City's OS-A zoning with additional limitations on the placement of permanent structures and pavement in the scenic easement area.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project area is not adjacent to, nor can it be viewed from, a designated scenic highway pursuant to the California Scenic Highway Program. In addition, West Coast Highway is not an officially designated as State Scenic Highway or County Scenic Highway by the California Department of Transportation Scenic Highway Program. However, it is identified as Eligible for State Scenic Highway designation (sources: City of Newport Beach General Plan *Natural Resources Element*; Caltrans California Scenic Highway Mapping System). The topography of the site would be modified through grading and development of the site for the park and the associated access road. Because the project site is not visible from a designated State Scenic Highway, the proposed project would not have an adverse effect on a scenic vista, nor would it damage scenic resources within a State Scenic Highway. The project site is devoid of rock outcroppings. There are no historic buildings on site. Further evaluation of these issues in the EIR is not required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. As proposed, the Sunset Ridge Park Project would allow for active and passive recreational uses. Implementation of the park would change the visual character of the site from an undeveloped property to a community park. The character of the existing aesthetic environment and visual resources, including a discussion of views within the site and views of the site from surrounding areas, will be addressed in the EIR.

The City's *General Plan Natural Resources Element* "Requires new development to restore and enhance the visual quality in visually degraded areas, where feasible, and to provide view easements or corridors designed to protect public views or to restore public views in developed areas, where appropriate". The EIR will address the consistency of the proposed project with these guidelines and other applicable City goals and policies and California Coastal Act policies.

- d) **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Potentially Significant Unless Mitigation Incorporated. Currently, the project site does not contain any lighting. However, the project site is located in an urban setting that is currently subject to sources of off-site lighting in the project area including residential and street lighting and illumination from passing vehicles along West Coast Highway and Superior Avenue. No nighttime lighting is proposed with the exception of limited lighting for public safety (e.g., restroom facilities, parking area, and pathways). All proposed structures (i.e., restroom facilities, gazebo) would use non-reflective building materials to minimize potential impacts associated with light and glare. Although it is anticipated that any potential light and glare impacts would be less than significant, this topic will be analyzed in the EIR, and mitigation will be recommended as needed.

II. AGRICULTURE RESOURCES—Would the Sunset Ridge Project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**
- c) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use?**

No Impact. No portion of the project site is covered by a Williamson Act Contract or located on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance according to the 2007 California Department of Conservation Farmland Mapping and Monitoring Program. The site has a General Plan land use designation of Parks and Recreation and Open Space/Residential Village. No impacts to agricultural resources would result from project implementation. Therefore, no further analysis of this issue will be provided in the EIR.

III. AIR QUALITY—Would the Sunset Ridge Park Project:

- a) **Conflict with or obstruct implementation of the applicable air quality plan?**
- b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**
- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?**

Potentially Significant Impact. The site is within the South Coast Air Basin (Basin) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is a federal and State non-attainment area for ozone (O₃), inhalable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). The Basin is now in attainment for carbon monoxide (CO).

The proposed project would generate short-term construction-related and long-term air emissions that have the potential to affect local and regional air quality. Further evaluation in the EIR is required to determine whether this project will conflict with the adopted *South Coast Air Quality Management Plan* (AQMP). An air quality analysis will be conducted to determine if the mobile and stationary air emissions associated with the project would violate any air quality standard; contribute substantially to an existing or projected air quality violation; or cause a considerable cumulative net increase of any criteria pollutant for which the project region is in non-attainment. The air quality analysis will also determine if the potential mobile and stationary air emissions associated with the project could result in exposure of sensitive receptors to significant concentrations of air pollutants. These issues will be addressed in the EIR and appropriate mitigation identified, as necessary.

Climate Change. The EIR will include an analysis of the proposed project's potential contribution to global climate change. In accordance with recommendations and draft California Environmental Quality Act (CEQA) Guidelines published by the Governor's Office of Planning and Research, the analysis will include an estimate of the greenhouse gas emissions (GHG) that would occur during construction and use of the park. The EIR will address the potential for project GHG emissions to cause a cumulative impact on climate change qualitatively unless quantitative significance criteria are established by a State agency or the SCAQMD prior to completion of the EIR. Significance will be addressed by comparing project design features with actions recommended by State agencies for reducing GHG emissions and meeting State goals.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. There is potential for CO concentrations to adversely affect sensitive receptors in the project area, such as the residential uses along the northern boundary of the site and Hoag Hospital located further to the east. The proposed project would generate short-term (construction-related) and long-term air emissions that have the potential to affect local and regional air quality. The air quality analysis will address the potential for mobile and stationary air emissions associated with the project to violate any air quality standard or contribute substantially to an existing or projected air quality violation. The air quality analysis will also determine if the potential mobile and stationary air emissions associated with the project could result in exposure of sensitive receptors to significant concentrations of air pollutants. These issues will be addressed in the EIR, and appropriate mitigation measures will be identified, as necessary.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The project would involve the temporary operation of construction vehicles and grading of soils. These activities may generate odors perceptible by residents located in the immediate vicinity of the project site. However, project activities would be temporary in nature; project-related odors would be quickly dispersed into the atmosphere and dissipate within a short distance from the project site. Further evaluation of this issue in the EIR is not required.

IV. BIOLOGICAL RESOURCES—Would the Sunset Ridge Park Project:

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

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances?
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Potentially Significant Unless Mitigation Incorporated. The project site is within the boundaries of the Banning Ranch Environmental Study Area, as set forth in the Newport Beach *General Plan Natural Resources Element*. The site is also in the jurisdiction of the Central/Coastal Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP).

A literature review will be conducted to determine which species (i.e., those identified as special status by State, federal, and local resources agencies and organizations) have the potential to occur within the project site or in the immediate vicinity. Sources to be reviewed include (1) database searches of the California Natural Diversity Database (CNDDDB) and the California Native Plant Society's Electronic Inventory of Vascular Plants of California; (2) the most recent Federal Register listings and critical habitat determination for each federally listed Endangered or Threatened species that could potentially occur on the project site; (3) the Central/Coastal NCCP; and (4) other biological studies previously conducted in the vicinity of the project site.

A biological resources survey will be conducted to identify and map the extent and distribution of vegetation types on the project site, including any special status vegetation types. A description of the existing quality and species composition of the vegetation types on the project site, including an assessment of the potential for special status plant species that may be present, will be compiled based upon observations and field notes taken during the survey. The survey will also document existing wildlife use on the project site, including an assessment of the potential for special status wildlife species that may be present. The EIR will summarize the findings of the biological resources technical analysis and appropriate mitigation will be identified.

V. CULTURAL RESOURCES—Would the Sunset Ridge Park Project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d) Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Unless Mitigation Incorporated. A prehistoric and historic archaeological resources records search and a paleontological records search will be conducted. This will include contact with the Native American Heritage Commission (NAHC) to request to search the Sacred Lands File in an effort to identify cultural resources within the project area not contained in other databases.

There is the potential to uncover unknown archaeological, paleontological, or historical resources. The presence of unknown human remains may also exist within the project area. Potential impacts to archaeological, paleontological, and/or historical resources will be discussed in the EIR, and appropriate mitigation measures will be identified to reduce potential impacts to cultural resources.

VI. GEOLOGY AND SOILS—Would the Sunset Ridge Park Project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Less Than Significant Impact. The project site is not located within an Alquist-Priolo Earthquake Fault Zone as established by the State of California Division of Mines and Geology. The potential for ground fault rupture to occur on the project site is remote. As such, this issue will not be addressed further in the EIR.

- ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?
- b) Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Unless Mitigation Incorporated. While the majority of the proposed project would have pervious conditions similar to the existing conditions, implementation of the proposed project would create impervious surfaces (e.g., parking areas and roads) resulting in an increase in surface runoff from the project site. During construction activities, temporary soil erosion may occur if unprotected soil is exposed. Impacts related to soil erosion would be reduced by implementation of erosion control measures. These issues will be addressed in the EIR and mitigation will be identified as required.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?
- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Unless Mitigation Incorporated. The project site, as with the entire Southern California region, is located within a seismically active area and may be subject to strong ground shaking associated with earthquakes on any of the several active faults in the project region. The potential for impacts associated with seismic activity and site-specific soils/geotechnical conditions will be addressed in the EIR, and the City's standard conditions and any necessary mitigation measures will be identified, as appropriate.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would not involve the use of septic tanks or another alternative waste water disposal system. The project would be connected to the municipal sewer lines and wastewater disposal systems. Therefore, no impact would occur. Further evaluation of this issue in the EIR is not required and no mitigation measures are necessary.

VII. HAZARDS AND HAZARDOUS MATERIALS—Would the Sunset Ridge Park Project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

No Impact. The proposed project would allow for active and passive park uses. These uses typically do not generate hazardous emissions nor do they involve the routine use, transport, or disposal of hazardous materials. Materials used on site would consist of common fertilizers/herbicides for landscape maintenance and janitorial materials used in cleaning facilities. These materials are subject to applicable City, State, and federal regulations. Any hazardous materials used during construction would also be transported, used, stored, and disposed according to applicable City, State, and federal regulations. Further evaluation of this issue in the EIR is not required, and no mitigation measures are necessary.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. During the construction phase of the project, there is a limited risk of accidental release of hazardous materials such as gasoline, oil, or other fluids in the operation and maintenance of construction equipment. Compliance with the City's Municipal Code and State and local construction requirements would reduce the risk of any damage or injury from these potential hazards to a less than significant level.

There are no schools located within ¼ mile of the project site. The proposed project does not include the construction of any uses that would involve the use, storage, or transport of hazardous materials that could result in the risk of release or emission of these materials; therefore, implementation of the proposed project would not create a significant hazard to the public or environment through the release of a hazardous material. Further evaluation of these issues in the EIR is not required.

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

Potentially Significant Unless Mitigation Incorporated. Based on a review of the *EDR Radius Map with GeoCheck* prepared for the project site by Environmental Data Resources, Inc. (2009), there are no listed hazardous materials sites of concern on the project site. However, sites within ¼ mile of the project site were identified. Additionally, oil- and gas-producing operations have been identified on the adjacent Newport Banning Ranch property. There are two abandoned oil well sites on the Newport Banning Ranch property within the limits of grading for the park access road. Because the project site includes two abandoned oil well sites and is contiguous to an oil operation, the potential for hazardous materials impacts will be addressed in the EIR and mitigation will be identified as required.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**
- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project site is not located within an adopted Airport Land Use Plan or in the vicinity of a private airstrip, heliport, or helistop (source: Airport Environs Land Use Plan for John Wayne Airport). The nearest airport/airstrip is the John Wayne Airport located approximately eight miles northeast of the project site. Implementation of the proposed project would not impact the airport facilities or their operation. Further evaluation of this issue in the EIR is not required, and no mitigation measures are necessary.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact. The City of Newport Beach has an adopted *Emergency Management Plan*, which details the responsibilities of federal, State, and local agencies and private organizations in the event of a disaster (City of Newport Beach General Plan *Safety Element*). The project would allow for the development of the site with recreational park uses. The conceptual circulation plan for the project includes vehicle site access at one location (West Coast Highway) and will incorporate design requirements for emergency vehicles. As a part of the project, the north side of West Coast Highway from Superior Drive to the project access may be widened. Short-term traffic delays may occur during construction. However, this short-term impact would not be considered significant because the road would remain open during construction. Additionally, a Traffic Control Plan (TCP) would be prepared and implemented to address construction work hours, maintenance of

pedestrian facilities, and emergency vehicle access. Further evaluation of this issue in the EIR is not required.

- h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

No Impact. The Sunset Ridge Park site is located in an urbanized area and is not identified by the City as being in a Special Fire Protection Area (source: Special Fire Protection Areas data on <http://www.city.newport-beach.ca.us/FMD>). No wildlands are intermixed or are adjacent to the site. Therefore, the proposed project would not result in a significant risk of loss, injury, or death involving wildland fires. Further evaluation of this issue in the EIR is not required.

VIII. HYDROLOGY AND WATER QUALITY—Would the Sunset Ridge Park Project:

- a) Violate any water quality standards or waste discharge requirements?**
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site?**
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site?**
- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**
- f) Otherwise substantially degrade water quality?**
- k) Result in significant alteration of receiving water quality during or following construction?**
- l) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, or storage, delivery areas, loading docks or other outdoor work areas?**
- m) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?**
- n) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?**
- o) Create significant increases in erosion of the project site or surrounding areas?**

Potentially Significant Unless Mitigation Incorporated. The project site is within the jurisdiction of the Santa Ana Regional Water Quality Control Board. The project could result in short-term construction impacts to surface water quality from grading and other

construction-related activities. Because the site is currently undeveloped, implementation of the proposed project would slightly increase the amount of impervious surface area which could increase the amount of storm water runoff. This type of runoff can carry typical urban pollutants that could discharge into the local and regional drainage system. The EIR will include a discussion of the potential short-term and long-term water quality impacts; address compliance with water quality regulations; and evaluate the project's compliance with NPDES General Construction Activity Storm Water Permit requirements, which include implementation of a Storm Water Pollution Prevention Plan (SWPPP). Mitigation will be identified as required.

The construction of the proposed park could result in alterations to existing drainage patterns through the removal of the existing concrete drainage channel and construction of an underground storm drain and modifications to topography associated with grading for the project. The EIR will analyze potential impacts associated with alterations to existing drainage patterns.

While the construction of the park facility is not anticipated to impact the capacity of existing storm drains after it is completed, the EIR will include data provided by the City regarding the existing storm drain system's ability to accommodate this and other cumulative development in the study area.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Less Than Significant Impact. The General Plan *Natural Resources Element* identifies that domestic water for the City is supplied by both groundwater and imported surface water. Approximately 64 percent of the water supplied to the City's service area is from groundwater from the Orange County Groundwater Basin (administered by the Orange County Water District [OCWD]) and the remaining 36 percent of water supply is provided by the Metropolitan Water District (MWD), which delivers surface water imported from the Colorado River and State Water Project. This ratio can change year to year based on the OCWD's administration of the Basin's supply.

The analysis in the General Plan for future supply projection assumes that the City will continue to produce groundwater and purchase local water from MWD, which is projected to meet 100 percent of the City's imported water needs until the year 2030. Beyond that, improvements associated with the State Water Project supply, additional local projects, conservation, and additional water transfers would be needed to adequately provide surface water to the City. The Groundwater Replenishment System (GRS), a joint venture by OCWD and the Orange County Sanitation District (OCSD), will help reduce Orange County and Newport Beach's reliance on imported surface water by taking treated wastewater and injecting it into the groundwater basin. OCWD projects that there would be sufficient groundwater supplies to meet any future demand requirements in Newport Beach. The General Plan assumed the development of the project site with park uses. As such, the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Further evaluation of this issue in the EIR is not required, and no mitigation measures are necessary.

- g) **Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**
- h) **Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

No Impact. As identified in the City of Newport Beach's General Plan Safety Element Figure S3, the project site is not located within the 100- and 500-year flood zones, nor is it in a designated Special Flood Hazard Area or in Zone VE (Coastal flood zone with velocity flood hazard). There is no existing housing at the park site; no housing is proposed as a part of the project and therefore project implementation would not place permanently habitable structures in a 100-year floodplain. Further evaluation of this issue in the EIR is not required.

- i) **Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

- j) **Inundation by seiche, tsunami, or mudflow?**

No Impact. Based on the July 2003 study prepared by Earth Consultants International for the City of Newport Beach, the project site would not be subject to inundation by a tsunami even with extreme high tide conditions. The site would also not be subject to inundation as a result of dam failure since there is no dam in the vicinity of the project site. Further evaluation of this issue in the EIR is not required, and no mitigation measures are necessary.

IX. LAND USE AND PLANNING—Would the Sunset Ridge Park Project:

- a) **Physically divide an established community?**

No Impact. As described previously, the project site is an undeveloped vacant parcel. Residential uses are located directly to the north of the site. Development of the site as a park would not physically divide an established community but would instead allow for the implementation of a public park. Further evaluation of this issue in the EIR is not required.

- b) **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?**

Potentially Significant Impact. The project's compatibility with existing and planned land uses adjacent to and in the vicinity of the site will be analyzed in the EIR, as well as consistency with applicable planning and policy documents. The City's General Plan and Local Coastal Plan and the policies of the California Coastal Act will be used as the basis for the analysis. The General Plan designations for the project site are Parks and Recreation (13.7 acres) and Open Space/Residential Village (5.2 acres); the Local Coastal Plan designation is Open Space. The EIR will also address consistency with other relevant local and regional planning documents, including the California Coastal Act and the Southern California Association of Government's (SCAG's) Regional Comprehensive Plan and Guide (RCPG) as applicable.

- c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

Potentially Significant Impact. The project site is located within the NCCP/HCP. The EIR will address the project's compatibility with applicable habitat management plans.

X. MINERAL RESOURCES—Would the Sunset Ridge Park Project:

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b) **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

Potentially Significant Unless Mitigation Incorporated. The City's General Plan identifies that the City does not contain any land classified as significant Mineral Resource Zones (MRZ). Generally, areas along the coast within the City are located in MRZ-1 areas, indicating that little or no likelihood for the presence of significant mineral resources exist. The remaining portion of the City is in MRZ-3, where areas that contain mineral resources are of undetermined significance. Other than oil and gas resources, there is no active mining within the City. However, the project site is identified on the City's *General Plan Update EIR* Figure 4.5-3, Oil Production Areas, in the Newport Oil Field. Additionally, there are active oil operations on the adjacent Newport Banning Ranch site; two abandoned oil well sites are located on the western portion of the project site in the vicinity of the proposed road. This issue will be addressed in the EIR and mitigation will be identified as required.

XI. NOISE—Would the Sunset Ridge Park Project result in:

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**
- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**
- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact. The project site is located within a developed area and is currently subject to roadway noise from West Coast Highway and Superior Avenue as well as other off-site noise sources typical of an urban area. A noise study will be prepared for the proposed project. The EIR would provide a discussion of construction-related and operational noise impacts that would result with project implementation and would provide appropriate mitigation as necessary.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport,**

would the project expose people residing or working in the project area to excessive noise levels?

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not located within an adopted Airport Land Use Plan or in the vicinity of a private airstrip, heliport, or helistop. The nearest airport is John Wayne Airport located approximately eight miles northeast of the project site. The proposed project site would not be subject to excessive noise levels related to aircraft or airport operations. Further evaluation of this issue in the EIR is not required.

XII. POPULATION AND HOUSING—Would the Sunset Ridge Park Project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. There is no existing or planned housing associated with the proposed project. Therefore, no housing or persons would be displaced as a part of the implementation of the proposed project. Further, the General Plan *Recreation Element* identifies a citywide park deficiency of 38.8 acres, of which 21.6 acres is in the service area of West Newport. This is based on the standard of 5 acres of parkland per 1,000 persons. The General Plan identifies three planned parks in West Newport, Newport Center, and Newport Coast which would help alleviate the deficiency. The General Plan identifies the Sunset Ridge Park site in West Newport as an active park to include ball fields, picnic areas, a playground, parking, and restrooms. As such, the proposed park would serve an identified need rather than induce population growth and/or new development in the City and is not considered growth inducing. Further evaluation of this issue in the EIR is not required.

XIII. PUBLIC SERVICES

- a) 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, response times or other performance objectives for any of the public services:

Fire Protection?

Police Protection?

Potentially Significant Unless Mitigation Incorporated. While the proposed park project would not generate additional residents in the City of Newport Beach, the potential for impacts on fire and police protection service will be analyzed in the EIR and appropriate mitigation measures identified, as necessary.

Schools?

No Impact. As discussed in Section XII, Population and Housing, the proposed project would not result in an increase in the resident population; therefore, the project would not impact school facilities. Further evaluation of this issue in the EIR is not required.

Parks?

Potentially Significant Impact. The proposed project would provide additional active and passive recreational park facilities in the City consistent with the General Plan land use designation for this site. The proposed project would allow for the development of a public park as designated in the City's General Plan. As previously addressed, the park is proposed to alleviate a portion of a citywide park deficiency. As such, the proposed Sunset Ridge Park is proposed to provide additional recreational opportunities in the City rather than place additional burdens on existing facilities. Potential impacts associated with project implementation and operation will be evaluated in the EIR.

Other Public Facilities?

No Impact. As discussed in Section XII, Population and Housing, the proposed project would not result in a population increase; therefore, there would be no increase in demand for public services/facilities. Further evaluation of this issue in the EIR is not required.

XIV. RECREATION

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

No Impact. The proposed project would allow for the development of a public park as designated in the City's General Plan. As previously addressed, the park is proposed to alleviate a portion of a citywide park deficiency. As such, the proposed Sunset Ridge Park is proposed to provide additional recreational opportunities in the City rather than place additional burdens on existing facilities.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Potentially Significant Impact. The proposed project would allow for the development of a City park with passive and active recreational uses as designated in the City's General Plan. The EIR would evaluate the potential environmental effects associated with construction and operation of the park, and appropriate mitigation measures will be identified, as necessary.

XV. TRANSPORTATION/CIRCULATION—Would the Sunset Ridge Park Project:

- a) **Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?**

- b) **Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. Implementation of the proposed project would generate additional vehicle trips which could impact intersections and/or street segments in the project vicinity. A traffic study will be prepared to evaluate the traffic generation and distribution associated with the proposed project and to determine if significant congestion is likely to occur. In addition, a traffic signal analysis will be conducted at the proposed project access at West Coast Highway to determine if a signal is warranted. This issue will be addressed in the EIR, and mitigation measures will be identified, as necessary.

- c) **Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

No Impact. The proposed project would not include any uses that would change air traffic patterns or locations and would not increase the amount of air traffic. No airports are located within the immediate project area. Regional air traffic demands would be accommodated by Los Angeles International Airport, John Wayne Airport, Ontario Airport, and Long Beach Airport. Further evaluation of this issue in the EIR is not required.

- d) **Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?**

- e) **Result in inadequate emergency access?**

- g) **Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

Less Than Significant Impact. The proposed project involves development of the project site with active and passive park uses. The project requires the construction of an access road from West Coast Highway on to the Newport Banning Ranch site with an east-west leg of the roadway providing access to Sunset Ridge Park. The traffic study will address the project's proposed vehicle access point at West Coast Highway; as previously addressed in this Initial Study, project ingress/egress will incorporate design requirements to avoid potential roadway and traffic-related hazards. Bike racks will be provided as a part of the project. Public transit access is provided by the Orange County Transportation Authority (OCTA). There is an existing bus stop located at West Coast Highway at Superior Avenue.

- f) **Result in inadequate parking capacity?**

Potentially Significant Impact. The EIR will address anticipated parking requirements and the adequacy of the parking provided for the proposed park project.

XVI. UTILITIES AND SERVICE SYSTEMS—Would the Sunset Ridge Park Project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

- e) **Result in a determination by the wastewater treatment provider which services or may serve the project that has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Potentially Significant Impact. Wastewater generated by park uses (e.g., restroom facilities) would ultimately be treated by facilities owned and operated by the Orange County Sanitation District (OCSD). The wastewater treatment requirements issued by the California Regional Water Quality Control Board (RWQCB) for the OCSD treatment plant were developed to ensure that adequate levels of treatment would be provided for the wastewater flows emanating from all land uses within its service area. Therefore, the project would be required to comply with these wastewater requirements to preclude significant effects. Further evaluation of this issue in the EIR will be provided and mitigation will be identified as necessary.

- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Impact. The City of Newport Beach can provide water service to the project site. The City maintains a 12-inch water main in West Coast Highway that connects to an 8-inch water main in Superior Avenue. While the road portion of the Park project is located within the City's Sphere of Influence but outside of the City's water service area, the City can provide service beyond its service boundaries as set forth in Municipal Code Ordinance 96-22.

Wastewater would be generated by the proposed park uses (e.g., restroom facilities). The City of Newport Beach provides wastewater service to the project site. Wastewater would ultimately be treated by facilities owned and operated by OCSD. The City of Newport Beach maintains a sewer line in West Coast Highway. While project implementation would result in an incremental increase in wastewater originating from the project site, it is not expected to result in a need for expanded wastewater treatment facilities that could result in significant environmental impacts. Further evaluation of these issues in the EIR will be provided and mitigation will be identified as necessary.

- c) **Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Impact. While the majority of the proposed project would include pervious conditions similar to the existing conditions, implementation of the proposed project would result in an increase of impervious surfaces (e.g., parking areas and roads) at the project site, resulting in an incremental increase in surface runoff from the project site. The existing concrete drainage channel located to the east of the proposed road would be removed and a new underground storm drain constructed. On-site stormwater runoff would continue to discharge at West Coast Highway into the City's storm drain system. While the construction of the park facility is not anticipated to impact the capacity of existing storm drains after it is completed or require the expansion of existing storm water drainage facilities, the EIR will include data provided by the City regarding the existing storm drain system's ability to accommodate this and other cumulative development in the study area.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

Potentially Significant Impact. The City relies on water supplies purchased from the Municipal Water District of Orange County (MWDOC); groundwater pumped from the Orange County Groundwater Basin, and reclaimed water. Reclaimed water facilities do not exist in the vicinity of the project site. As previously addressed, the City of Newport Beach can provide water service to the project site. The City maintains a 12-inch water main in West Coast Highway that connects to an 8-inch water main in Superior Avenue. While the road portion of the Park project is located within the City's Sphere of Influence but outside of the City's water service area, the City can provide service beyond its service boundaries as set forth in Municipal Code Ordinance 96-22. The City has indicated that it has the ability to serve the portion of the project site located within the County. The total water requirement for the proposed project will be identified in the EIR.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**
- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact. Solid waste generated from the proposed project site would most likely be disposed of at the Frank R. Bowerman Landfill, which is part of the Orange County landfill system operated by the County of Orange Department of Waste and Recycling. The landfill currently accepts a maximum of 8,500 tons per day (tpd). Frank R. Bowerman Landfill is approximately 725 acres with 341 acres permitted for refuse disposal. The landfill opened in 1990 and is scheduled to close in approximately 2053. The increase in solid waste disposal resulting from implementation of the project could be accommodated within the permitted capacity of the County's landfill system (source: John Arnau, Orange County Integrated Waste Management District). No significant impacts would occur from implementation of the proposed project. Therefore, further evaluation of this issue in the EIR is not required, and no mitigation measures are required.

In order to comply with the State of California Waste Management Act (AB 939), the City of Newport Beach has implemented a recycling program. In compliance with State-mandated recycling goals, the City contracts with CR&R to transport all City-collected solid waste to a materials recovery facility (MRF) where the waste is sorted for recyclable materials. As reported in December 2008 by the California Integrated Waste Management Board, the City of Newport Beach diverted 60 percent of its waste stream which exceeds the mandated 50 percent diversion. The City will to comply with ongoing waste management programs. Further evaluation of this issue in the EIR is not required, and no mitigation measures are necessary.

- h) **Include a new or retrofitted storm water treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?**

Potentially Significant Impact. As previously stated, the existing concrete drainage channel located to the east of the proposed road would be placed underground. On-site stormwater runoff would continue to outlet at West Coast Highway and discharge into the City's storm drain system. The project would include water quality features (BMPs) which

are proposed to include on-site bioswales in the parking areas and a detention basin. These issues will be addressed in the EIR, and mitigation measures will be identified, as necessary.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Unless Mitigation Incorporated. There are sensitive biological resources, habitat, and/or species located on the project site that may be affected by the proposed project. The proposed project will have incremental impacts on the quality of the environment, but will not substantially reduce the habitat of fish or wildlife species or reduce the number or restrict the range of a Rare or Endangered plant or animal. The site is also in the jurisdiction of the Central/Coastal Natural Community Conservation Plan (NCCP). These issues will be addressed in the EIR, and appropriate mitigation will be identified.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

Potentially Significant Impact. The proposed project would result in the development of an active and passive recreation park facility. The project vicinity is currently urbanized and developed with residential, commercial, and open spaces uses. Implementation of the proposed project would contribute to existing traffic, noise, and air quality impacts. These impacts are potentially significant and will be analyzed in the EIR.

- c) **Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Impact. Development and operation of the proposed project could have the potential to generate significant adverse impacts on human beings, either directly or indirectly. The EIR will provide analyses of the potential impacts with respect to aesthetics; air quality; biological resources; cultural resources; geology and soils; hydrology and water quality; land use and planning; noise; public services; transportation/circulation; and utilities and service systems.

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DEPARTMENT OF CONSERVATION

DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES

5816 Corporate Avenue • Suite 200 • CYPRESS, CALIFORNIA, 90630-4731

PHONE 714 / 816-6847 • FAX 714 / 816-6853 • WEBSITE conservation.ca.gov

RECEIVED BY
PLANNING DEPARTMENT

May 14, 2009

MAY 19 2009

Mr. Patrick Alford, Planning Manager
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92658-8915

CITY OF NEWPORT BEACH

Subject: Initial Study and Notice of Preparation for the Sunset Ridge Park
Environmental Impact Report

Dear Mr. Alford:

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced Initial Study/Notice of Preparation for Sunset Ridge Park. We offer the following comments for your consideration.

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code (PRC), and administrative regulations under Title 14, Division 2, Chapter 4, of the California Code of Regulations.

The proposed project is located within the administrative boundaries of the West Newport oil field. There are three plugged and abandoned wells within or in proximity to the project boundaries. The wells are identified on Division map 136 and in Division records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

Mr. Patrick Alford, Planning Manager, City of Newport Beach

May 14, 2009

Page 2

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Initial Study/Notice of Preparation. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office: 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731; phone (714) 816-6847.

Sincerely,



Paul Frost
Associate Oil & Gas Engineer
Division of Oil, Gas and Geothermal Resources
District 1 - Cypress

cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Adele Lagomarsino – Division Headquarters
Sacramento



1919 S. State College Blvd.
Anaheim, CA 92806-6114



RECEIVED BY
PLANNING DEPARTMENT

MAY 18 2009

May 12, 2009

City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92658-8915

CITY OF NEWPORT BEACH

Attention: Patrick Alford

Subject: Sunset Ridge Park.

Thank you for providing the opportunity to respond to this E.I.R. Document. We are pleased to inform you that Southern California Gas Company has facilities in the area where the aforementioned project is proposed. Gas service to the project can be provided from an existing gas main located in various locations. The service will be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission when the contractual arrangements are made.

This letter is not a contractual commitment to serve the proposed project but is only provided as an informational service. The availability of natural gas service is based upon conditions of gas supply and regulatory agencies. As a public utility, Southern California Gas Company is under the jurisdiction of the California Public Utilities Commission. Our ability to serve can also be affected by actions of federal regulatory agencies. Should these agencies take any action, which affect gas supply or the conditions under which service is available, gas service will be provided in accordance with the revised conditions.

This letter is also provided without considering any conditions or non-utility laws and regulations (such as environmental regulations), which could affect construction of a main and/or service line extension (i.e., if hazardous wastes were encountered in the process of installing the line). The regulations can only be determined around the time contractual arrangements are made and construction has begun.

Estimates of gas usage for residential and non-residential projects are developed on an individual basis and are obtained from the Commercial-Industrial/Residential Market Services Staff by calling (800) 427-2000 (Commercial/Industrial Customers) (800) 427-2200 (Residential Customers). We have developed several programs, which are available upon request to provide assistance in selecting the most energy efficient appliances or systems for a particular project. If you desire further information on any of our energy conservation programs, please contact this office for assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Harriel", written over a horizontal line.

Mike Harriel
Technical Services Supervisor
Pacific Coast Region - Anaheim

MH/mr
cir02.doc



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

RECEIVED BY
PLANNING DEPARTMENT May 12, 2009

Mr. Patrick Alford
Planning Manager
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92658-8915

MAY 18 2009

CITY OF NEWPORT BEACH

Dear Mr. Alford:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Sunset Ridge Park Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Electronic files include spreadsheets, database files, input files, output files, etc., and does not mean Adobe PDF files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address:
http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Daniel Garcia, Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:DG:AK

ORC090508-03AK

Control Number

From: smankar2004@yahoo.com [mailto:smankar2004@yahoo.com]
Sent: Saturday, May 23, 2009 12:09 PM
To: Alford, Patrick
Subject: Sunset Ridge Park

Dear Mr. Alford:

Thank you very much for the opportunity you have given the to comment and ask questions on the above subject.

We also want to acknowledge the effort of the city of Beach and its planning department to offer the best amenities to community.

As new owners of a residence that borders the park we have concerns/questions:

- o " Picinic area with shade structures, picnic and seating areas " were not included in the initial concept where will these be located?

- o Proposed pedestrian access to the park from - how close to the existing residences will it be?

- o We were assured by the city that every effort be made not to block/affect our ocean view [that we paid dearly for] would the shade structures for the overlook area and the picnic areas low enough to keep that promise?

- o Finally, if no night time park uses are proposed, measures will be taken to prevent this park from becoming a magnet for homeless, non resident drinking beach goers and others who access the park and threaten the privacy, safety and of the adjacent residences?

We would greatly appreciate your response by e-mail prior expiration of the comment period.

Ramzy Mankarious & Sami Mankarious

Tribute Ct.

Newport Crest.

From: Gary Garber [mailto:garbergary@yahoo.com]
Sent: Wednesday, June 03, 2009 11:12 AM
To: Alford, Patrick
Subject: Notice of Preparation, Sunset Ridge Park EIR

Mr. Alford

This is in response to the Notice of Preparation of Sunset Ridge Park Environmental Impact Report I received. When the City prepares the EIR concerning Sunset Ridge Park, I believe the following areas should be addressed:

*Lighting - The impact of lighting in the park on homes in Newport Crest

*Noise – The effectiveness the proposed berm would have on deflecting noise away from the homes in Newport Crest, especially along the perimeter. Noise decibels generated from the soccer and baseball games that would impact the homes in Newport Crest. Has a noise study been completed?

*Pollution – Air pollution generated from vehicles using park that would affect neighbors. Air pollution generated from the excavation of the dirt from the park and possible health hazards to neighbors. Has the soil in the park been tested for contamination?

*Traffic – The increase in traffic around the park, especially inside Newport Crest. The impact on traffic at Superior and Ticonderoga, Superior and Pacific Coast Highway. Impact this traffic will have on pedestrian's particularly children.

*Views – The impact the overlook area with a shade structure would have on the homes in Newport Crest. The impact the baseball backstop along third baseline would have on homes in Newport Crest.

*Safety - The impact on Newport Crest perimeter homes regarding stray baseballs. The impact to cars on Superior regarding stray baseballs. The impact on crime and property damage in Newport Crest due to active park.

*Animal Wildlife – The impact of the loss of habitat would have on the local wildlife

Gary

From: Gary Garber [mailto:garbergary@yahoo.com]
Sent: Wednesday, June 03, 2009 11:21 AM
To: Alford, Patrick
Subject: Notice of Preparation, Sunset Ridge Park EIR

Mr. Alford

This is in response to the Notice of Preparation of Sunset Ridge Park Environmental Impact Report I received. When the City prepares the EIR concerning Sunset Ridge Park , I believe the following areas should be addressed:

*Lighting - The impact of lighting in the park on homes in Newport Crest

*Noise – The effectiveness the proposed berm would have on deflecting noise away from the homes in Newport Crest, especially along the perimeter. Noise decibels generated from the soccer and baseball games that would impact the homes in Newport Crest. Has a noise study been completed?

*Pollution – Air pollution generated from vehicles using park that would affect neighbors. Air pollution generated from the excavation of the dirt from the park and possible health hazards to neighbors. Has the soil in the park been tested for contamination?

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*Safety - The impact on Newport Crest perimeter homes regarding stray baseballs. The impact to cars on Superior regarding stray baseballs. The impact on crime and property damage in Newport Crest due to active park.

*Animal Wildlife – The impact of the loss of habitat would have on the local wildlife

Gary A. Garber

Newport Crest

From: RossIVAsso@aol.com [mailto:RossIVAsso@aol.com]
Sent: Tuesday, May 12, 2009 11:04 AM
To: Alford, Patrick
Subject: Sunset View Park

Dear Mr. Alford,

I have been a resident of Villa Balboa for 26 years, therefore, I am quite familiar with what happens in my neighborhood.

I am not in favor of any activity at Sunset View Park unless very strict rules and even more strict law enforcement is put in place.

Reason No. 1: Safety - PCH and Superior is one of the busiest intersections in Newport Beach. People speed up and down Superior. What happens when a Soccer Mom decides to drop off her child on either Superior or PCH? What happens when a child rides his bike to the area and does not stay in the bike lane? There have been several fatalities on that stretch of road in the past years.

Reason No. 2: Who Is Going To Use This Park - I live in Villa Balboa and out of the 400 plus families that live here there may be 3 or 4 children who might use the park. Most of the users will come from north of 16th Street, Costa Mesa. There are not many school children that live in Villa Balboa, Villa Versailles or Newport Crest, so where will the users come from?

Reason No. 3: At this time there are some transient or homeless people living in an area just south of the the parking lot on the corner of Superior and PCH from time to time. There is an area that is tree and shrub protected that they use.

When you build the park and include a parking lot and restroom facilities, that is going to be the area where the transients and homeless will be spending their time, unless, the parking lot is closed and the restrooms are locked in the evening. This area will be known as "The Newport Beach Transient Resort".

Reason No. 4 Is the proposed parking lot for 75 cars going to be controlled or is it going to be free parking. The controlled parking lot across the street charges a fee for parking. How will you control the proposed lot when people decide to park there and go to the beach?

Finally, I do not want to seem negative, but unless rigid control and strict law enforcement is the rule of the day, this area could become one of the most troublesome parks in Newport Beach.

Thank you for the opportunity to express my opinion.

Ross Ribaud
260 Cagney Lane No. 320
Newport Beach, CA 92663

-----Original Message-----

From: Paul Malkemus [mailto:pmalkemus@yahoo.com]

Sent: Friday, June 05, 2009 4:16 PM

To: Alford, Patrick

Subject: Sunset Ridge Park reponse to NOP

There are several concerns and issues regarding the park design that must be addressed:

- Ingress & Egress
- Noise
- Baseball Field

Normally designs of this type begin with solving primary access issues. This basic issue appears to still be unresolved. It is hard to believe that City Officials would allow a private developer to continue design and development of project of this magnitude without having first resolved access issues. Yet, the City engages in the practice of "we can possibly, solve that problem later".

Noise issues have not been addressed. There have been no sound studies as were discussed and agreed upon at the Parks, Beaches and Recreation Commission Level. There have been no noise mitigation measure proposed in any of the Park Designs. Noise must be considered as seriously as other pollutants and/or contaminants.

A baseball field of the size that is proposed presents a multitude of problems. There are both visual as well as noise concerns. The area may be much better served with multiple smaller baseball diamonds more geared towards younger children. As many as 4 smaller baseball playing areas could be designed with movable/removable backstops. The fields could be placed further away from the existing community resulting in more baseball playable areas and potentially less noise for the surrounding residences.

Providing analysis relative to baseball field usage, both current and historical, was also discussed during public outreach sessions. This information has not been made public. I spend quite of bit of time cycling through the City on weekends and often observe baseball fields sitting idle during the normal playing season.

Thank you for your consideration.

Paul Malkemus
7 Aries Court
Newport Beach, California
92663

From: Gerard Proc [mailto:GRAVYTRAIN1@roadrunner.com]
Sent: Sunday, June 07, 2009 7:41 PM
To: Alford, Patrick
Subject: Sunset Ridge Park

Greetings Mr. Alford,

I have been a resident of Newport Beach for 37 years, I love this place. I am deeply concerned about the proposed major traffic intersection to access Sunset Ridge Park. I am strongly opposed to it. As I mentioned in a letter (4/12/09) sent to the city after the Newport Banning Ranch Public Scoping meeting, we DO NOT need another major intersection on West Coast Hwy. in Newport Beach. The traffic is already unbearable. Another stop, stop, stop and go will increase congestion, increase pollution and be a visual and noise harassment. I am strongly opposed to another major intersection on West Coast Hwy. I have a very personal reason, I live at 5105 Lido Sands Dr. From all indications this intersection will be in front of my home. My bedrooms are on the West Coast Hwy. side. The flashing of a traffic signal and greatly increased noise and pollution is unacceptable. At this state of my life I don't need the intrusion and grief. In my letter I suggested that the existing intersection at Superior be re-engineered to provide access to whatever is going to happen with the combined projects. Again, for the record, I am strongly opposed to an additional major intersection on West Coast Hwy.

Thank you, I await your comments.

Respectfully,

Gerard Proccacino

From: JonV3@aol.com [mailto:JonV3@aol.com]
Sent: Monday, June 08, 2009 1:27 AM
To: Alford, Patrick
Subject: NOP Sunset Ridge Park, including the Banning Ranch portion

June 8, 2009

Patrick Alford, Planning Manager
City of Newport Beach
Planning Department
3300 Newport Blvd
Newport Beach. CA 92658

Re: Notice of Preparation (NOP)

Sunset Ridge Park

Dear Mr. Alford,

Thank you for the opportunity to comment on the NOP for Sunset Ridge Park.

This project is located on two different parcels, one owned by the City of Newport Beach consisting of 13.7 acres within the city limits, the other owned by the Newport Banning Ranch group located on 5.3 acres located in unincorporated Orange County. These two parcels have different land use regulations. For example, the Newport Beach parcel is governed by the Newport Beach CLUP, while the Banning Ranch parcel is an area of deferred certification regulated by the Coastal Act. This difference should be addressed in the EIR, because presence of wetlands and ESHA are treated differently by the Newport Beach CLUP and the Coastal Act. The Coastal Act does not recognize ESHA being degraded, isolated, or fragmented the way the Newport Beach CLUP does.

In addition, Newport Beach is part of the NCCP while Banning Ranch is not. The portion of the project on the Banning Ranch site should be addressed in the context of the USFWS designation of the whole Banning Ranch as critical habitat for the Coastal California Gnatcatcher, a federally listed species. The EIR should do surveys for the gnatcatcher, as this bird has recently been detected in the immediate project vicinity including the 5.3 acres on the Banning Ranch. The EIR should also determine the location of native coastal sage scrub on the site that could provide habitat for the gnatcatcher. The presence of CSS vegetation such as encelia and buckwheat should be mapped on both the city and county portions of the project. The project should contain mitigations for this CSS if it will be impacted by the project and if the project is compatible with section 30240 of the Coastal Act.

The Banning Ranch also has had vernal pools found on the property containing the federally listed San Diego fairy shrimp. The project site should be examined for evidence of wetlands and vernal pools, as there are areas displaying soils and compaction characteristic of seasonal wetlands, and wetlands vegetation including salt grass and salt marsh heliotrope on the project site. Wetlands vegetation on both the city and county portions should be mapped and consistency with Section 30233 of the Coastal Act determined. Surveys of the San Diego fairy shrimp should be done along the seasonal wetlands found parallel to Coast Highway where the access road is contemplated.

The property does contain rock outcroppings and coastal bluffs that may be impacted by the access road and the grading necessary for the access road. The presence of bluffs and coastal bluffs on the property should be analyzed in the EIR. Native vegetation is growing on

the bluffs along Superior Ave and Pacific Coast Highway. This native vegetation should be documented and mapped in the EIR.

The NOP states that the park will be vegetated by ornamental and drought resistant species. However, there is no mention of vegetating with native species that are already present on the property. Because of the environmental sensitivity of this property and the adjacent Banning Ranch, the EIR should document where and how native vegetation can be incorporated into the park plans.

There is a large amount of past raptor bird use of the park site including red tailed hawk, American kestrel, and golden eagle. Use of the sites by raptors on both city and county should be analyzed in the EIR, including the burrowing owl, which has been documented on the Banning Ranch property.

Also, the site has been a wildlife corridor used by species such as the coyote. Wildlife use and connectivity to the larger Banning Ranch ecosystem should be analyzed in the EIR.

The portion of the access road on the Banning Ranch site also has evidence of riparian vegetation including willows and mulefat. This riparian corridor should receive protections under Section 30233 of the Coastal Act. The possible presence of least Bell's vireo, a federally listed bird, should be determined, since this endangered bird is found in other riparian areas in the Banning Ranch ecosystem.

A viewshed analysis of the bluff inland of Coast Highway that will be altered by the grading for the access road should be contained in the EIR. It is not necessary that Coast Highway be a Scenic Highway. The view of the bluff itself is a scenic resource that is addressed by Section 30251 of the Coastal Act. The EIR should address the ramifications of section 30251 as it pertains to this project.

Thank you again for the opportunity to comment on the NOP.

Sincerely,

Jan D. Vandersloot, MD
2221 E 16th Street
Newport Beach, CA 92663
(949) 548-6326

To: Patrick Alford, Planning Manager
From: Ginny Lombardi, Newport Crest Homeowner
Date: June 8, 2009
Re: Notice of Preparation, Sunset Ridge Park EIR

When the City prepares the EIR concerning Sunset Ridge Park, the following areas should be addressed: noise, traffic, pollution, views, lighting, wildlife and plants.

Noise:

The effectiveness the proposed berm would have on deflecting noise away from the homes in Newport Crest, especially along the perimeter. Noise decibels generated from the soccer and baseball games that would impact the homes in Newport Crest.

Traffic:

The increase in traffic around the park, especially inside Newport Crest. The impact on traffic at the intersections of Superior and Ticonderoga, and Superior and Pacific Coast Hwy.

Pollution:

Air pollution generated from vehicles using the park that would effect neighbors.

Air pollution generated from the excavation of the dirt from the park and possible health hazards to neighbors.

Views:

The impact the overlook area with a shade structure would have on the homes in Newport Crest.

The impact the baseball backstop along the first and third baselines would have on the homes in Newport Crest.

Lighting:

The impact of lighting in the park on the homes in Newport Crest.

Wildlife and Plants:

The impact of the loss of habitat on endangered wildlife and/or plants

From: Koken, Debby [HMA] [mailto:dkoken@hmausa.com]
Sent: Monday, June 08, 2009 5:11 PM
To: Alford, Patrick
Subject: Notice of Preparation (NOP) for Sunset Ridge Park

The proposal for Sunset ridge Park shows an access road that enters from Pacific Coast Highway and encroaches on the Banning Ranch property. Banning Ranch is supposed to remain open space in accordance with the Newport Beach General Plan. The impact on the proposed open space of the road being built should be evaluated.

In addition, the area covered by and impacted by the road includes sensitive habitat areas (ESHA). It is likely that vernal pools and seasonal wetlands will be affected by the proposed plan. This must be closely studied in the EIR, using the ESHA criteria applied by the Coastal Act, which are much stricter than those in the Newport Beach CLUP.

Alternative proposals for constructing an entrance to Sunset Ridge Park off of Superior must be evaluated. Traffic flow on PCH must be considered in evaluating such proposals as well as environmental impacts.

Sincerely,

Deborah Koken

(949) 574-0333

The information in this email and any attachments are for the sole use of the intended recipient and may contain privileged and confidential information. If you are not the intended recipient, any use, disclosure, copying or distribution of this message or attachment is strictly prohibited. We have taken precautions to minimize the risk of transmitting software viruses, but we advise you to carry out your own virus checks on any attachment to this message. We cannot accept liability for any loss or damage caused by software viruses. If you believe that you have received this email in error, please contact the sender immediately and delete the email and all of its attachments

----- Original Message -----

From: jonfox7@yahoo.com <jonfox7@yahoo.com>

To: Alford, Patrick

Sent: Tue Jun 09 00:04:52 2009

Subject: Sunset Ridge Park

Dear Mr. Alford,

By far my main criticism of the design is its, in my opinion, borderline insane idea of grading away the ridges on PCH and Superior in favor of softer slopes. This would have the City spend money to reduce the park's area, reduce the park's views, and bring the sites and sounds of over 15 intersecting lanes of traffic into the park and neighborhood. Even the park's name sounds opposed. I hate to say it, I just think our designers, from out of the City, became confused by their computer graphics software. They seem to lack a fundamental appreciation for the destruction their grading plan would do to this land.

If our designers think a soft slope to that intersection is such a grand idea, they need to hang out more on the soft sloping section south of Superior, and experience the buzz and hustle of engines the soft slope to that intersection advances. Indeed, the relatively steep ridges of the park block the street's impacts, a wonderful thing. Eyes dart to speed, and of course to cars, but to me it is far better not to be bothered by cars, to be bothered instead by birds or waves, which is what the ridges provide. Moreover, the design would destroy a significant amount of ocean view property on the bottom plateau (only a few feet above the peninsula's rooftops), and severely diminish the views from the top plateau, including the destruction of the best possible views. It would lower much of that top plateau to a level below the ridges adjacent to the park, and offer only a small lookout rise, inland, where the condos to the south and ridges to the north will diminish, if not destroy, the panorama that currently and generously exists for anyone standing anywhere out on the ridge.

Now one can see the edge of Fashion Island lead to Newport Coast and Laguna's hills, the bay and peninsula before the ocean and Catalina, Huntington's coast, Long Beach's harbor, and the cliffs of Palos Verdes. The sun sets over the island in the winter, the ocean mostly, and the mainland in the summer. Currently walking paths are out on the ridge for good reason, with the best winds and the best views, and not incidentally, farthest from the homes, preserving their privacy. The design's thumbprint would leave the top plateau with a severely diminished, lower, more crowded, less panoramic view, bringing visitors toward the street and closer to the homes. Who gains? The only things I heard from the designer in the public meetings were that the ridges were unattractive because they were too steep, and that the grading plan was itself attractive. But coastal bluffs are steep, and these bluffs have already been expertly, safely graded. Why turn this

coastal park into a park that can be found in any town anywhere? Moreover, is it not the City's first priority to provide this generation and the next with as awesome a view as possible? Surely the City understands that the coastal views currently offered by the park are world class. Why drop and chop and limit that top plateau and drop and chop and limit the people's views, crowding them onto a small space with less of a view than they have now? Because it's such a great design? Even a most brilliant design could not overcome ignoring the aesthetics of the world around it, particularly the world seen from the top plateau. The "artistic" design path will never be as interesting as the views lost because of it, especially here, so unnecessarily.

Relatedly, the City doesn't need to put the storm drains on the ridges underground, more wasted money. From the drains on the ridges currently grow free, thick, high, lush, various and wild vegetation, including a pine tree, that are in my opinion beautiful, in any light, and safe, not conducive to rolling soccer balls or running toddlers. Nothing is gained by underground drains but expense. The sun and natural plants cleanse water better, more beautifully, and certainly cheaper than pipes, pumps, and screens. I imagine most of the community hopes the park will one day lead to a larger Banning Ranch park, a Santa Ana river delta park, of the rare, wet land between the river, bay, and ocean, at its highest value in its purest nature, and the ridges of this park are a good place to start that vision.

Finally, I would try to put the parking lot on PCH, either on park property or on Banning Ranch property, not in the midst of the park near residents. Cal Trans' easement rights have been blamed. But I imagine Cal Trans would work with the City to avoid paving and developing the bluffs, as it has done so far. Blaming Cal Trans is, as far as I can tell, without foundation. Putting the parking lot along PCH would leave the park bigger, quieter, and more attractive, utilizes less valuable land (i.e., highway adjacent, not atop a coastal bluff), requires less work than the contemplated street, avoids subsidizing and encouraging

the development of the bluffs, is more respectful to the park's neighbors, and is almost certainly cheaper if the City uses park property and probably even cheaper if the City acquires Banning Ranch property. The contemplated, unnecessary street contravenes the General Plan's preference for Banning Ranch as open space, apparently in deference to the out-of-state corporation that owns it.

In short, Mr. Alford, I hope the City will save money to buy Banning Ranch and will not in any event spend money to harm the people of the City. It seems to me the City's perspective on the park would be served best by knowing the perspectives within the park, and from it, the park's views, as they are.

Sorry for all the words,

Matt Erwin
1 Kialoa Ct.



OC Planning
300 Flower Street
Santa Ana, CA 92703
Return FAX: (714)834-3522

Fax

To: Patrick Alford	From: Laree Brommer
Fax: (949)644-3229	Pages: 5 including cover sheet
Phone:	Date: 6/9/2009
Re:	CC:

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• **Comments:**



Bryan Speegle, Director
300 N. Flower Street
Santa Ana, CA
P.O. Box 4048
Santa Ana, CA 92702-4048
Telephone: (714) 834-2300
Fax: (714) 834-5188

June 8, 2009

NCL 09-020

Mr. Patrick Alford, Planning Manager
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92658-8915

SUBJECT: Sunset Ridge Park

Dear Mr. Alford:

The County of Orange has reviewed the Initial Study and Notice of Preparation for Sunset Ridge Park and offers the following comments regarding water quality and bikeway concerns:

Water Quality

- 1) Development on the subject property will be subject to project-level requirements of the 2003 Countywide Drainage Area Management Plan and should be considered when evaluating the proposed General Plan Amendment:
 - a) The water quality impacts of the project should be evaluated in accordance with the provisions outlined in Exhibit 7-I of the 2003 Countywide Drainage Area Management Plan (DAMP). At a minimum, the following information should be provided:
 - i) A description of project characteristics with respect to water quality issues, such as project site location in a given watershed, site acreage, change in percent impervious surface area, and BMPs to be incorporated into the project design.
 - ii) A review of DAMP Exhibit 7.1 Table 7-I.1, Priority Projects Categories. This project is considered a Priority Project and will require the development of a Water Quality Management Plan.
 - iii) Identification of receiving waters. The EIR should identify all receiving waters that may receive runoff from the project site.
 - iv) An assessment of project impact significance to water quality.
 - v) An evaluation of thresholds of significance.

Mr. Patrick Alford
NCL 09-020
Page 2

- vi) If a proposed project has the potential to create a major new stormwater discharge¹ to a water body with an established TMDL, the EIR should consider quantitative analysis of the anticipated pollutant loads in the stormwater discharges to the receiving waters.
- vii) A reasonable analysis of the cumulative impacts of the proposed project together with past, present and reasonably anticipated future projects (related projects) that could produce cumulative impacts with the proposed project.
- b) Implementation of post-construction Best Management Practices (BMPs) consistent with the Water Quality Management Plan (WQMP) program in Section 7 and Exhibit 7-II of the 2003 Countywide DAMP. This includes describing commitments to installation and maintenance of site design, source control and treatment control BMPs consistent with the DAMP New Development and Significant Redevelopment Program. Under the new Municipal Stormwater NPDES permit and the 2003 DAMP, this project will be considered a priority project and will require appropriately sized treatment control BMPs to be included in the WQMP which should be targeted to address the pollutants of concern and to achieve the highest level of treatment either singly or in combination (see Table 7.2-6).
- c) It should be noted that renewal of the Santa Ana Regional Water Quality Control Board Orange County Municipal NPDES Storm Water Permit was approved on May 22, 2009. The new permit will require substantive changes to the 2003 Countywide DAMP and requirements for new development and significant redevelopment within 15 months of the adoption date. New requirements include:
 - i) Require that each priority development project infiltrate, harvest and re-use, evapotranspire or capture the 85th percentile storm event ("design capture volume"). Any portion of this volume that is not infiltrated, harvested and re-
 - ii) used, evapotranspired or captured onsite by Low Impact Development (LID) BMPs shall be treated and discharged using LID or similarly effective treatment control BMPs or mitigated.
 - iii) LID site design principles to reduce runoff shall be incorporated to the maximum extent practicable during each phase of priority development projects. Each priority development project is to include site design BMPs during development of the preliminary and final WQMPs. The design strategy shall be to maintain or replicate the pre-development hydrologic regime through the use of design techniques that create a functionally equivalent post-development hydrologic regime through site preservation techniques and the use of integrated and distributed micro-scale storm water infiltration,

¹ Major land development project that has the potential to convert large amounts of pervious land surface to impervious surface area.

Mr. Patrick Alford
NCL 09-020
Page 3

retention, detention, evapotranspiration, filtration and treatment systems as close as feasible to the source of runoff. Site design considerations shall include, but not be limited to:

- (1) Limit disturbance of natural water bodies and drainage systems; conserve natural areas; preserve trees; minimize compaction of highly permeable soils; protect slopes and channels; and minimize impacts from storm water and urban runoff on the biological integrity of natural drainage systems and water bodies;
- (2) Minimize changes in hydrology and pollutant loading; require incorporation of controls, including structural and non-structural BMPs, to mitigate the projected increases in pollutant loads and flows; ensure that post-development runoff durations and volumes from a site have no significant adverse impact on downstream erosion and stream habitat; minimize the quantity of storm water directed to impermeable surfaces and the stormdrain system; minimize paving, minimize runoff by disconnecting roof leader and other impervious areas and directing the runoff to pervious and/or landscaped areas, minimize directly connected impervious areas; design impervious areas to drain to pervious areas; consider construction of parking lots, walkways, etc., with permeable materials; minimize pipes, culverts and engineered systems for storm water conveyance thereby minimizing changes to time of concentration on site; utilize rain barrels and cisterns to collect and re-use rainwater; maximize the use of rain gardens and sidewalk storage; and maximize the percentage of permeable surfaces distributed throughout the site's landscape to allow more percolation of storm water into the ground;
- (3) Preserve wetlands, riparian corridors, vegetated buffer zones and establish reasonable limits on the clearing of vegetation from the project site;
- (4) Use properly designed and well maintained water quality wetlands, bio-retention areas, filter strips and bio-filtration swales; consider replacing curbs gutters and conventional storm water conveyance systems with biotreatment systems, where such measures are likely to be effective and technically and economically feasible;
- (5) Provide for appropriate permanent measures to reduce storm water pollutant loads in storm water from the development site;
- (6) Establish development guidelines for areas particularly susceptible to erosion and sediment loss;
- (7) Implement effective education programs to educate property owners to use pollution prevention measures and to maintain on-site hydrologically functional landscape controls; and
- (8) During the early planning stages of a project, the LID principles shall be considered to address pollutants of concern identified in the Watershed Action Plans and TMDL Implementation Plans, and the LID BMPs shall be incorporated into the sites conceptual WQMP.

Mr. Patrick Alford
NCL 09-020
Page 4

- d) The above provisions for LID and hydrologic conditions of concern are not applicable to projects that have an approved Water Quality Management Plan. The above provisions shall be implemented in a manner consistent with the maximum extent practicable standard for all other projects 90 days from the date of approval of the revised model WQMP.

Bikeway

The Orange County Transportation Authority's *Commuter Bikeways Strategic Plan* identifies three regional bikeways in the project vicinity:

- 1) **Coastal Bikeway** – an existing, regional, Class I (paved off-road) bikeway along West Coast Highway.
- 2) **West Coast Highway Bikeway** – an existing, regional, Class II (on-road, striped lanes) bikeway along West Coast Highway.
- 3) **Unnamed Class III Bikeway** – a proposed, regional, Class III (on-road, signed only) bikeway, apparently intended to connect future Banning Ranch development to West Coast Highway, via the proposed extension of 16th Street.

The EIR should address these regional bikeways.

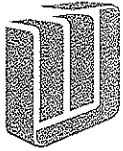
Also, we suggest connecting the proposed park, via a Class I bikeway, to a system of Class I bikeways within the proposed Newport Banning Ranch development (please see our related comments on the proposed Newport Banning Ranch NOP). As fossil fuels become less available and more expensive, it is becoming increasingly important to encourage alternative modes of transportation, such as bicycling and walking. Implementing bikeways can be a mitigation measure to help reduce air pollution, traffic congestion, parking congestion, and noise. Class I bikeways in particular, because they are off-road and suitable for bicyclists and pedestrians with a wide range of ages and abilities, serve to encourage bicycling and walking as alternative modes of transportation.

If you have any questions, please contact Chris Uzo Diribe at (714) 834-2542.

Sincerely,



Laree Brommer, Manager
Land Use Planning



MWD

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

June 5, 2009

Mr. Patrick Alford
Planning Manager
City of Newport Beach
3300 Newport Blvd.
Newport Beach, CA 92658-8915

Dear Mr. Alford:

Notice of Preparation of a
Draft Environmental Impact Report for the Sunset Ridge Park Project

Thank you for submitting the Sunset Ridge Park Project for review and comment. The Metropolitan Water District of Southern California (Metropolitan) is comprised of 26 cities and water agencies charged with providing a reliable supply of high quality drinking water to 18 million people in six counties in Southern California. Metropolitan reviews the consistency of local plans, projects, and programs for effects to Metropolitan's projects, programs, activities, and planning efforts. Information provided by these reviews is intended to encourage local agencies and project sponsors to take actions that aid and sustain Metropolitan's water policies and programs, including conservation, recycling, and reclamation.

We reviewed the notice environmental document and determined the proposed Project is not regionally significant to Metropolitan. Metropolitan does not own or operate any facilities or maintain real estate entitlements within the footprint of the proposed Project; however, we are concerned with water conservation and encourage projects to include water conservation measures. Metropolitan supports mitigation measures such as using water efficient fixtures, drought-tolerant landscaping, and reclaimed water to offset any increase in water use associated with the proposed project.

Should there be a change in the scope of the Project, we would appreciate the opportunity to review and comment at that time. If we can be of further assistance, please contact Mrs. Rebecca De Leon at (213) 217-6337.

Very truly yours,

Delaine W. Shane
Manager, Environmental Planning Team

RDL

(Public Folders\EPT\2008 Letters\22-SEP-08A.doc)

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PLANNING DEPARTMENT

JUN 12 2009

CITY OF NEWPORT BEACH

From: Terry Welsh [mailto:terrymwelsh@hotmail.com]
Sent: Monday, June 08, 2009 10:27 AM
To: Alford, Patrick; terrymwelsh@hotmail.com
Subject: NOP comments for Sunset Ridge

Patrick, below are my NOP comments for the Sunset Ridge dEIR. Please let me know if this is not in the proper format.

Thanks,

Terry Welsh

NOP Comments

The draft EIR for the Sunset Ridge project should STRONGLY consider a smaller alternative project that does not involve an access road on Banning Ranch (or a stoplight on PCH at this site) or any other development of the Banning Ranch property.

Voters in 2006 passed a General Plan that makes preservation of the entire area, as open space, the first priority for Banning Ranch.

Since that time the City has conducted a pricing study, and hired a consultant to investigate funding sources to purchase the entire Banning Ranch.

Recently the City supported a request by the Banning Ranch Conservancy to seek Measure M funds to be used for the purchase of the entire Banning Ranch.

If the entire Banning Ranch is preserved as open space, it is unlikely that such a large road would be built on Banning Ranch in the location designated by the Sunset Ridge plans. In fact, the current vision boards of the Banning Ranch Conservancy and the Orange Coast River Park group HAVE NO SUCH ROAD IN THIS LOCATION.

While it is quite likely that the entire Banning Ranch will be preserved as open space, there is also a possibility the property could eventually be developed. No one knows for sure at this point.

If the Coastal Commission were ever to approve development of Banning Ranch, it is unclear how extensive this development would be. Final designations of Environmentally Sensitive Habitat Areas (ESHAs) for Banning Ranch have not been made. It is well known that Banning Ranch is rich in wildlife and represents a rare remnant of an intact coastal bluff/wetlands ecosystem. Little of this type of habitat remains in Southern California.

In conclusion, the draft EIR should STRONGLY consider a smaller alternative plan for Sunset Ridge that assumes no development of Banning Ranch.

Terry Welsh
President, Banning Ranch Conservancy
Chairperson, Sierra Club Banning Ranch Park and Preserve Task



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JUN 09 2009

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June 4, 2009

Mr. Patrick Alford, Planning Manager
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92658-8915

CITY OF NEWPORT BEACH

**Subject: Initial Study and Notice of Preparation for Sunset Ridge Park
Environmental Impact Report**

Dear Mr. Alford:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document. The following comment is provided for your consideration:

- On Page 2 Project Description, the City proposes that an "access road would be constructed from West Coast Highway to Sunset Ridge Park through the Newport Banning Ranch site." Please confirm that this proposed access road connects to future Bluff Road.

If you have any questions or comments, please contact Hal McCutchan of my staff by phone at (714) 560-5759 or by email at hmccutchan@octa.net.

Sincerely,

Charles Larwood
Manager, Transportation Planning

c: Glen Campbell, OCTA

CHIEF EXECUTIVE OFFICE

James S. Kenan
Interim
Chief Executive Officer



Newport Crest

HOMEOWNERS ASSOCIATION

RECEIVED BY
PLANNING DEPARTMENT

JUN 10 2009

To: Patrick Alford, Planning Manager
From: Ginny Lombardi, Newport Crest Homeowner
Date: June 8, 2009
Re: Notice of Preparation, Sunset Ridge Park EIR

CITY OF NEWPORT BEACH

When the City prepares the EIR concerning Sunset Ridge Park, the following areas should be addressed: noise, traffic, pollution, views, lighting, wildlife and plants.

Noise:

The effectiveness the proposed berm would have on deflecting noise away from the homes in Newport Crest, especially along the perimeter.

Noise decibels generated from the soccer and baseball games that would impact the homes in Newport Crest.

Traffic:

The increase in traffic around the park, especially inside Newport Crest.

The impact on traffic at the intersections of Superior and Ticonderoga, and Superior and Pacific Coast Hwy.

Pollution:

Air pollution generated from vehicles using the park that would effect neighbors.

Air pollution generated from the excavation of the dirt from the park and possible health hazards to neighbors.

Views:

The impact the overlook area with a shade structure would have on the homes in Newport Crest.

The impact the baseball backstop along the first and third baselines would have on the homes in Newport Crest.

Lighting:

The impact of lighting in the park on the homes in Newport Crest.

Wildlife and Plants:

The impact of the loss of habitat on endangered wildlife and/or plants

Thank you,


PRESIDENT


SECRETARY
BOARD OF DIRECTORS
NEWPORT CREST HOMEOWNER ASSOCIATION