



AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

3160 Airway Avenue • Costa Mesa, California 92626 • 949.252.5170 fax: 949.252.6012

AGENDA ITEM 1

September 17, 2020

TO: Commissioners/Alternates

FROM: Lea Choum, Executive Officer

SUBJECT: City of Newport Beach Request for Consistency Review of the Shvetz Residential Subdivision and related General Plan Amendment (GPA) at 2400 Santiago Drive

Background

The City of Newport Beach is seeking the Airport Land Use Commission's (ALUC) consistency determination with the *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)* with regard to a proposed General Plan Amendment (GPA) which is required to subdivide an existing residential lot from one parcel to two parcels.

2400 Santiago Drive is currently developed with a single residential structure with an attached garage, two small accessory structures (pool house and airstream trailer), hardscape improvements including a pool and spa, landscape improvements, and perimeter fencing. An application was filed with the City on March 9, 2020, to amend the General Plan in order to process a tentative parcel map to subdivide the existing residential lot into two separate residential lots (see Attachment 1 to view project vicinity map).

The existing lot is approximately 36,000 square feet in area and the proposed subdivision will create two separate lots: one 15,000 square-foot lot (Parcel 1) and one 21,060-square-foot lot (Parcel 2) as shown on the attached Tentative Parcel Map (Attachment 2). No construction is proposed at this time.

The project is being referred to your Commission because of the project's location within the Airport Planning Area for JWA and because the project requires a GPA. The amendment to the General Plan is necessary to allow for the increase of one additional dwelling unit based on the City of Newport Beach General Plan Policy LU 4.2, which states "*Prohibit new residential subdivision that would result in additional dwelling units unless authorized by an amendment of the General Plan (GPA).*" No change in land use is proposed.

The City of Newport Beach has scheduled the following public meetings/hearings on the proposed project:

July 23, 2020 - Planning Commission (*recommended approval*)
October 13, 2020 - City Council Public Hearing

AELUP Issues

The project has been evaluated for conflicts with respect to aircraft noise, building heights, and safety zones.

Regarding Aircraft Noise Impacts

The proposed project is located within the JWA 60 CNEL noise contour (see Attachment 3). The project proposes to subdivide the lot from one parcel to two. Although no construction is proposed at this time, any additional residential unit(s) constructed on the site must be sound attenuated in an interior level of 45 dB as per Section 3.2.4 of the *AELUP for JWA*.

Regarding Height Restrictions

In Section 2.1.3 of the *AELUP for JWA*, the Commission has incorporated the standards for height limits for determining obstructions and has incorporated the definitions of “imaginary surfaces” for airports as defined in Federal Aviation Regulations (FAR) Part 77. The proposed project is located within the FAR Part 77 Conical Surfaces for JWA, as shown on Attachment 4. No structures are proposed at this time. The maximum height allowed for the site is 33 feet with a discretionary approval. The conical surface would be penetrated at 250 feet above mean sea level (AMSL). With a site elevation of 73 feet AMSL, the maximum height of any future development allowed on the site by the City of Newport Beach is 106 feet AMSL, which would not penetrate the conical surface.

The proposed project is located within the AELUP Notification Area for JWA (see Attachment 5). The maximum height the City of Newport Beach would allow for the project site is 106 feet AMSL, which does not penetrate the notification surface of 165.6 feet AMSL.

Regarding Safety Zones

Attachment 6 contains the Safety Zones exhibit showing that the proposed project site is not within the safety zone areas for JWA.

Heliports

Heliports are not proposed as part of the project; therefore no analysis of Heliports was conducted. The City of Newport Beach General Plan includes language that states proposed heliport projects must comply with FAA Regulations, Caltrans Division of Aeronautics and the *AELUP for Heliports* in the development of heliports.

Environmental Compliance

The City determined that the project was exempt from the California Environmental Quality Act (CEQA) pursuant to §15303 under Class 3 (New Construction or Conversion of Small Structures) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential to have a significant effect on the environment.

Conclusion

Attachment 7 to this report contains excerpts from the project submittal package received from the City of Newport Beach for your reference. The proposed project site is located within the 60 CNEL noise contour and noise attenuation is required for any additional residential unit(s). The project site is not within the safety zones for JWA, would not penetrate the notification or the obstruction imaginary surfaces for JWA, and does not include a heliport.

Recommendation:

1. That the Commission find the proposed Shvetz Residential Subdivision and related General Plan Amendment consistent with the *AELUP for John Wayne Airport*.

Respectfully submitted,

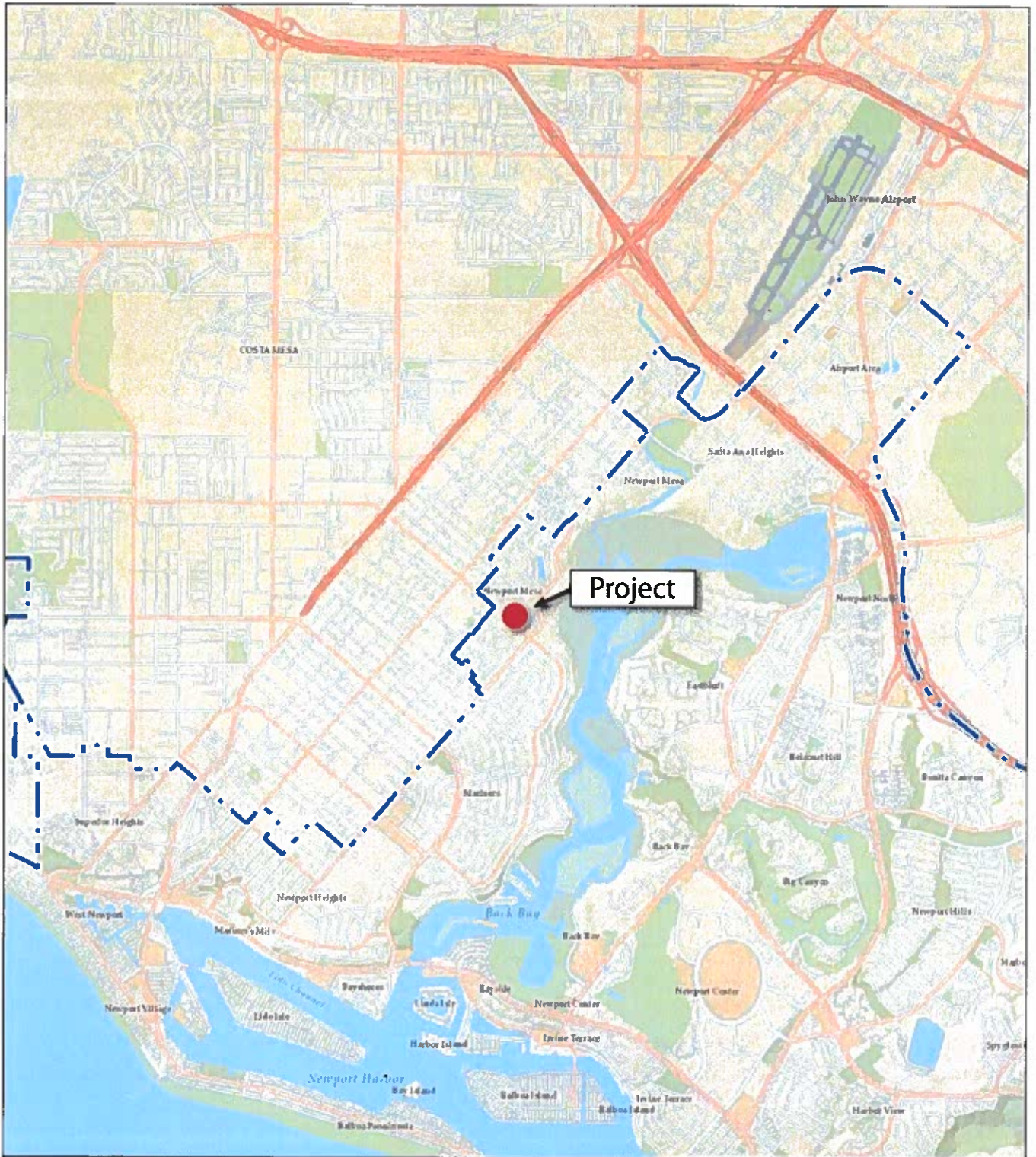


Lea U. Choum
Executive Officer

Attachments:

1. Project Vicinity Map
2. Tentative Parcel Map No. 2020-105
3. JWA CNEL Contours
4. FAR Part 77 JWA Obstruction Imaginary Surfaces
5. FAR Part 77 AELUP Notification Area for JWA
6. JWA Airport Safety Zone Reference Map
7. Submittal Package Excerpts from City of Newport Beach

ATTACHMENT 1



NBGiS
NEWPORT BEACH

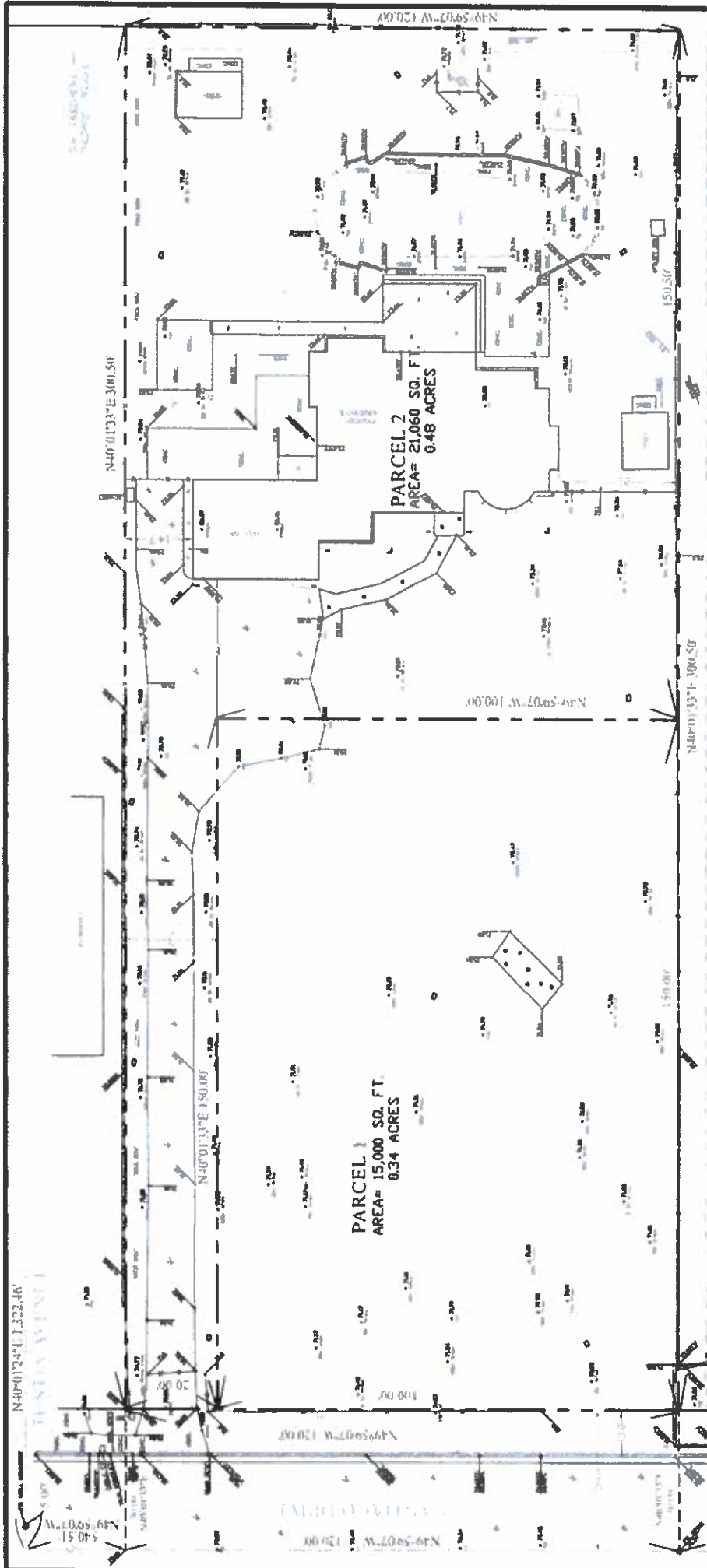


Disclaimer:
Every reasonable effort has been made to assure the accuracy of the data provided, however, The City of Newport Beach and its employees and agents disclaim any and all responsibility from or relating to any results obtained in its use.

8/19/2020

Vicinity Map

ATTACHMENT 2



TENTATIVE PARCEL MAP NO. 2020-105

LEGEND	DESCRIPTION
○	NEAR ELEVATIONS
○	NEED. ING. & TEST.
○	CELESTIAL
○	WELL
○	WALL
○	BUILDING
○	FENCE
○	PROPERTY LINE
○	BENCH MARK
○	NATURAL GRADE
○	POWER POLE
○	UTILITY
○	FRASH FLOOR
○	GARAGE FLOOR
○	CONCRETE
○	ASPHALT SURFACE
○	MAINTENANCE
○	PLANTING
○	ASPHALT
○	TIP-CRACK





SURVEYOR OR ENGINEER SHALL PERMANENTLY
 MONUMENT PROPERTY CORNERS OR OBJECTS
 BEFORE STARTING GRADING.

LEGAL DESCRIPTION:
 THE LOTS RETURNED TO WEDDER BLOOM IS SITUATED IN THE CITY OF NEWPORT BEACH,
 COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:
 BEING THAT CERTAIN LOT OF LAND OF CERTAIN ACRES IN THE CITY OF
 NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS THE SAME IS
 MORE PARTICULARLY DESCRIBED IN A CERTAIN MAP OF THE COUNTY RECORDER BY
 MAP NO. 2019-001, DATED 08/14/2019, IN THE OFFICE OF THE COUNTY RECORDER BY
 MAP NO. 2019-001, DATED 08/14/2019.

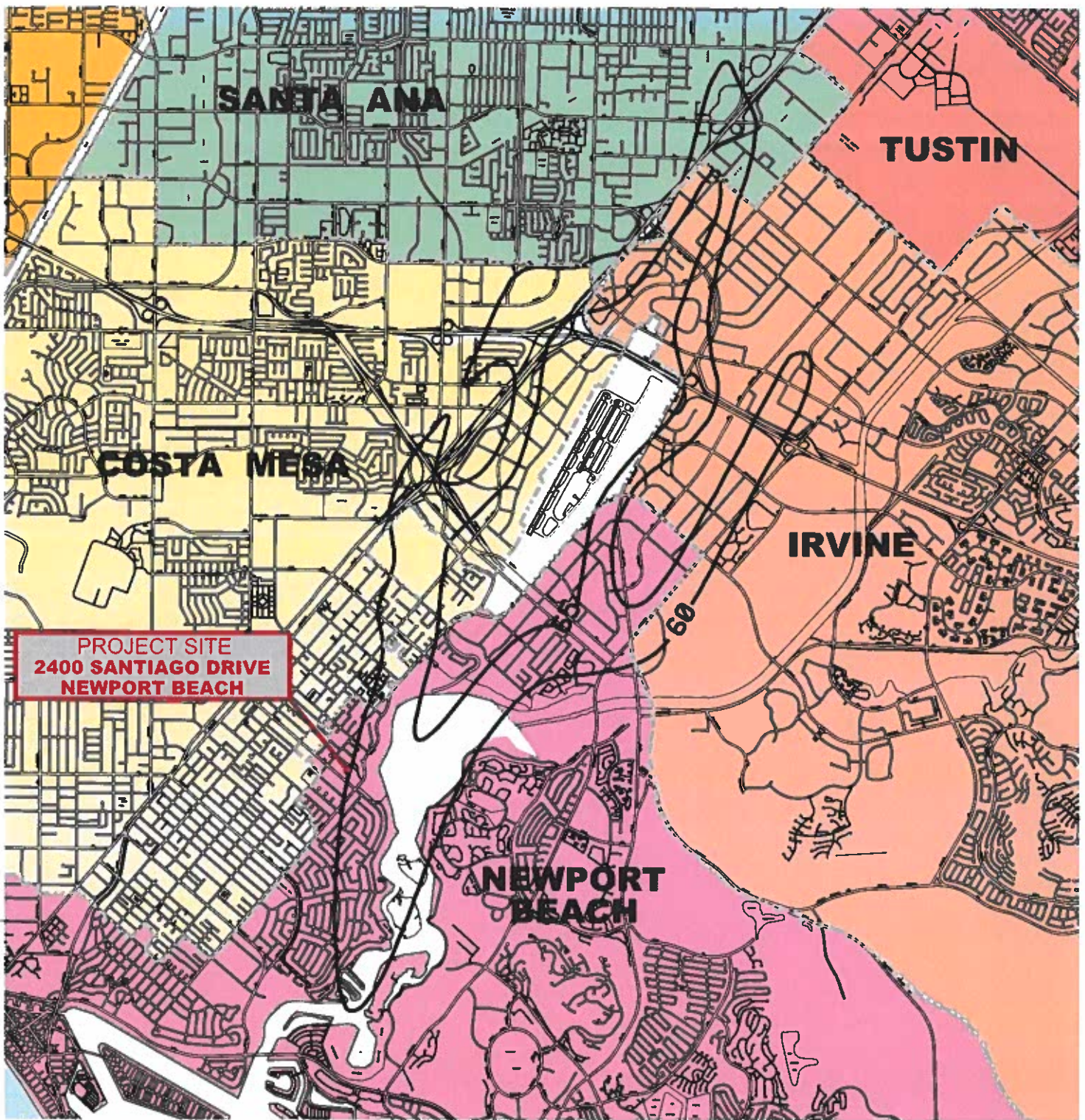
RECORDS DIVISION
 ASHLEY SHVETZ AND BRONSON SHVETZ
 2400 SANTIAGO DRIVE
 NEWPORT BEACH, CA 92640
 SUBDIVISION:
 ASHLEY SHVETZ AND BRONSON SHVETZ
 2400 SANTIAGO DRIVE
 NEWPORT BEACH, CA 92640

JOB: (714) 441-1111
 DATE: 1/16/2020

R&M SURVEYING INC.
 1001 N. MESA LANE
 2300 LAKE FOREST DR. #409
 COSTA MESA, CA 92626
 (714) 441-1111
 (714) 441-1111
 (714) 441-1111

ADDRESS OF PROJECT: 14100 SANTIAGO DRIVE NEWPORT BEACH	BENCH MARK: BENCH MARK 8 CH-16-71 DATUM: NAVD83 ELEVATION: 84.89	LEGAL DESCRIPTION: THE LOTS RETURNED TO WEDDER BLOOM IS SITUATED IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS: BEING THAT CERTAIN LOT OF LAND OF CERTAIN ACRES IN THE CITY OF NEWPORT BEACH, COUNTY OF ORANGE, STATE OF CALIFORNIA, AS THE SAME IS MORE PARTICULARLY DESCRIBED IN A CERTAIN MAP OF THE COUNTY RECORDER BY MAP NO. 2019-001, DATED 08/14/2019, IN THE OFFICE OF THE COUNTY RECORDER BY MAP NO. 2019-001, DATED 08/14/2019.	RECORDS DIVISION ASHLEY SHVETZ AND BRONSON SHVETZ 2400 SANTIAGO DRIVE NEWPORT BEACH, CA 92640 SUBDIVISION: ASHLEY SHVETZ AND BRONSON SHVETZ 2400 SANTIAGO DRIVE NEWPORT BEACH, CA 92640	JOB: (714) 441-1111 DATE: 1/16/2020	R&M SURVEYING INC. 1001 N. MESA LANE 2300 LAKE FOREST DR. #409 COSTA MESA, CA 92626 (714) 441-1111 (714) 441-1111 (714) 441-1111
--	---	--	--	--	---

ATTACHMENT 3



Note: County Unincorporated areas are shown in white.

John Wayne Airport Impact Zones

LEGEND

- 65 CNEL CONTOUR
- RUNWAY PROTECTION ZONE
- CITY BOUNDARIES
- AIRPORT BOUNDARIES



Composite contour from
John Wayne Airport Project
Case-1990 and 2005
(see section 2.2.1)

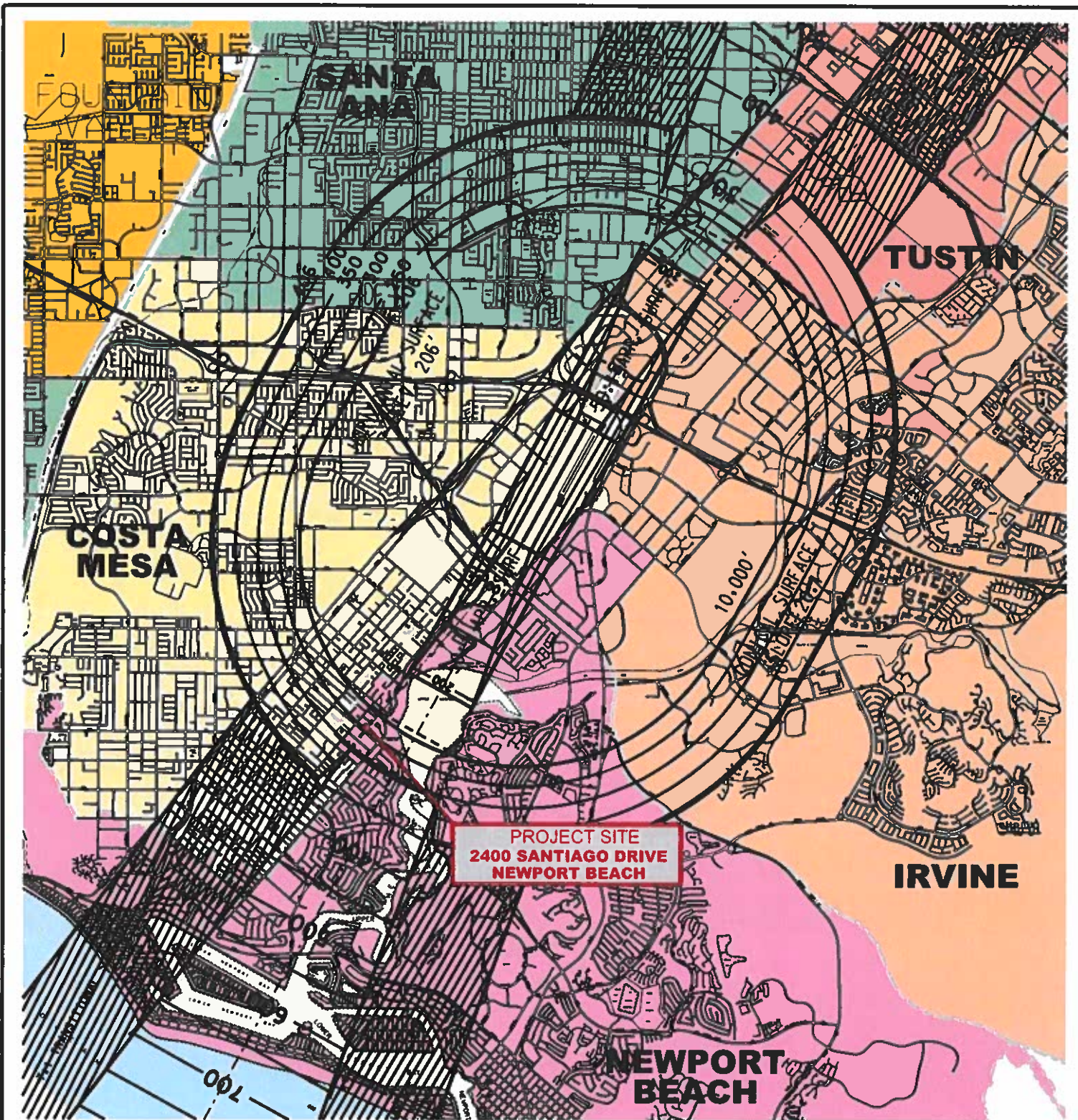
CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Lea Choum, Executive Officer

Date

ATTACHMENT 4



PROJECT SITE
2400 SANTIAGO DRIVE
NEWPORT BEACH

Note: County Unincorporated areas are shown in white.

FAR PART 77 John Wayne Airport Obstruction Imaginary Surfaces



LEGEND

- CITY BOUNDARIES
- AIRPORT BOUNDARIES

CERTIFICATION

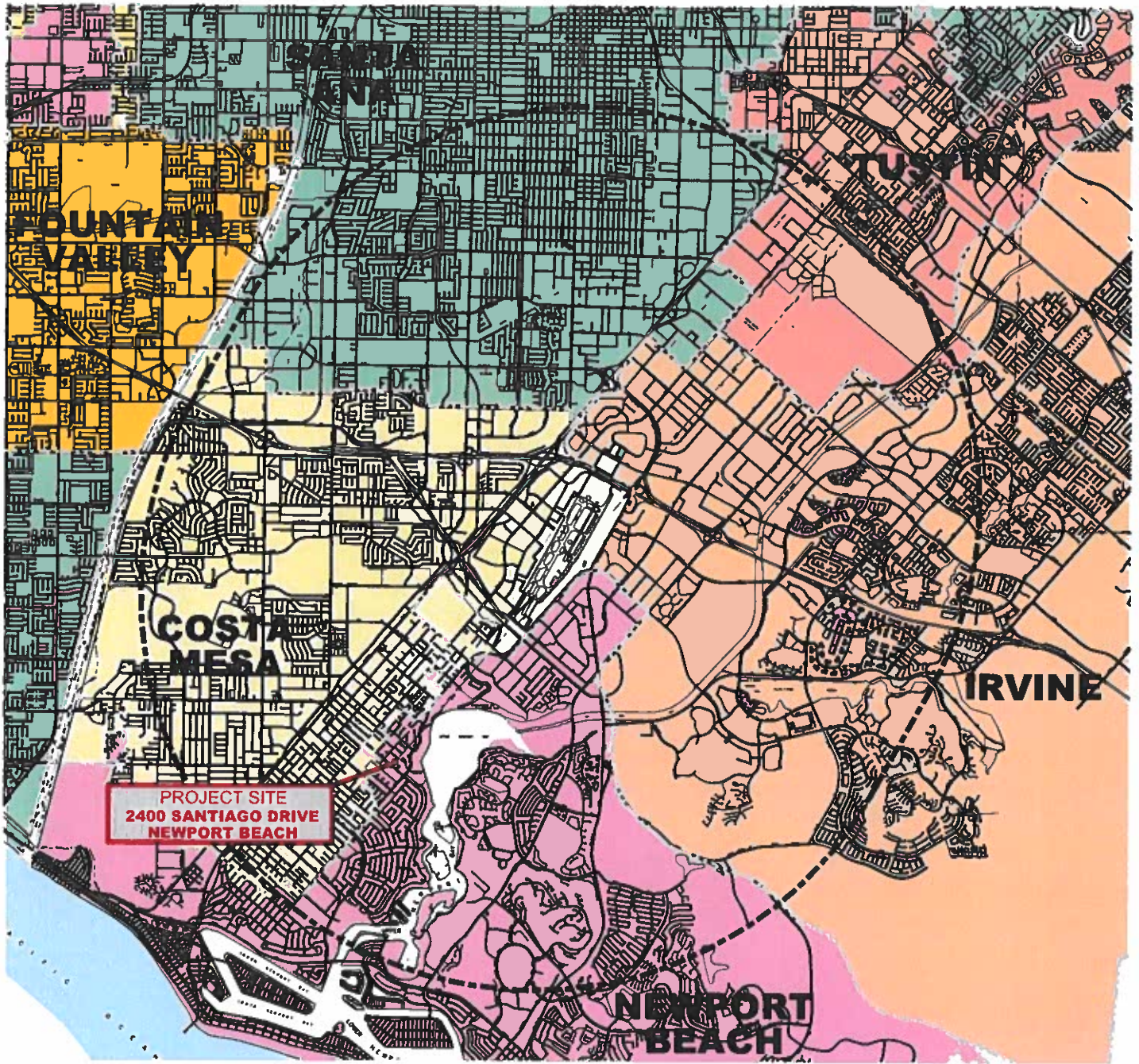
Adopted by the Airport Land Use Commission for Orange County

Lea Choum, Executive Officer Date

ATTACHMENT 5

AELUP Notification Area for JWA

ATTACHMENT 3



Note: County Unincorporated areas are shown in white.

FAR PART 77

Notification Area for John Wayne Airport: 20,000' Radius at 100:1 Slope

LEGEND

- 20,000' Radius
- CITY BOUNDARIES
- AIRPORT BOUNDARIES



0 1000 2000 3000 4000 5000 7500
Scale in Feet

CERTIFICATION

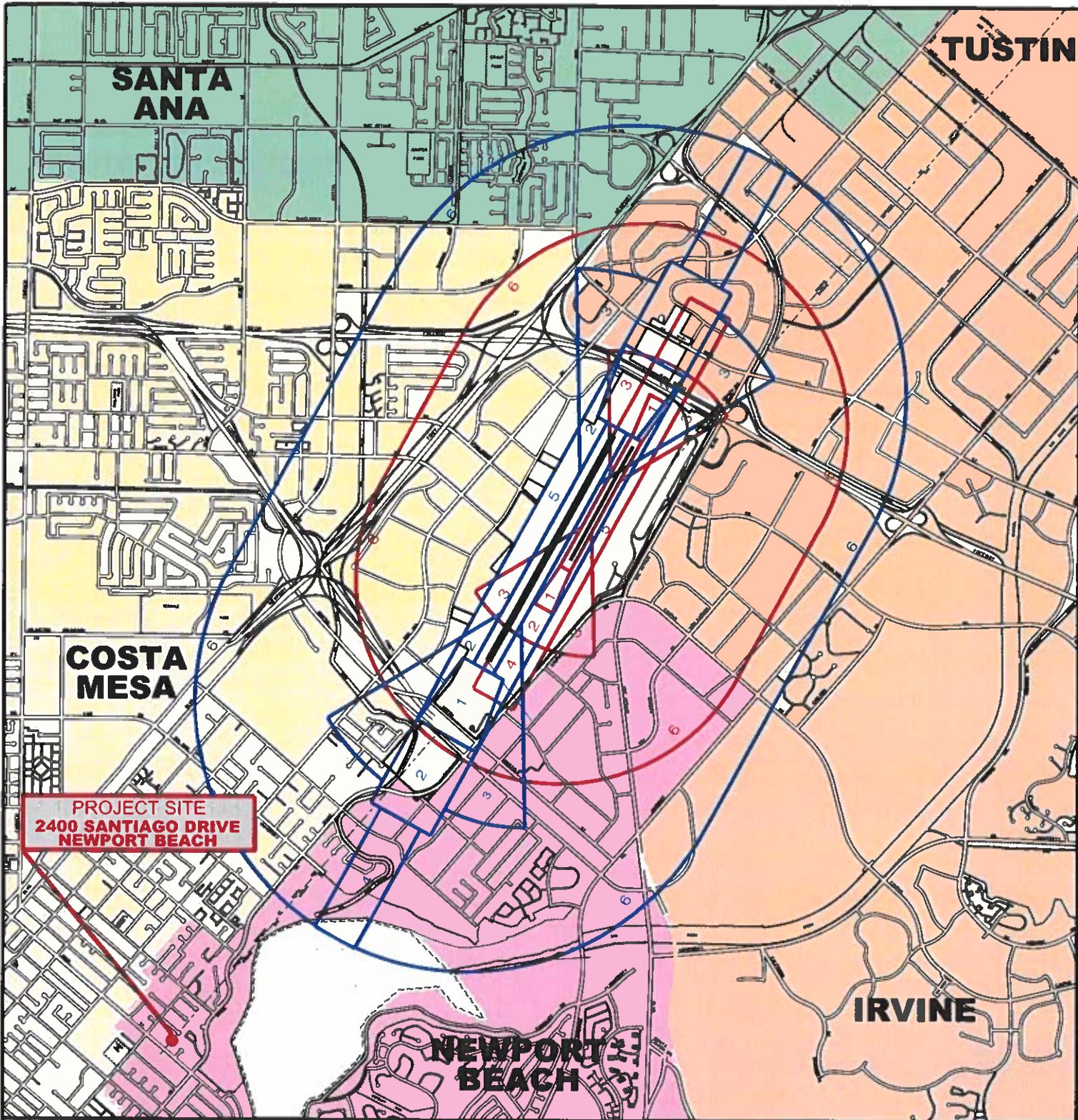
Adopted by the Airport Land Use Commission for Orange County

Lea Choum, Executive Officer

Date

AELUP-2007/Jwanotf-2400Santiago_NewportBeach.dgn

ATTACHMENT 6



John Wayne Airport Safety Zone Reference Map

LEGEND

1. RUNWAY PROTECTION ZONE
2. INNER APPROACH / DEPARTURE ZONE
3. INNER TURNING ZONE
4. OUTER APPROACH / DEPARTURE ZONE
5. SIDELINE ZONE
6. TRAFFIC PATTERN ZONE



SAFETY COMPATIBILITY ZONES FOR RUNWAY 2L & 20R (A MEDIUM GENERAL AVIATION RUNWAY AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)



SAFETY COMPATIBILITY ZONES FOR RUNWAY 2R & 20L (A SHORT GENERAL AVIATION RUNWAY AS DESCRIBED IN THE CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK, JANUARY 2002 EDITION)



Scale in Feet

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Lea Choum, Executive Officer

Date

ATTACHMENT 7



CITY OF NEWPORT BEACH

100 Civic Center Drive
Newport Beach, California 92660

949 644-3200

newportbeachca.gov/communitydevelopment

August 25, 2020

Ms. Lea Choum
Planning Manager, Facilities
Airport Land Use Commission for Orange County
3160 Airway Avenue
Costa Mesa, CA 92626

RE: Shvetz Residential Subdivision (PA2020-041)
Southeasterly 120 feet of Lot 297, Newport Heights, in the City of Newport Beach, County of Orange, State of California, as per map recorded in Book 4 Page 83 of Miscellaneous Maps, in the Office of the County Recorder of Orange County, California
2400 Santiago Drive

Dear Ms. Choum:

The City of Newport Beach is seeking the Airport Land Use Commission's (ALUC) consistency determination with the Airport Environs Land Use Plan (AELUP) with regard to a proposed General Plan Amendment (GPA) which is required to subdivide an existing residential lot from one parcel to two parcels. The following information is provided in accordance with Section 4.7 of the AELUP.

Description of Project

2400 Santiago Drive is currently developed with a single residential structure with an attached garage, two small accessory structures (pool house and airstream trailer), hardscape improvements including a pool and spa, landscape improvements, and perimeter fencing. Vehicular access from Santiago Drive is provided by an existing driveway along the eastern side property line.

An application was filed with the City on March 9, 2020 to amend the General Plan in order to process a tentative parcel map to subdivide the existing residential lot into two separate residential lots. The existing lot is approximately 36,000 square feet in area and the proposed subdivision will create two separate lots: one 15,000 square-foot lot (Parcel 1) and one 21,060-square-foot lot (Parcel 2) as shown on the attached Tentative Parcel Map. No construction is proposed with the project.

Approval Schedule

The City's Planning Commission voted unanimously (6 – 0) at its July 23, 2020 meeting to recommend the City Council approve the project. It is anticipated that the City Council will review the project on October 13, 2020.

Required Approvals

Development of the proposed project requires the following approvals from the City:

Approval	Why is it required?
<i>General Plan Amendment (GPA)</i>	To add one additional dwelling unit to Statistical Area J5 that is consistent with the existing Single Unit Residential (RS-D) General Plan Designation. Although there is no change of land use proposed, General Plan Policy LU 4.2 states to "prohibit new residential subdivisions that would result in additional dwelling units unless authorized by an amendment of the General Plan." Therefore, a GPA is required.
<i>Tentative Parcel Map</i>	To subdivide the existing residential parcel into two separate residential parcels. Both of the divided parcels comply with the Zoning Code's minimum lot area and lot width requirements. Each parcel will be required to provide individual utilities.

The amendment to the General Plan is necessary to allow for the increase of one additional dwelling unit based on General Plan Policy LU 4.2, which states "*Prohibit new residential subdivision that would result in additional dwelling units unless authorized by an amendment of the General Plan (GPA).*" The GPA would add one dwelling unit to the statistical area in which it is located, Statistical Area J5, and is consistent with the RS-D General Plan designation. No change in land use is proposed. The GPA does not require a vote per Charter Section 423, as the density and traffic of the project do not meet the required thresholds. The proposed subdivision will result in a design that complies with the development standards for R-1 zoning. There is no change in use associated with the GPA.

Existing and Proposed General Plan/Zoning Designations

The project site is designated as Single Unit Residential Detached (RS-D) by the City's General Plan and Single-Unit Residential (R-1) by the City's Zoning Code as shown on the attached Land Use and Zoning Exhibits. No changes to the existing General Plan or the Zoning Code designations are proposed. As described above, the GPA is required to increase the number of residential lots by one. The surrounding development is single-family residential on all sides as shown on the attached Aerial Exhibit.

Project Location

2400 Santiago Drive is identified as the southeasterly 120.00 feet of Lot 297, Newport Beach as recorded in Book 4, Page 83 of Miscellaneous Maps of the County of Orange, and the Assessor's Parcel Number is 426-101-07. Geographically, the parcel is located on the north side of Santiago Drive, between Tustin Avenue and Irvine Avenue, in a residential neighborhood. A Vicinity Map showing the project's proximity to the John Wayne Airport and an Aerial Exhibit illustrating the neighborhood surroundings are attached for reference.

Latitude and Longitude

The table below includes approximate latitude and longitude for the four corners of the property. An exhibit has been attached that illustrates these coordinates.

Corner	Latitude	Longitude
<i>Northwest Corner</i>	33.64447° N	117.89611° W
<i>Southwest Corner</i>	33.64383° N	117.89675° W
<i>Northeast Corner</i>	33.64426° N	117.89581° W
<i>Southeast Corner</i>	33.64362° N	117.89644° W

CNEL Contours

The project is not within either the applicable 60 or 65 CNEL contours for John Wayne Airport.

Runway Protection Zones

The project is not located within the Runway Protection Zone. Further, there are no Accident Potential Zones (APZ I or II) for John Wayne Airport.

Height Restriction Zone

The project is located within the Height Restriction Zone (PAR Part 77 Notification Area). However, a FAR Part 77 7460 filing is not warranted, because Section 77.9(e)(1) states that for any structure that is surrounded by structures of equal or greater height, a 7460 need not be filed. The project is surrounded by other residences of equal or greater height, and there are many mature trees in the neighborhood that are taller than the residences, as evidenced by the attached Aerial Exhibit. Therefore, the project is not required to submit a 7460. In addition, the 7460 is required for imminent construction or alteration of existing structures. No such construction is proposed as part of the project.

Project Elevation

The project site elevation is 73 feet AMSL.

Height of Proposed Structures

No structures are proposed with the project. However, the height of the existing residence is 23 feet and 6 inches high.

Height Restrictions

The City of Newport Beach building height restriction for R-1 zoning is 29 feet, and up to 33 feet with discretionary approval such as a Site Development Review. Using the project elevation of 73 feet AMSL, the maximum height for the project by right (29 feet) is 73 feet+29 feet=102 feet AMSL, and with a discretionary approval the maximum height is 73 feet+33 feet=106 feet AMSL. The appropriate sections from the R-1 development standards identifying the maximum building height by right and with a discretionary approval are attached for reference (Table 2.2 and Section 20.30.060).

Surrounding Structure Heights

The development within a 1,000-foot radius is single-family residential and subject to the same height restrictions as the project site.

CEQA Documentation

The City determined that the project was exempt from the California Environmental Quality Act (CEQA) pursuant to §15303 under Class 3 (New Construction or Conversion of Small Structures) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential to have a significant effect on the environment.

The proposed subdivision will create an additional lot with the potential for one additional dwelling unit. There are no other physical changes resulting from the proposed subdivision. Class 3 consists of construction and location of limited numbers of new, small facilities or structures, including one single-family residence. Therefore, the project is exempt from CEQA.

Conclusion

Per §21676(b) of the Public Utilities Code, the City requests that the Airport Land Use Commission place this item on the upcoming September agenda for formal review and a consistency determination. Please let me know if any additional information is required for this project to be placed on your September agenda. Thank you in advance for your assistance in this matter.

Should you have any questions concerning the preceding information, I can be reached at dlee@newportbeachca.gov or 949-644-3225.

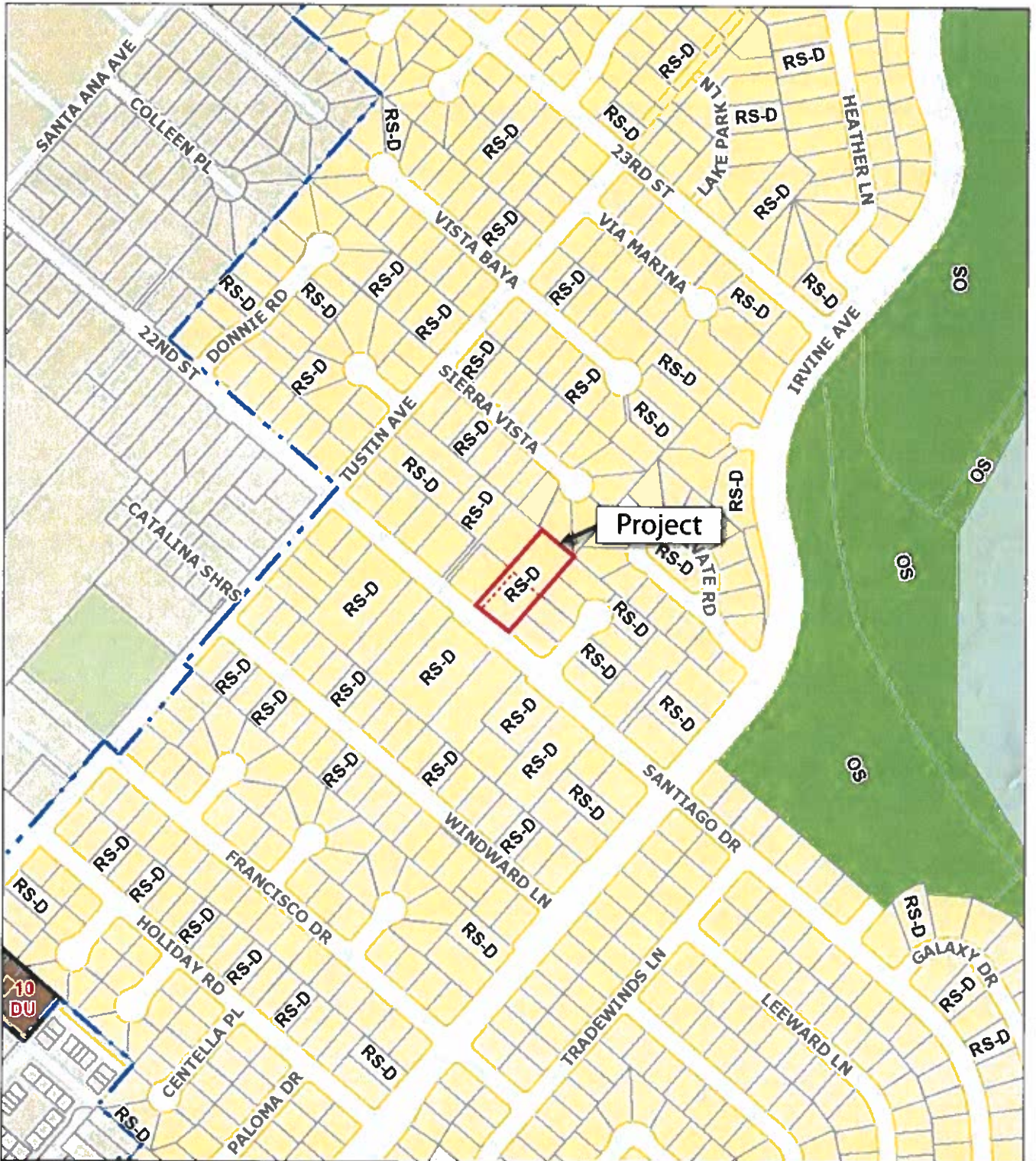
Sincerely,



David S. Lee, Associate Planner

Attachments:

Tentative Parcel Map
Vicinity Map
Aerial Exhibit
Land Use Exhibit
Zoning Exhibit
Project Site Coordinates
Impact Zone Exhibit
Noise Contours Exhibit
Notification Zone Exhibit
Runway Safety Zone Exhibit
Table 2-2
Section 20.030.060.C



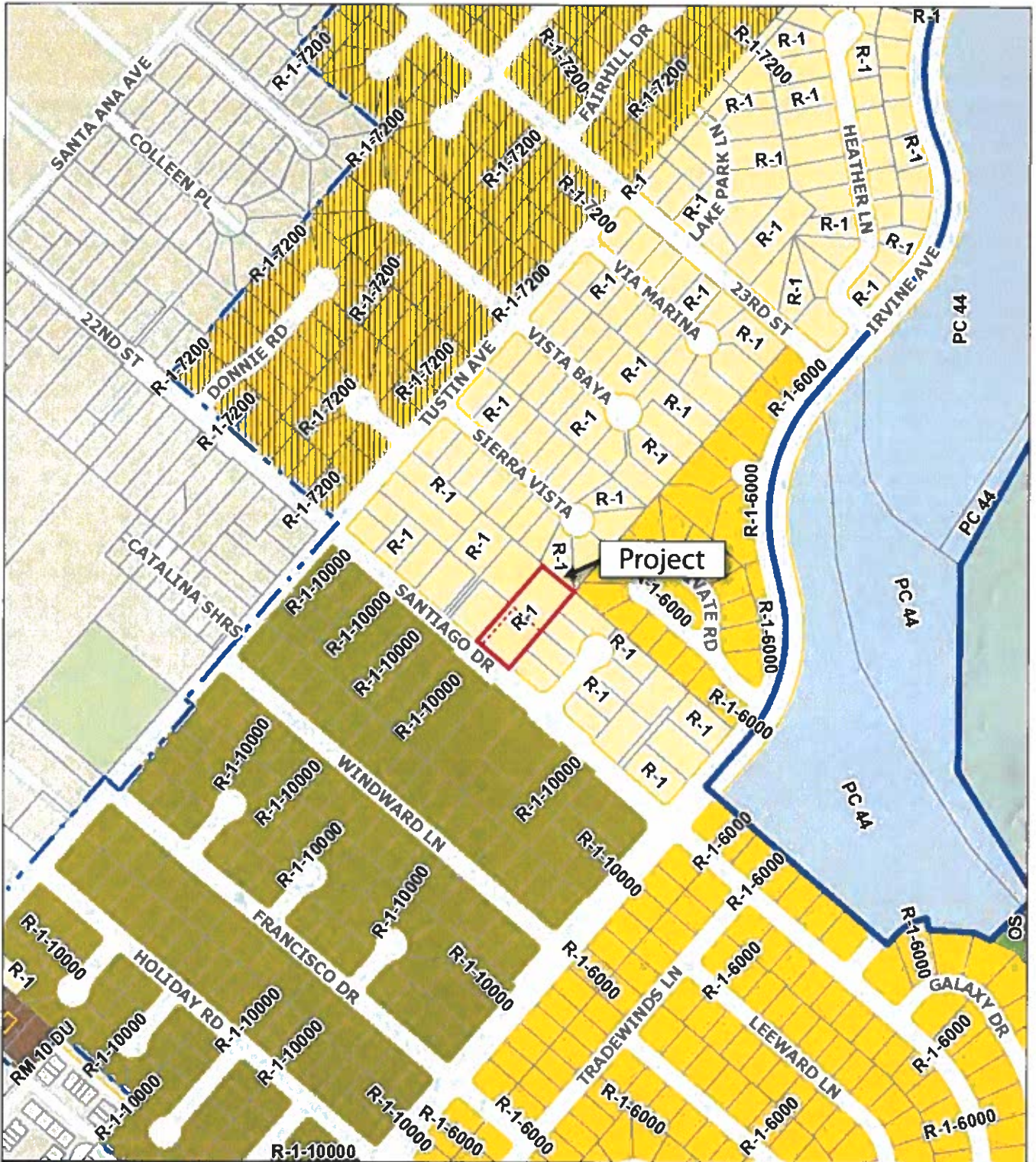
NBGiS
NEWPORT BEACH



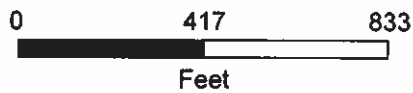
Disclaimer:

Every reasonable effort has been made to assure the accuracy of the data provided, however, The City of Newport Beach and its employees and agents disclaim any and all responsibility from or relating to any results obtained in its use.

8/19/2020



NBGiS
NEWPORT BEACH

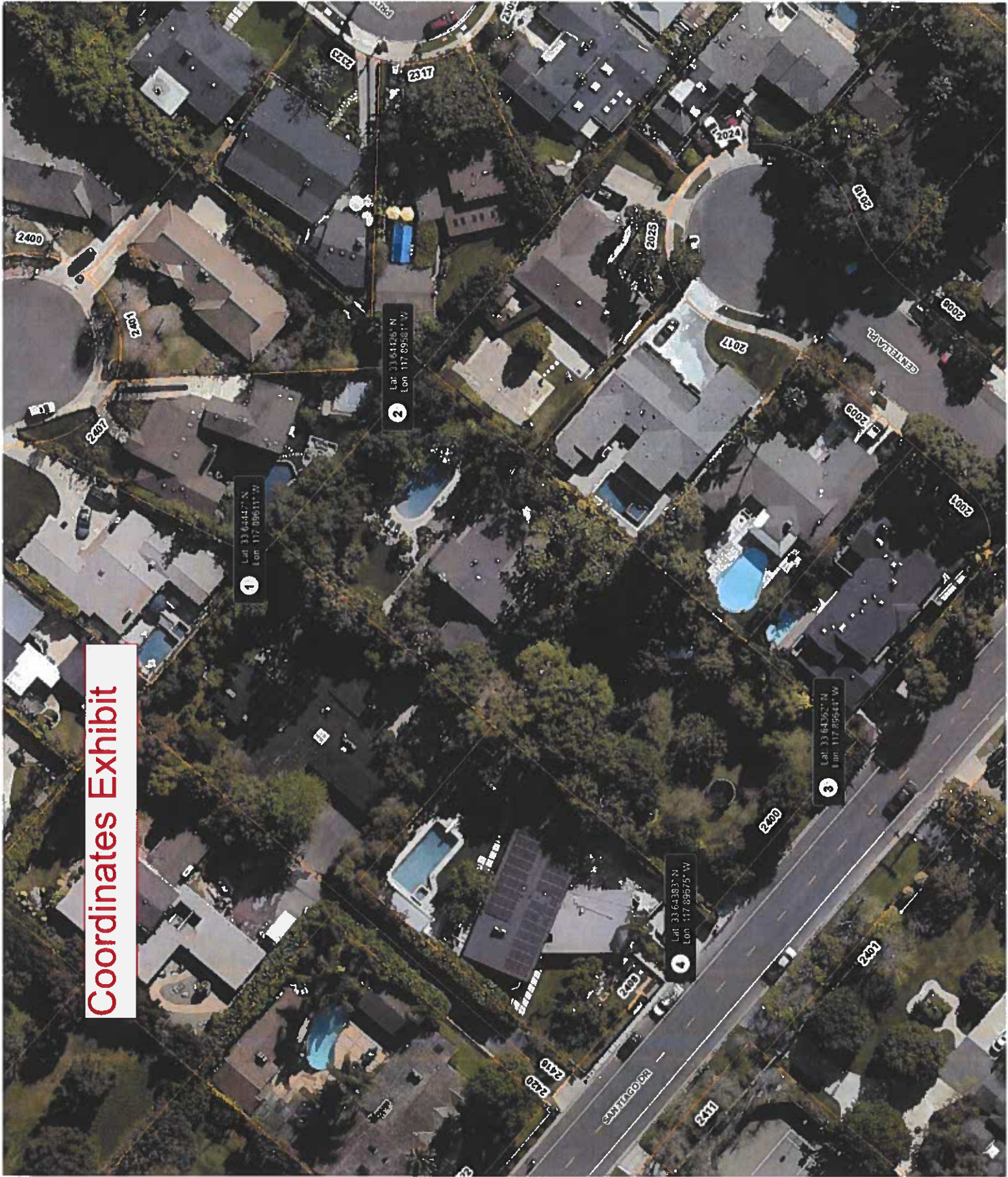


Disclaimer:

Every reasonable effort has been made to assure the accuracy of the data provided, however, The City of Newport Beach and its employees and agents disclaim any and all responsibility from or relating to any results obtained in its use.

8/19/2020

Coordinates Exhibit

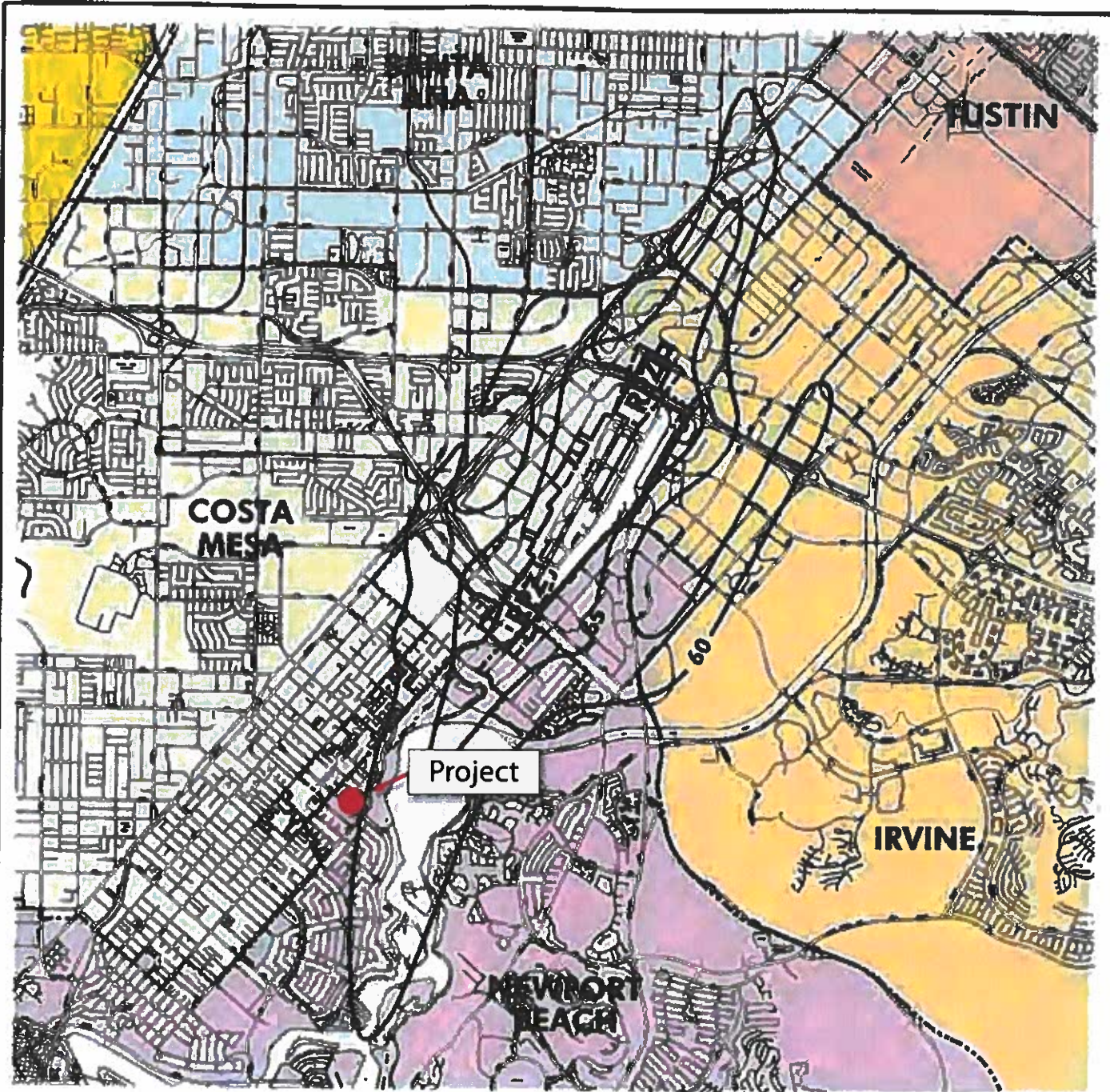


1
Lat: 33.6443° N
Lon: 117.89511° W

2
Lat: 33.6425° N
Lon: 117.89531° W

3
Lat: 33.6493° N
Lon: 117.89541° W

4
Lat: 33.64383° N
Lon: 117.89575° W



Note: County Unincorporated areas are shown in white.

John Wayne Airport Impact Zones

LEGEND

- 60- CNEL CONTOUR
- RUNWAY PROTECTION ZONE
- CITY BOUNDARIES
- AIRPORT BOUNDARIES



Composite contour from
John Wayne Airport Project
Case-1990 and 2005
(see section 2.2.1)

CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Kari A. Rigoni
Kari A. Rigoni, Executive Officer April 17, 2008
Date

AEI.LUP-2007/jwa.pzone-07.dgn.dgn

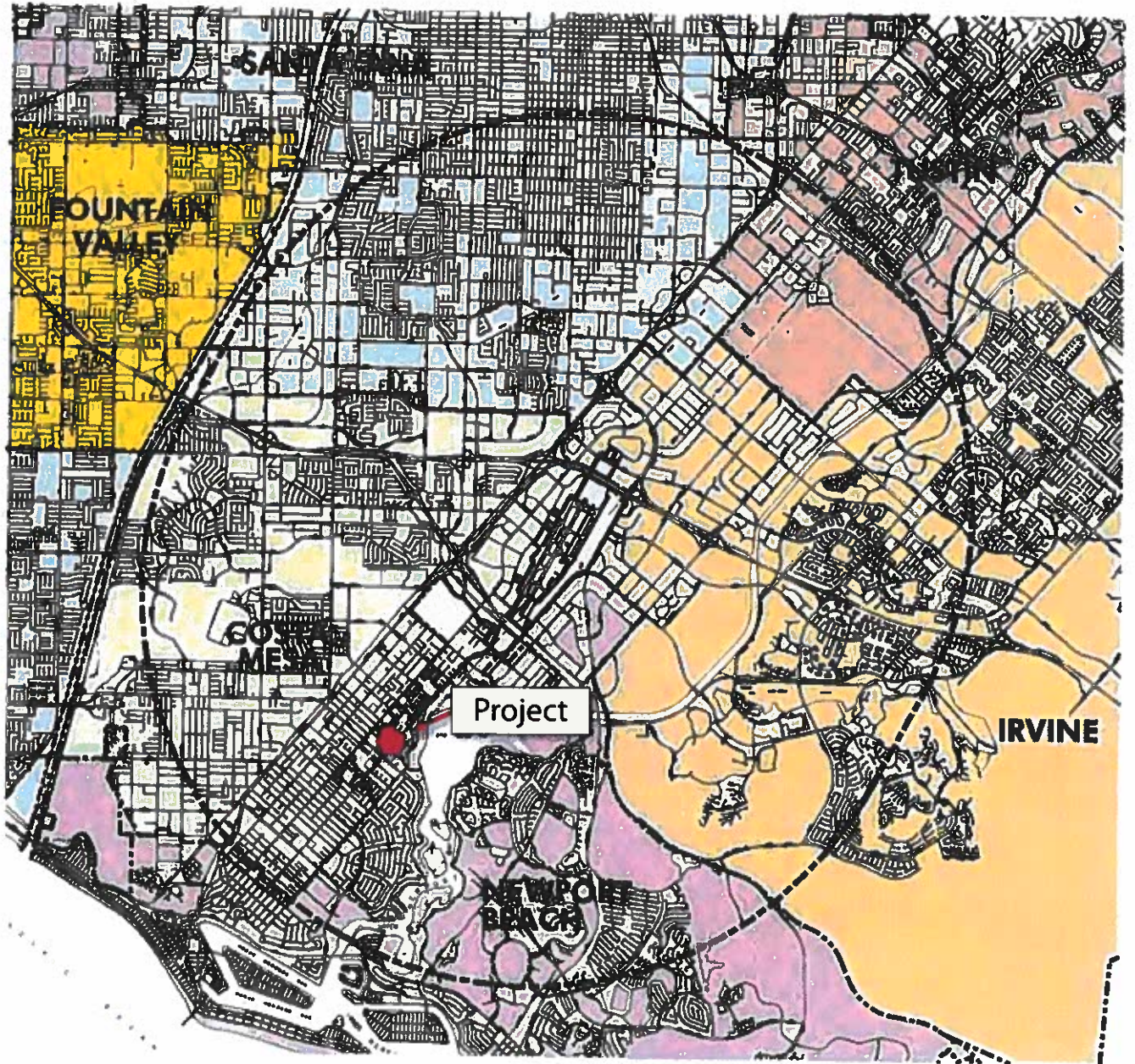
Impact Zone Exhibit



Noise Exhibit

Subject Property

AELUP Notification Area for JWA



Note: County Unincorporated areas are shown in white.

FAR PART 77

Notification Area for John Wayne Airport: 20,000' Radius at 100:1 Slope

LEGEND

- 20,000' Radius
- CITY BOUNDARIES
- AIRPORT BOUNDARIES



CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Kari A. Rigoni
Kari A. Rigoni, Executive Officer *April 17, 2008*
Date

AELUP-2007/Jwonott-07.dgn

Notification Zone Exhibit



Runway Exhibit

Subject Property

TABLE 2-2

DEVELOPMENT STANDARDS FOR SINGLE-UNIT RESIDENTIAL ZONING DISTRICTS

Development Feature	R-A	R-1	R-1-6,000	R-1-7,200	R-1-10,000	Additional Requirements
Lot Dimensions	Minimum dimensions required for each newly created lot.					
Lot Area (1) (2)						
Corner lot	87,120 sq. ft.	6,000 sq. ft.	6,000 sq. ft.	7,200 sq. ft.	10,000 sq. ft.	
Interior lot	87,120 sq. ft.	5,000 sq. ft.	6,000 sq. ft.	7,200 sq. ft.	10,000 sq. ft.	
Lot Width						
Corner lot	125 ft.	60 ft.	60 ft.	70 ft.	90 ft.	
Interior lot	125 ft.	50 ft.	60 ft.	70 ft.	90 ft.	
Lot Depth	N/A	N/A	80 ft.	90 ft.	100 ft.	
Density/Intensity	Each legal lot shall be allowed one single-unit detached dwelling. Accessory dwelling units and junior accessory dwelling units may be allowed pursuant to Section <u>20.48.200</u> .					
Setbacks	The distances below are minimum setbacks required for primary structures. See Section <u>20.30.110</u> (Setback Regulations and Exceptions) for setback measurement, allowed projections into setbacks, and exceptions. The following setbacks shall apply, unless different requirements are identified on the setback maps in which case the setback maps shall control. (See Part 8 of this title.) Side and rear setback areas shown on the setback maps shall be considered front setback areas for the purpose of regulating accessory structures. Also refer to Section <u>20.48.180</u> (Residential Development Standards and Design Criteria).					
Front:	20 ft.	20 ft.	20 ft.	20 ft.	15 ft.	<u>20.30.110</u> <u>20.48.180</u>
Side (interior, each):						
Lots 40 ft. wide or less	5 ft.	3 ft. (4)	6 ft.	5 ft.	10 ft.	<u>20.30.110</u> <u>20.48.180</u>
Lots wider than 40 ft.	5 ft.	4 ft.	6 ft.	5 ft.	10 ft.	

Development Feature	R-A	R-1	R-1-6,000	R-1-7,200	R-1-10,000	Additional Requirements
Side (street side):						
Lots 40 ft. wide or less	5 ft.	3 ft.	6 ft.	5 ft.	10 ft.	<u>20.30.110</u> <u>20.48.180</u>
Lots wider than 40 ft.	5 ft.	4 ft.	6 ft.	5 ft.	10 ft.	
Rear:	25 ft.	10 ft.	6 ft.	20 ft.	10 ft.	Lots abutting a 10 ft. alley or less that are directly across the alley from the side yard of a lot abutting an alley shall provide a setback for the first floor of at least 10 ft. from the alley.
Abutting Alley:						
10 ft. wide or less	N/A	5 ft.	N/A	N/A	N/A	
15 ft. wide or less	N/A	5 ft.	N/A	N/A	N/A	
15'1" to 19'11"	N/A	3'9"	N/A	N/A	N/A	
20 ft. wide or more	N/A	0	N/A	N/A	N/A	
Bluff edge setback	As provided in Section <u>20.28.040</u> (Bluff (B) Overlay District).					
Bulkhead setback	Structures shall be set back a minimum of 10 ft. from the bulkhead in each zoning district.					
Site Coverage	Maximum percentage of the total lot area that may be covered by structures.					
Lots 40 ft. wide or less	N/A	N/A	60%	60%	60%	
Lots wider than 40 ft.	40%	N/A	60%	60%	60%	
Floor Area Limit (gross floor area)			N/A			
Citywide	N/A	2.0 (5)(6)				
Corona del Mar		1.5 (5)(6)				

Development Feature	R-A	R-1	R-1-6,000	R-1-7,200	R-1-10,000	Additional Requirements
Height (3)	Maximum height of structures without discretionary approval. See Section 20.30.060(C) (Increase in Height Limit) for possible increase in height limit.					
Flat roof	24 ft.	24 ft.	24 ft.	35 ft. and 2 stories	24 ft.	See 20.30.060(C)(2) (Height Limit Areas) and 20.30.060(B) (Height of Structures and Measurement)
Sloped roof; minimum 3/12 pitch	29 ft.	29 ft.	29 ft.	40 ft. and 2 stories	29 ft.	
Bluffs	See Section 20.28.040 (Bluff (B) Overlay District).					
Fencing	See Section 20.30.040 (Fences, Hedges, Walls, and Retaining Walls).					
Landscaping	See Chapter 20.36 (Landscaping Standards).					
Lighting	See Section 20.30.070 (Outdoor Lighting).					
Parking	See Chapter 20.40 (Off-Street Parking).					
Satellite Antennas	See Section 20.48.190 (Satellite Antennas and Amateur Radio Facilities).					
Signs	See Chapter 20.42 (Sign Standards).					
Residential Development Standards	See Section 20.48.180 (Residential Development Standards and Design Criteria).					

Notes:

- (1) All development and the subdivision of land shall comply with the requirements of Title [19](#) (Subdivisions).
- (2) Lots may be subdivided so that the resulting lot area and dimensions for each new lot are less than that identified in this table in compliance with the provisions of Title [19](#) (Subdivisions). The minimum lot size shall not be less than the original underlying lots on the same block face and in the same zoning district. Lot width and length may vary according to the width and depth of the original underlying lots. New subdivisions that would result in additional dwelling units beyond what the original underlying lots would allow are not permitted unless authorized by an amendment of the General Plan (GPA).
- (3) On the bluff side of Ocean Boulevard, the maximum height shall not exceed the elevation of the top of the curb abutting the lot.
- (4) Side setback areas for lots designated Special Fire Protection Areas shall be a minimum of five feet unless reduced by the Fire Marshal.

- (5) The floor area of a subterranean basement is not included in the calculation of total gross floor area.
- (6) The maximum gross floor area for a residential structure is determined by multiplying either 1.5 or 2.0 times the buildable area of the lot.

20.30.060 Height Limits and Exceptions.

A. This section establishes regulations for determining compliance with the maximum allowable height limits established for each zoning district by Part 2 of this title (Zoning Districts, Allowable Land Uses, and Zoning District Standards).

B. Height of Structures and Measurement.

1. **Structure Height Established.** Structures shall not exceed the maximum allowable height for the zoning district in which the structure is located, except as provided in subsection (C) of this section (Increase in Height Limit) or subsection (D) of this section (Exceptions to Height Limits).
2. **Height Measurement.** Height shall be measured as the vertical distance from the established grade of the pad to the highest part of the structure, including any protective guardrails and parapet walls. Structures with sloping roofs shall be measured to the highest peak of the roof. Structures with flat roofs shall be measured to the top of the roof, guardrail, or parapet wall. The established grade of the pad shall be determined by one of the methods identified in Section [20.30.050](#) (Grade Establishment).
3. **Flood Hazard Areas.**
 - a. **Finished First Floor Elevation.** The minimum required top of slab elevation for interior living areas of all new structures within flood hazard areas shall be as established by the Flood Insurance Rate Maps recognized by the Building Division as part of flood safety requirements and maps adopted by the Council. Notwithstanding the building elevations established by the Flood Insurance Rate Maps, the minimum required top of slab elevation for interior living areas of all new structures shall be at least 9.00 (NAVD 88).
 - b. **Height Measurement.** The height of a principal structure shall be measured from the top of slab elevation.
 - c. **Accessory Structures.**
 - i. The height of accessory structures, except fences, hedges, walls, and retaining walls (see Section [20.30.040](#)), shall be measured from existing grade of the lot prior to construction.
 - ii. **Exception:** When a new principal building is required to have the top of slab constructed at elevation 9.00 NAVD88 and when the grade surrounding the new

principal building is proposed to be increased, the height of accessory structures shall be measured from the proposed finished grade.

4. Structures on Ocean Boulevard. New structures and additions/changes to existing structures on the bluff side of Ocean Boulevard in Corona del Mar shall not be constructed to a height greater than the elevation of the adjacent curb. The top of curb height limit shall be established by a plane created by the extension of the top of curb line across each lot.

C. Increase in Height Limit.

1. Procedure. The base height limits established in Part 2 of this title (Zoning Districts, Allowable Land Uses, and Zoning District Standards) may be increased within specified areas with the adoption of a Planned Community District, adoption of a specific plan, or approval of a planned development permit, or site development review. The maximum height limit is not guaranteed by right and shall require approval of a discretionary action when all applicable findings are met in compliance with subsection (C)(3) of this section (Required Findings). Height limits established as part of an adopted planned community shall not be subject to this subsection.

2. Height Limit Areas. The height limit areas shall be as follows:

a. R-A, R-1, R-BI, and R-2 Zoning Districts Height Limit Area. In this height limit area the base height limit for structures with flat roofs is twenty-four (24) feet (including guardrails and parapet walls) and the base height limit for structures with sloped roofs is twenty-nine (29) feet. The height of a structure may be increased up to a maximum of twenty-eight (28) feet with a flat roof or thirty-three (33) feet with a sloped roof through the approval of a discretionary application as provided above. This height limit applies in all R-A, R-1, R-BI, and R-2 Zoning Districts as shown on the Zoning Map.

b. RM and RMD Zoning Districts Height Limit Area. In this height limit area the base height limit for structures with flat roofs is twenty-eight (28) feet (including guardrails and parapet walls) and the base height limit for structures with sloped roofs is thirty-three (33) feet. The height of a structure may be increased up to a maximum of thirty-two (32) feet with a flat roof or thirty-seven (37) feet with a sloped roof through the approval of a discretionary application as provided above. This height limit applies in all RM and RMD Zoning Districts as shown on the Zoning Map. For properties located within the Height (H) Overlay District, the height of a structure may be increased to a maximum of forty (40) feet with a flat roof or forty-five (45) feet with a sloped roof pursuant to Section [20.28.060](#).

c. **Nonresidential, Shoreline Height Limit Area.** In this height limit area the base height limit for nonresidential and mixed-use structures with flat roofs is twenty-six (26) feet and the base height limit for structures with sloped roofs is thirty-one (31) feet. The height of a structure may be increased up to a maximum of thirty-five (35) feet with a flat roof or forty (40) feet with a sloped roof through the approval of a discretionary application as provided above. The shoreline height limit shall apply to all nonresidential zoning districts and mixed-use zoning districts within the boundaries of the Shoreline Height Limit Area shown on the High Rise and Shoreline Height Limit Areas Map (See Map H-1, attached to the ordinance codified in this title).

d. **Nonresidential, Nonshoreline Height Limit Area.** In this height limit area the base height limit for nonresidential and mixed-use structures with flat roofs is thirty-two (32) feet and the base height limit for structures with sloped roofs is thirty-seven (37) feet. The height of a structure may be increased up to a maximum of fifty (50) feet with a flat roof or fifty-five (55) feet with a sloped roof through the approval of a discretionary application as provided above. This height limit shall apply to all nonresidential, nonshoreline zoning districts and mixed-use zoning districts within its boundaries. The nonresidential, nonshoreline height limit area is identified as all of the area outside the Shoreline Height Limit Area shown on the High Rise and Shoreline Height Limit Areas Map (See Map H-1, attached to the ordinance codified in this title).

e. **High Rise Height Area.** In this height limit area, the maximum height limit shall be three hundred (300) feet and no further increase to the maximum allowed height is available. This height limit is applicable to all nonresidential zoning districts within its boundaries as indicated on the High Rise and Shoreline Height Limit Areas Map (See Map H-1, attached to the ordinance codified in this title). Proposed projects within this height limit area shall comply with the requirements of subsection (E) of this section (Airport Environs Land Use Plan for John Wayne Airport and Airport Land Use Commission Review Requirements).

3. **Required Findings.** The review authority may adopt a Planned Community District, adopt a specific plan, or approve a planned development permit or site development review to allow an increase in the height of a structure above the base height only after first making all of the following findings in addition to the findings required for the discretionary permit application:

a. The project applicant is providing additional project amenities beyond those that are otherwise required. Examples of project amenities include, but are not limited to:

i. Additional landscaped open space;

- ii. **Increased setback and open areas;**
 - iii. **Enhancement and protection of public views; and**
- b. **The architectural design of the project provides visual interest through the use of light and shadow, recessed planes, vertical elements, and varied roof planes;**
- c. **The increased height will not result in undesirable or abrupt scale changes or relationships being created between the proposed structure(s) and existing adjacent developments or public spaces. Where appropriate, the proposed structure(s) provides a gradual transition to taller or shorter structures on abutting properties; and**
- d. **The structure will have no more floor area than could have been achieved without the approval of the height increase.**