



# AIRPORT LAND USE COMMISSION

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FOR ORANGE COUNTY

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

## AGENDA ITEM 1

November 19, 2020

**TO:** Commissioners/Alternates

**FROM:** Lea U. Choum, Executive Officer

**SUBJECT:** City of Newport Beach Request for Consistency Determination for the Residences at 4400 Von Karman

### Background

The City of Newport Beach is proposing an Amendment to the Koll Center Newport Planned Community Development Plan (PC-15) for the Residences at 4400 Von Karman Avenue. The 312-unit residential project would be located on a 5.9 acre site within the Koll Center Newport Business Park, southeast of the Von Karman Avenue and Birch Street intersection. The project site, currently used as a parking lot for the Koll Center Newport, is approximately one-half mile east of John Wayne Airport. See Attachment 1 for location and site plans.

The proposed project includes construction of 312 residential units, a one-acre public park and a detached 284-space parking structure. The proposed residential development consists of a four story building over three levels of parking (including two levels below grade). The overall height of the residential building would be approximately 71 feet above ground level (AGL) with a maximum of 123 feet above mean sea level (AMSL). The detached three-level parking structure at the southeast corner of the project site would have a maximum height of 96 feet AMSL.

The current Newport Beach General Plan land use designation for the project site is Mixed-Use Horizontal (MU-H2), which provides for commercial office, multi-family residential, industrial, hotel, and ancillary neighborhood commercial uses. No change to the General Plan is proposed. The project site is zoned Planned Community and is subject to Koll Center Newport Planned Community Development Plan (PC-15). The proposed Amendment to PC-15 would include an addition of a Residential Overlay and a Public Park Overlay within the Koll Center Newport Planned Community (See Attachment 2).

The project has been referred to your Commission because of the project's location within the Airport Planning Area for John Wayne Airport, and because the project requires an amendment to the Koll Center Newport Planned Community Development Plan (PC-15).

The City of Newport Beach schedule for the proposed project is as follows:

November 5, 2020 - Planning Commission Public Hearing (Recommended approval)  
January 2021 - City Council (Tentative)

### AELUP Issues

The project has been evaluated for conflicts with the *Airport Environs Land Use Plan for John Wayne Airport (AELUP)*, in regard to aircraft noise, safety zones, building heights, and overflight.

### Regarding Aircraft Noise Impacts

The proposed project is located outside of the 60 and 65 dBA CNEL contours for JWA (see Attachment 3). Section IV.K.1 of the proposed amendment to the Koll Center Planned Community Plan would include language requiring Interior Noise Attenuation consistent with the Newport Beach Noise Ordinance (NBMC Section 10.26.030). In addition, Section IV.K.2 of the Planned Community Development Plan states that a written disclosure statement will be provided to owners and residents regarding airport noise. Section VII.E states that the public park area will be posted with notification signs to alert users of the proximity to JWA and the presence of operating aircraft. These policies are included in Attachment 2 of this staff report.

### Regarding Height Restrictions

In Section 2.1.3 of the *AELUP*, 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 “imaginary surfaces” referral area (see Attachment 4). The proposed project height is 123 feet AMSL for the residential building, and 96 feet AMSL for the detached parking structure. These heights would not penetrate the obstruction imaginary horizontal surface of 206’ AMSL.

Attachment 5 shows that the proposed project is located within the notification area for JWA which would be penetrated at 96.1 feet AMSL. The proposed maximum building height at this site is 123 feet AMSL and penetrates the notification surface. On November 3, 2020, the City of Newport Beach submitted to ALUC, eight separate FAA Determinations of No Hazard to Air Navigation (Aeronautical Study No. 2020-AWP-10416-OE through Aeronautical Study No. 2020-AWP-10423-OE) which showed that a height of 45 feet AGL or 96 feet AMSL for the parking garage, and 71 feet AGL, or 123 feet AMSL for the residential building would not exceed obstruction standards and would not be a hazard to air navigation as long as certain standard conditions are met. The conditions include the requirement to file FAA Form 7460-2 within five days after construction reaches its greatest height and that if voluntary aviation safety marking/lighting is installed that it be consistent with FAA requirements. The determinations also state that the proposed structures are in proximity to an airport and occupants may be subjected to noise from aircraft operating. See Attachment 6 for the Aeronautical Studies.

### Regarding Flight Tracks and Safety Zones

As shown in Attachment 7, the proposed project is located within Safety Zone 6 - Traffic Pattern Zone. According to the California Airport Land Use Planning Handbook, residential uses are generally compatible and normally allowed, but noise and overflight impacts should be considered.

John Wayne Airport Noise Office provided flight tracks for the property on three separate days in March (see Attachment 8). As shown on the exhibits, on Wednesday, March 4, 2020, Saturday March 7<sup>th</sup>, and Sunday March 8<sup>th</sup>, most operations in the area were between 600 and 900 feet AMSL, and most operations were near, but not directly over the project site.

### Heliports

Heliports/Helipads are not included in the proposed Residences at 4400 Von Karman project or in the proposed Planned Community Development Plan Amendment. If a heliport use were proposed in the future, an amendment to the Planned Community Development Plan would be required, thereby triggering ALUC review.

### Environmental Compliance

The City has prepared Addendum No. 4 to the 2006 Newport Beach General Plan Update Environmental Impact Report for this project (SCH No. 2006011119)/PA 2020-061.

### Conclusion

The City of Newport Beach submittal letter is included in Attachment 9. ALUC staff has reviewed this project for compliance with the *AELUP* including review of noise, height, overflight and imaginary surfaces. Although the project site is located within Safety Zone 6 – Traffic Pattern Zone, it is located outside of the 60 and 65 dBA noise contours for John Wayne Airport. The Flight Tracks of general aviation aircraft are generally to the west and the east of the project site. The City provided FAA Determinations of No Hazard for structures up to 123 feet AMSL, and the proposed structure heights do not penetrate the horizontal surface for JWA.

### Recommendation:

That the Commission find the proposed project, Residences at 4400 Von Karman, and the proposed amendment to the Koll Center Newport Planned Community Development Plan (PC-15) consistent with the *AELUP for JWA*.

Respectfully submitted,



Lea U. Choum  
Executive Officer

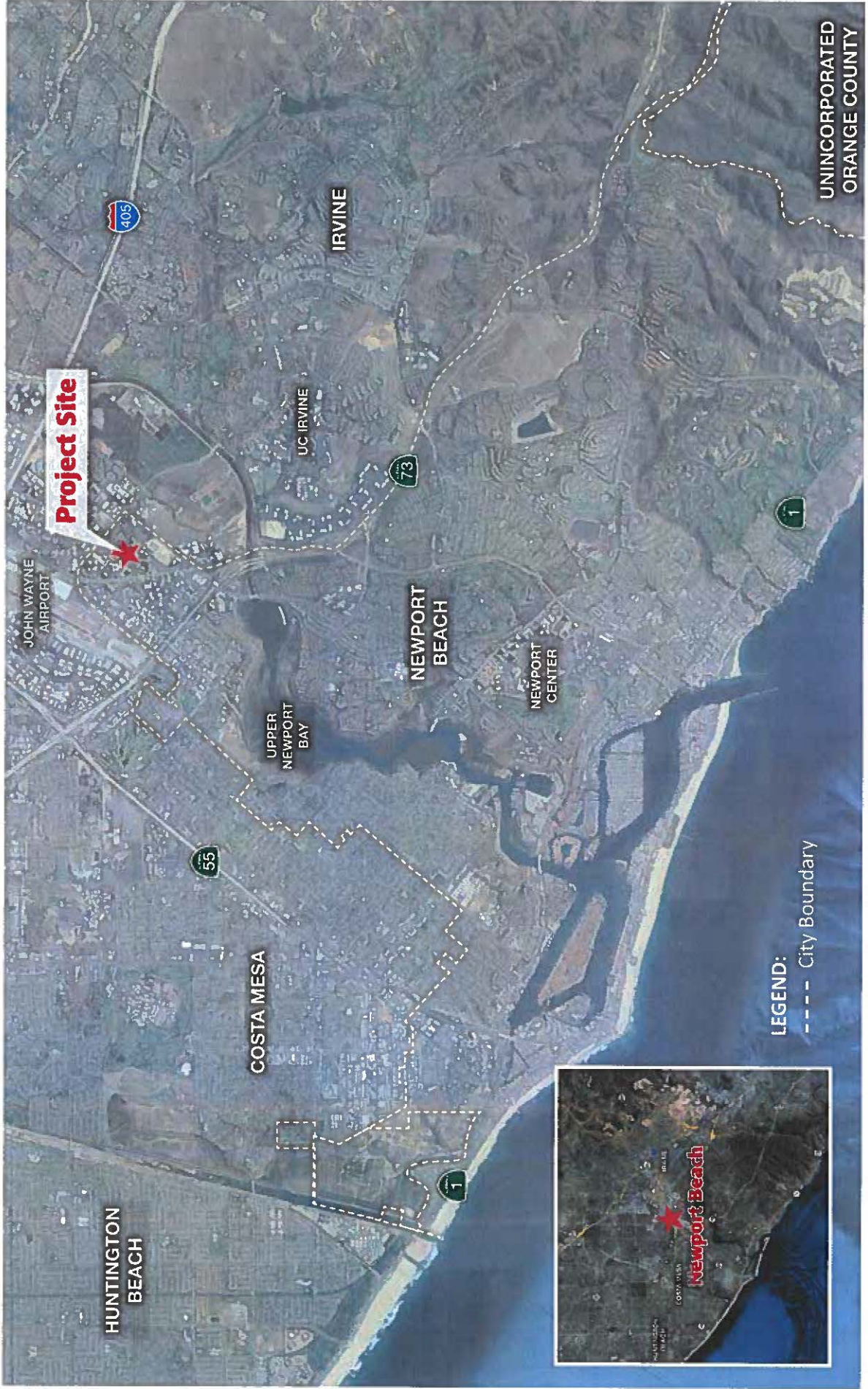


Attachments:

1. Project Location and Site Plan
2. Proposed PC15 Overlay Districts
3. JWA CNEL Contours
4. Obstruction Imaginary Surfaces
5. FAR Part 77 Notification Area for JWA
6. FAA Aeronautical Studies
7. JWA Safety Zones
8. JWA Flight Tracks
9. Newport Beach Submittal Letter



# ATTACHMENT 1



**FIGURE 1: Regional Location Map**  
Residences at 4400 Von Karman



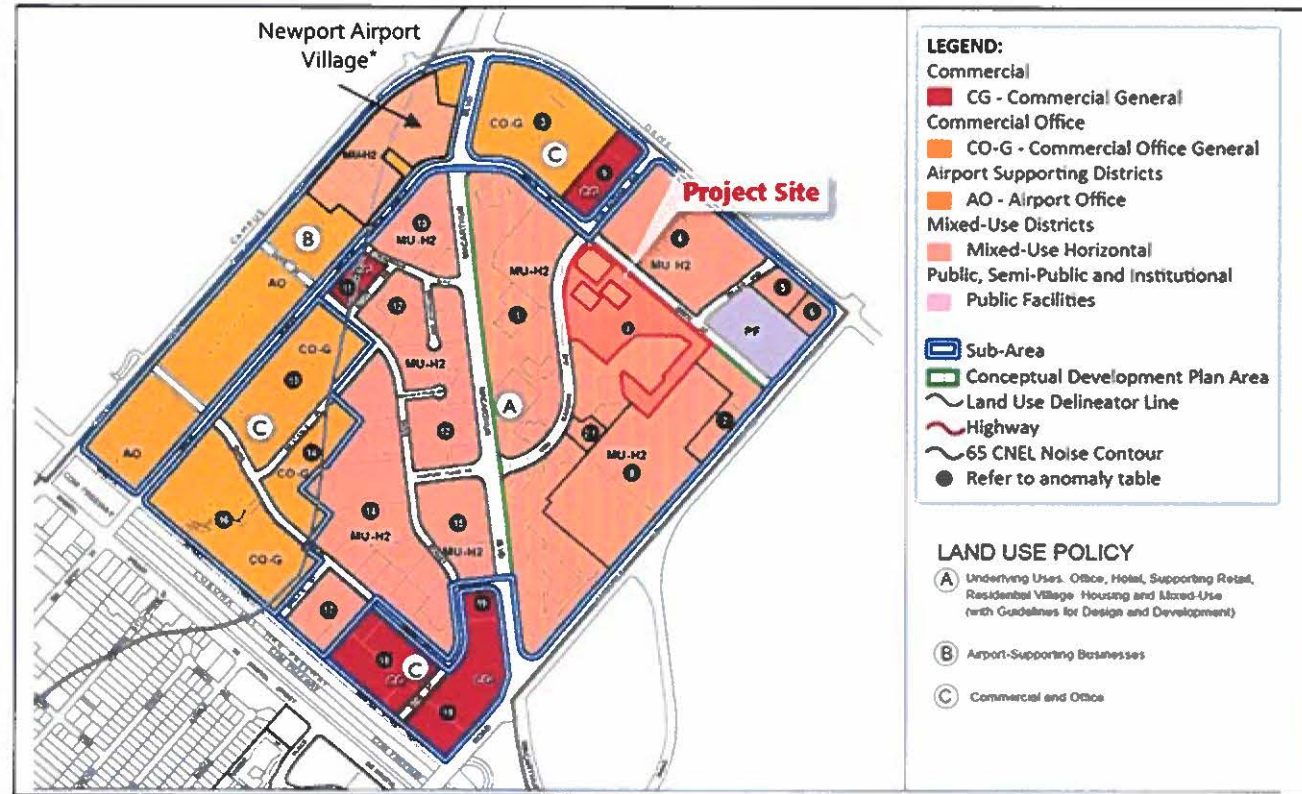
Not to scale





## General Plan Designation

MU-H<sub>2</sub>



MU-H<sub>2</sub> provides for a horizontal intermixing of uses that may include regional commercial office, multi-family residential, vertical mixed-use buildings, industrial, hotel rooms, and ancillary neighborhood commercial uses.

**2,200 Residential Units Allowed**








# Project Location





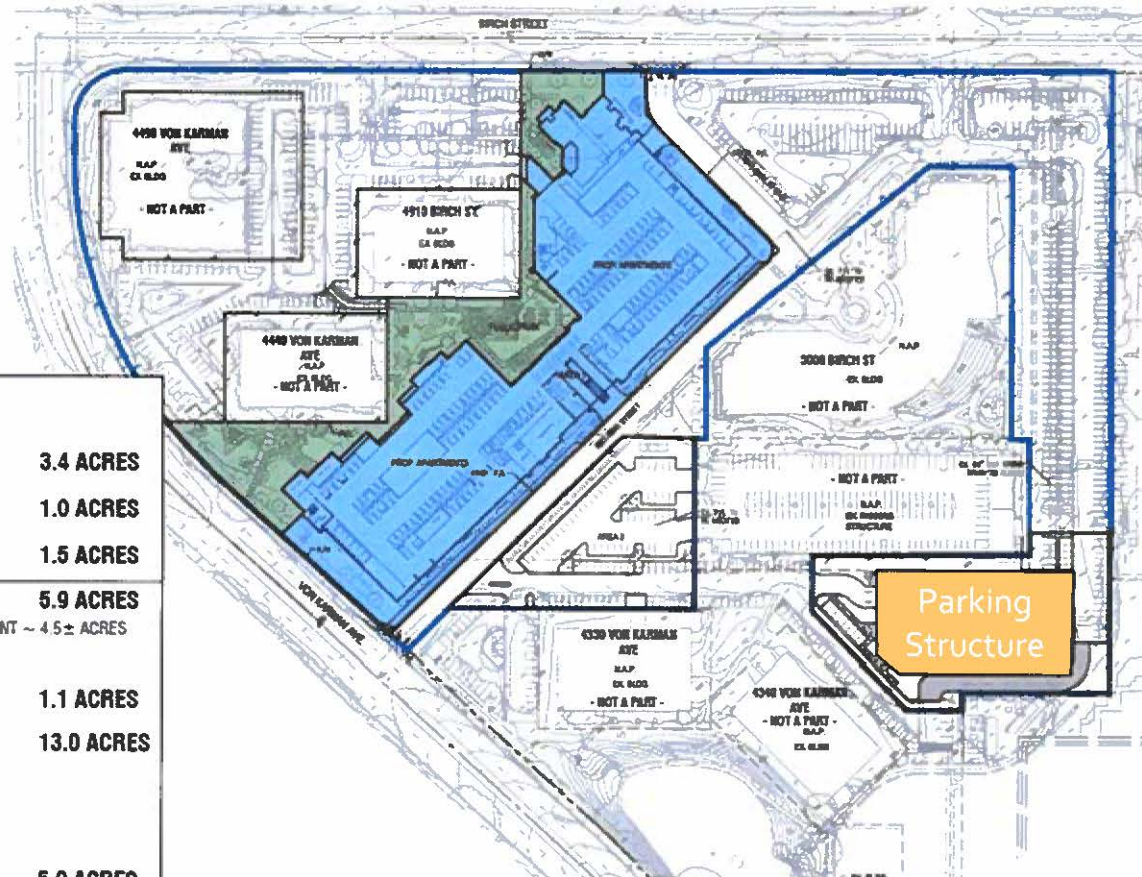
# Project Overview

## DEVELOPMENT AREAS LEGEND

	<b>AREA 1 - RESIDENTIAL DEVELOPMENT AREA*</b>	<b>3.4 ACRES</b>
	<b>AREA 2 - PROPOSED ACCESS AND PARKING</b>	<b>1.0 ACRES</b>
	<b>AREA 3 - PARKING STRUCTURE</b>	<b>1.5 ACRES</b>
<b>TOTAL DEVELOPMENT AREA</b>		<b>5.9 ACRES</b>
*LOT 1 (AREA 1 & PUBLIC PARK) OF FUTURE LOT LINE ADJUSTMENT ~ 4.5 ± ACRES		
	<b>PUBLIC PARK AREA</b>	<b>1.1 ACRES</b>
	<b>MIXED USE VILLAGE PROJECT LIMITS</b>	<b>13.0 ACRES</b>

## DEVELOPMENT DENSITY

<b>DEVELOPMENT AREA</b>	<b>5.9 ACRES</b>
<b>UNIT COUNT</b>	<b>312 UNITS</b>
	<b>53 DU/AC</b>



# ATTACHMENT 2



**PART VI. RESIDENTIAL OVERLAY (34)**

**Section I. Applicability and Purpose**

- A. **Applicability.** The Residential Overlay applies to an area within Office Site B as shown on Exhibit F.
- B. **Purpose.** The purpose of the overlay is to provide use and development standards for the development multiple-family residential development and its ancillary uses in Professional and Business Office Site B.

**Section II. Site Area**

Site Area: 3.41 acres.

**Section III. Density and Intensity**

- A. **Density.** The total maximum allowed number of residential units is 260, exclusive of any density bonus units.
- B. **Commercial Intensity.** The maximum allowed non-residential floor area shall be as specified by corresponding base commercial site regulations. There is no minimum amount of commercial area that must be provided within the residential overlay.

**Section IV. Permitted Uses**

- A. **Multi-unit residential development, subject to Site Development Review pursuant to Newport Beach Municipal Code (NBMC) Chapter 20.52 (Permit Review Procedures).**
- B. **Any commercial use deemed to support residential or allowed commercial uses pursuant to the applicable Koll Center Newport commercial site regulations as determined by the Community Development Director.**
- C. **Any commercial or residential accessory uses pursuant to Title 20 of the Newport Beach Municipal Code.**

**Section V. Affordable Housing**

- A. **An Affordable Housing Implementation Plan (AHIP) shall be prepared and submitted with any site development review application seeking approval of a residential development within the PC District. The AHIP shall clearly demonstrate how the**

proposed residential development project will meet the affordability requirements of this PCDP and any applicable provisions of the State Density Bonus Law and the Newport Beach Municipal Code. The AHIP shall specify eligible income categories, the amount of the requested density bonus, any concession/incentives requested, and any development standards waivers or modifications sought and justifications for said concessions/incentives or development standard relief.

- B. Density bonuses/incentives or development standard concessions shall be provided pursuant to NBMC Chapter 20.32 and California Government Code Section 65915 et seq.

**Section VI. Development Standards**

**A. Building Height**

1. Maximum height of structures shall be 71 feet. No building or any portion of any structure, architectural feature or mechanical equipment shall exceed 71 feet as measured from the established grade for the purpose of measuring structure height pursuant to NBMC Section 20.30.050 (Grade Establishment).
2. Buildings and structures shall not penetrate Federal Aviation Regulation (FAR) Part 77, Obstruction—Imaginary Surfaces, for John Wayne Airport unless approved by the Airport Land Use Commission (ALUC) and determined not to be a hazard to air navigation by the Federal Aviation Administration.
3. In compliance with FAR Part 77, applicant proposing building or structure that penetrate the 100:1 Notification Surface shall file a Form 7460-1, Notice of Proposed Construction or Alteration with the Federal Aviation Administration. A copy of the FAA application shall be submitted to the ALUC and the applicant shall provide the City with FAA and ALUC responses.

**B. Building Setbacks**

1. Above grade residential buildings shall be setback 10 feet from property lines. Private balconies may encroach up to four feet into the required setback areas.
2. Fully subterranean parking structures may be located in any setback area.

**C. Parking**

1. **Residential: 2 covered spaces per dwelling unit, plus 0.5 space per dwelling unit for guest parking. Parking for density bonus projects shall be consistent with NBMC Section 20.32.040 or Government Code Section 65915 et seq.**
2. **All Other Uses: Refer to NBMC Chapter 20.40 (Off-Street Parking).**
3. **Enclosed or Structured Parking Enclosed or structured parking shall be screened by building elements or exterior landscaping to soften their exterior appearance. Uniform interior and exterior lighting for comfort, convenience and security shall be provided. Light standards on the roof of the parking structure shall not exceed 25 feet in height from the driving and parking surface. Stairways within any free-standing parking structure shall be designed to be completely visible from either the interior or exterior or both, unless mandated by the Building Code to be enclosed.**

**D. Circulation**

1. **The site shall be designed to provide and enhance pedestrian and vehicular circulation within Professional and Business Office Site B connecting the residential development to existing office buildings and improvements with the goal of creating a well-connected, pedestrian-friendly environment.**
2. **A privately-maintained street (“internal street”) connecting Von Karman Avenue and Birch Street shall be provided. The internal street shall be open to the public at all times and shall provide convenient pedestrian and vehicular access for all users of the site including emergency vehicles.**
3. **At least three pedestrian connections, as generally shown on Exhibit G, connecting residential development within the residential overlay to the Uptown Newport Planned Community shall be provided and maintained by the property owner or its assignee. The pathway connections shall be improved with sidewalks and canopy trees and may include enhanced pavement, seating areas or other amenities to create a convenient, safe and pleasant**



walkway subject to the review and approval of the Community Development Director. All pedestrian connections shall be improved and inspected by the Community Development Department prior to issuance of a Certificate of Occupancy for future residential buildings.

**E. Loading and Refuse Areas**

1. Loading areas shall be provided in curb-side pullouts along the spine street and/or within the residential building footprints. Loading areas shall be designed to accommodate moving, delivery and refuse collection vehicles without blocking streets, driveways, parking areas, or emergency access. Loading areas shall be clearly marked and maintained.
2. Refuse collection areas shall be located within the parking garage or within enclosed structures such that the interior of these areas is concealed from view. Refuse collection or service vehicles shall utilize the designated loading areas provided by Section VI(E)(1).

**F. Landscaping**

1. Landscaping and irrigation systems shall be installed and maintained in compliance with an approved landscape and irrigation plan.
2. Landscaped areas shall be kept free of weeds, debris, and other undesirable materials. Landscaping shall be designed and maintained to not to interfere with traffic safety visibility areas.
3. Landscape areas shall incorporate drought tolerant and non-invasive plantings and shall conform with applicable energy requirements as specified in Title 24 of the California Code of Regulations.

**G. Signs**

1. Refer to Part IV General Signage Requirements.
2. A comprehensive sign program may be prepared if an applicant wishes to deviate from the sign standards identified herein. Comprehensive sign programs shall be

submitted for review and consideration in accordance with the provisions of the NBMC Chapter 20.42.

**H. Outdoor Lighting**

1. Outdoor lighting shall comply with NBMC Section 20.30.070.
2. Detailed lighting plans and a photometric analysis shall be prepared by qualified professionals and shall be submitted for review and approval by the Community Development Director prior to the issuance of a building permit. All lighting shall be installed and inspected by the Community Development Department prior to issuance of the final Certificate of Occupancy.
3. Security lighting shall be provided throughout development within the overlay.
4. Lighting shall be properly maintained by the property owner. Any damaged or non-operational fixtures or lighting elements shall be replaced and made operational within a reasonable amount of time.

**I. Recreation Amenities**

1. On-site recreational amenities accessible to all residents and their guests shall be provided in the residential building. A minimum of forty-four (44) square feet of area per dwelling unit shall be provided consistent with General Plan Land Use Policy LU 6.15.16. Recreational amenities may include, but are not limited to the following:
  - a. Private Balconies
  - b. Swimming pools and spas
  - c. Exercise facilities
  - d. Multi-purpose/club rooms
  - e. Passive gathering spaces (garden and roof terraces)
  - f. Dog washing room
  - g. Bike shop
  - h. Other amenities deemed appropriate by the Community Development Director and property owner.

**J. Buffering and Screening**

1. **General Requirements.** Mechanical equipment shall be located so that the impact of noise on residential uses within the development and on adjacent nonresidential uses is minimized to the greatest extent feasible. Screening shall be maintained in good condition at all times. Landscaping used as screening shall provide a dense, year-round screen.
2. **Roof-mounted Mechanical Equipment and Appurtenances.** Roof-mounted mechanical equipment and appurtenances may not be visible in any direction (360 degrees) from a public right-of-way or adjacent property, as may be seen from a point six feet above ground level. Methods of screening may include mechanical roof wells recessed below the roof line or by solid and permanent roof-mounted screens. Screening must be compatible with the architectural style, materials, and color of the building on which the equipment is located. No setbacks are required for rooftop mechanical equipment or appurtenances.
3. **Ground-mounted Mechanical Equipment.** Ground-mounted mechanical equipment shall be screened from public rights-of-way and/or adjacent property as seen from a point six feet above ground level. Methods of screening may include fences, walls, solid hedges, or other similar methods. Chain link fencing shall not be permitted.

**K. John Wayne Airport Proximity**

1. **Interior Noise Attenuation.** The interior ambient noise level of all new residential dwelling units shall meet applicable standards of the City's Community Noise Ordinance (NBMC Section 10.26.030). An acoustical analysis report, prepared by an acoustical engineer, shall be submitted describing the acoustical design features of the structure that will satisfy and meet the applicable interior noise standard. The residential units shall be constructed, and noise attenuated in compliance with the report.
2. **Notification to Residents.** A written disclosure statement shall be prepared prior to rental of every residential unit. The disclosure statement shall indicate that the occupants will be living in an urban environment in proximity to John Wane Airport and that noise, odor, air quality, outdoor activity levels, etc. may be different or higher than typical suburban residential areas. The disclosure



**statement shall include a written description of the potential impacts to residents of both the existing environment and potential impacts based upon the allowed uses in the vicinity. Each and every renter shall sign the statement acknowledging that they have received, read, and understand the disclosure statement. The project applicant shall covenant to include within all contracts conveying any interest in a residential unit within the residential building (1) the disclosure and notification requirement as stated herein; (2) an acknowledgment by all lessees that the property is located within an urban type of environment and that the noise, odor, air quality, outdoor activity levels, etc. may be different or higher than typical suburban residential areas; and (3) acknowledgment that the covenant is binding for the benefit and in favor of the City of Newport Beach.**

**PART VII. PUBLIC PARK OVERLAY (34)**

**Section I. Applicability and Purpose**

- A. Applicability. The Public Park Overlay applies to an area within Professional and Business Office Site B as shown on Exhibit F.**
- B. Purpose. The purpose of the overlay is to provide for the orderly development, maintenance and use of a public park within Professional and Business Office Site B if a multiple-family residential project is developed within the Residential Overlay pursuant to Part VI.**

**Section II. Site Area**

- A. A minimum of 1.10 acres shall be dedicated in fee to the City of Newport Beach if a multiple-family residential project is developed within the Residential Mixed-Use Overlay pursuant to Part VII.**
- B. The area excludes driveways and parking areas.**

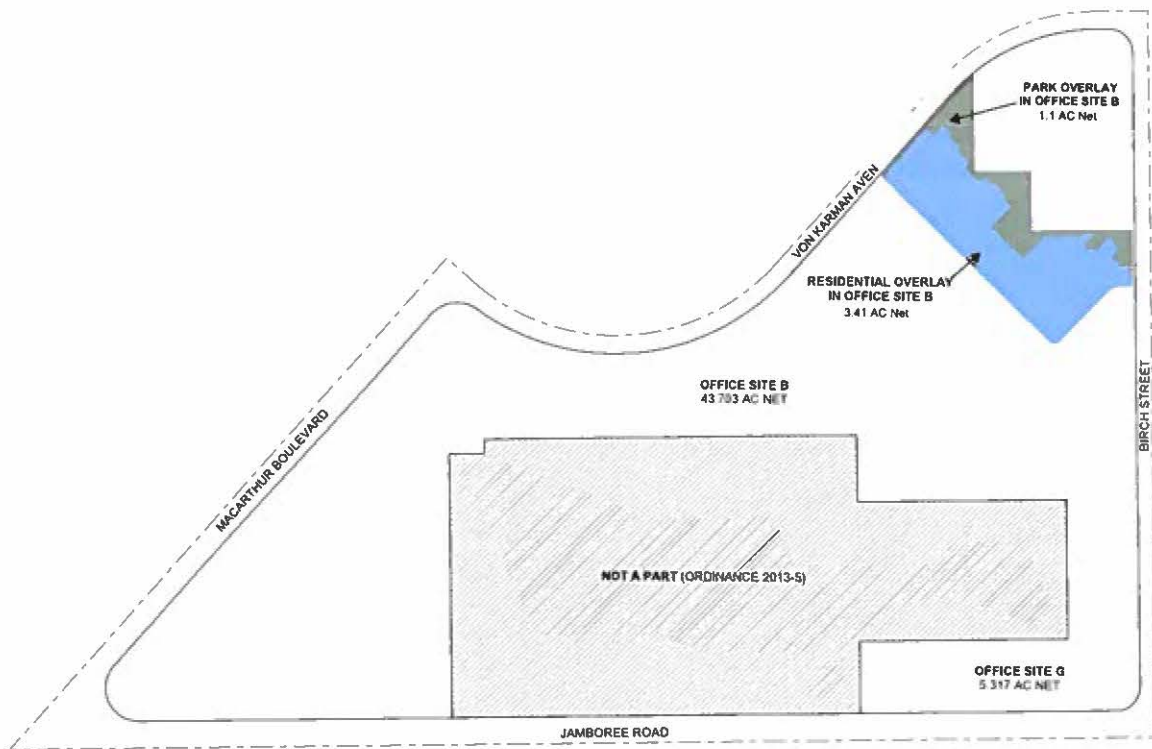
**Section III. Allowed Uses and Activities**

- A. Any uses and activities allowed and regulated by NBMC Chapter 11.04.**
- B. Any activities permitted pursuant to a Special Event Permit pursuant to NBMC Chapter 11.03.**

**Section IV. Park Design and Amenities**

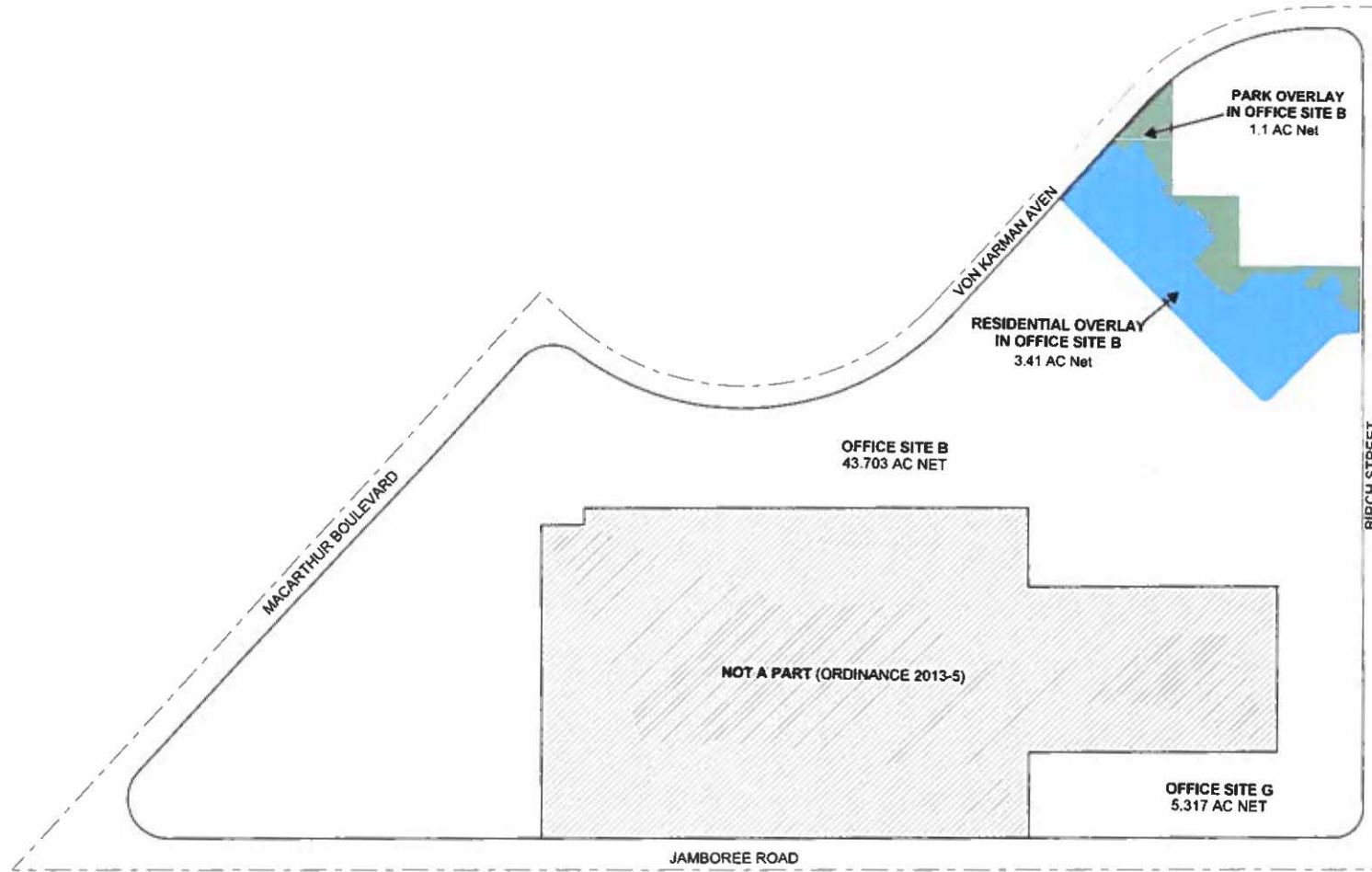
- A. The public park may include the following amenities:**
  - 1. Dog park**
  - 2. Seating & social gathering spaces with outdoor furniture**
  - 3. Shade structures**
  - 4. Multi-purpose lawn**
  - 5. Landscaped open spaces including shade trees provided they do not interfere with Fire Department Access**
  - 6. Bocce court or similar activity**
  - 7. Other active or passive recreational amenities as determined appropriate and necessary by the Parks Beaches and Recreation Commission or Recreation and Senior Services Director.**

- C. The design, amenities and regulations applicable to the public park shall be subject the review of the Parks Beaches and Recreation Commission and the approval of City Council.**
- D. Landscaped areas shall be maintained in a healthy and growing condition and shall receive regular pruning, fertilizing, mowing, trimming and maintenance. Irrigation systems shall be routinely inspected and maintained. The park shall be kept free of weeds, debris and other undesirable materials.**
- E. Notice Posted. The public park shall be posted with notification signs to alert users of the proximity to John Wayne Airport and the presence of operating aircraft.**

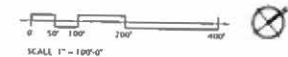


**EXHIBIT F:**  
**OVERLAY MAP - OFFICE SITE B**  
 NEWPORT BEACH, CALIFORNIA  
 FOR  
**KOLL CENTER NEWPORT**

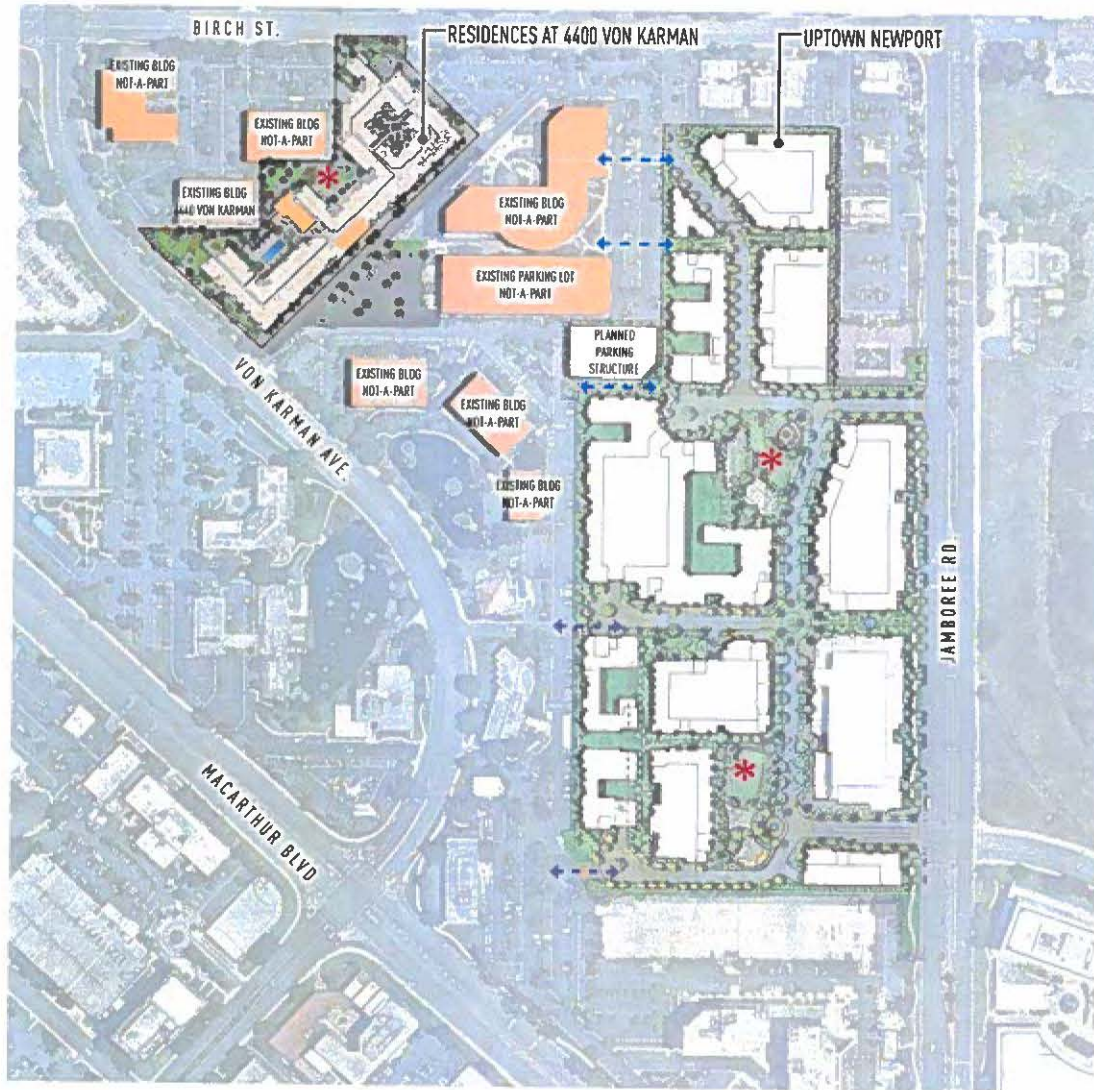










**EXHIBIT F:**  
**OVERLAY MAP - OFFICE SITE B**  
 NEWPORT BEACH, CALIFORNIA  
 FOR  
**KOLL CENTER NEWPORT**







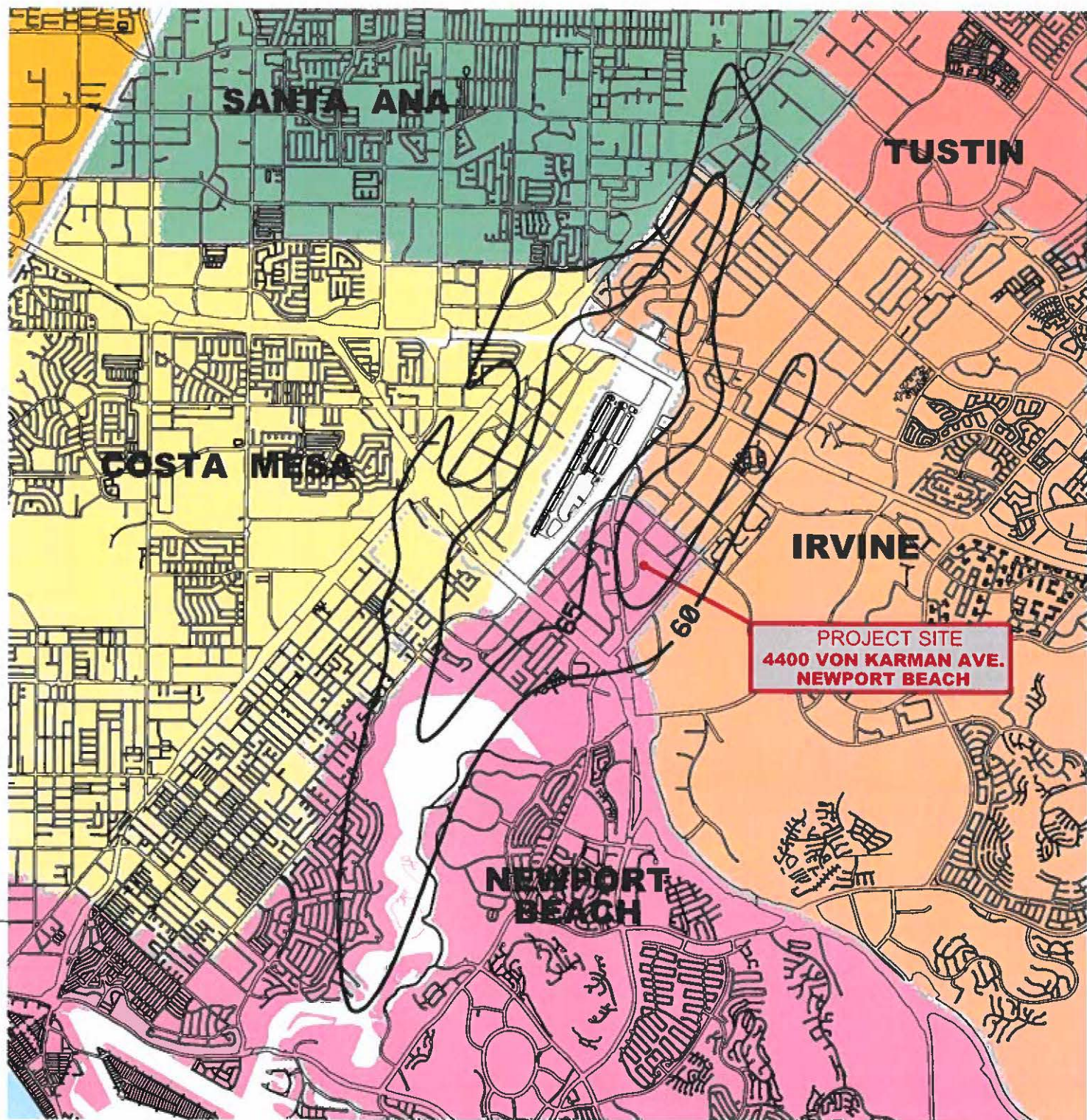
**LEGEND**

-  RESIDENCES AT 4440 VON KARMAN AVE
-  EXISTING OFFICE BUILDING
-  PARK
-  UPTOWN NEWPORT BUILDINGS
-  PROPOSED PEDESTRIAN CONNECTION
-  FUTURE PEDESTRIAN CONNECTION

**EXHIBIT G: PEDESTRIAN CONNECTION DIAGRAM**  
 NEWPORT BEACH, CALIFORNIA  
 FOR  
 KOLL CENTER NEWPORT

# 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

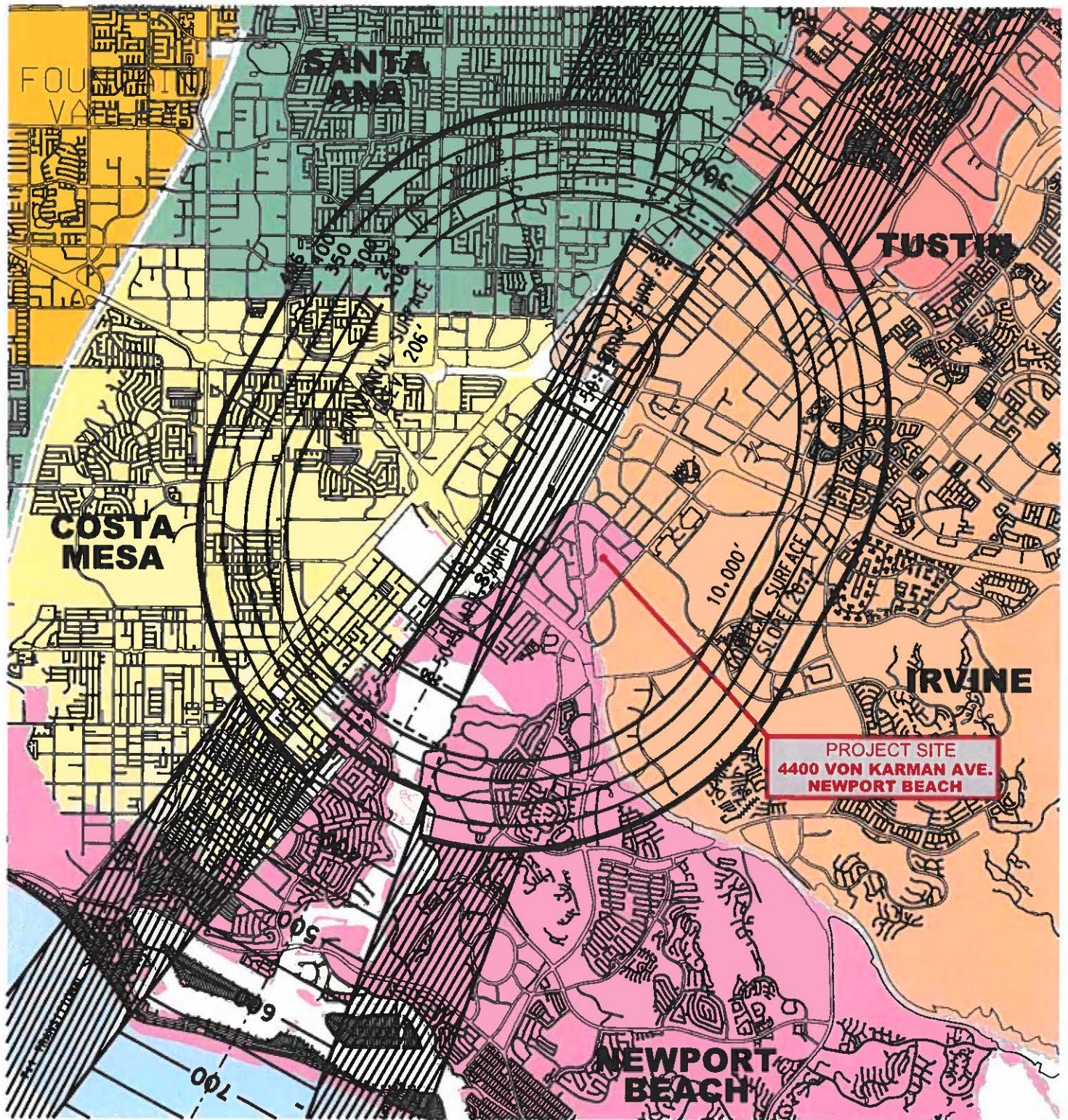
Date

AELUP-2007/4400Vonkarman\_NewportBeach.dgn



# ATTACHMENT 4





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

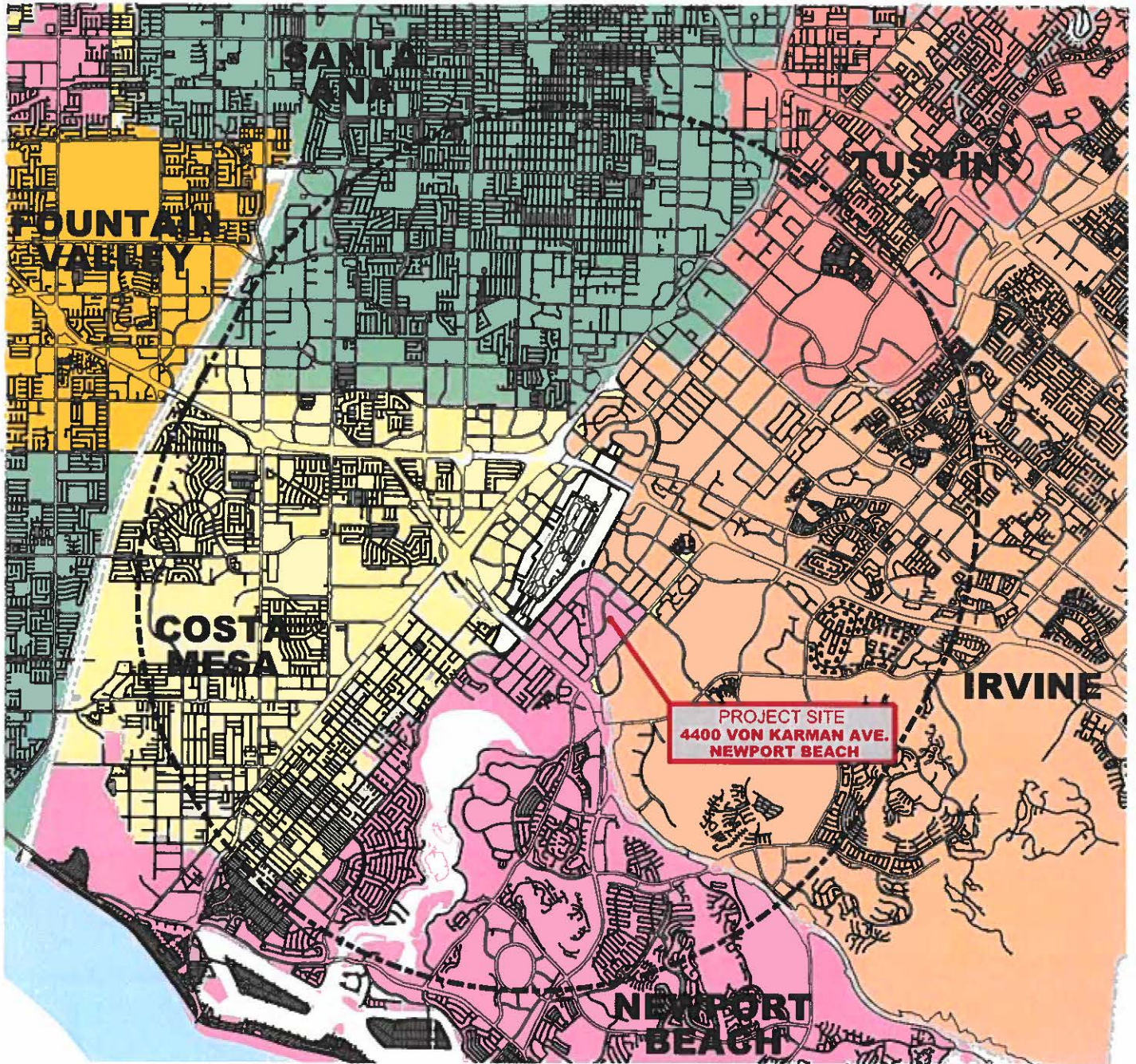


# ATTACHMENT 5



# 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



Scale in Feet

### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

Lea Choum, Executive Officer

Date



# ATTACHMENT 6



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-10416-OE

Issued Date: 11/03/2020

Lauren Olivier  
 The Picerne Group  
 5000 Birch Street #600  
 Newport Beach, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Parking Garage 4400 Von Karman  
 Location: Newport Beach, CA  
 Latitude: 33-39-52.31N NAD 83  
 Longitude: 117-51-35.40W  
 Heights: 51 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 96 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/03/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10416-OE.

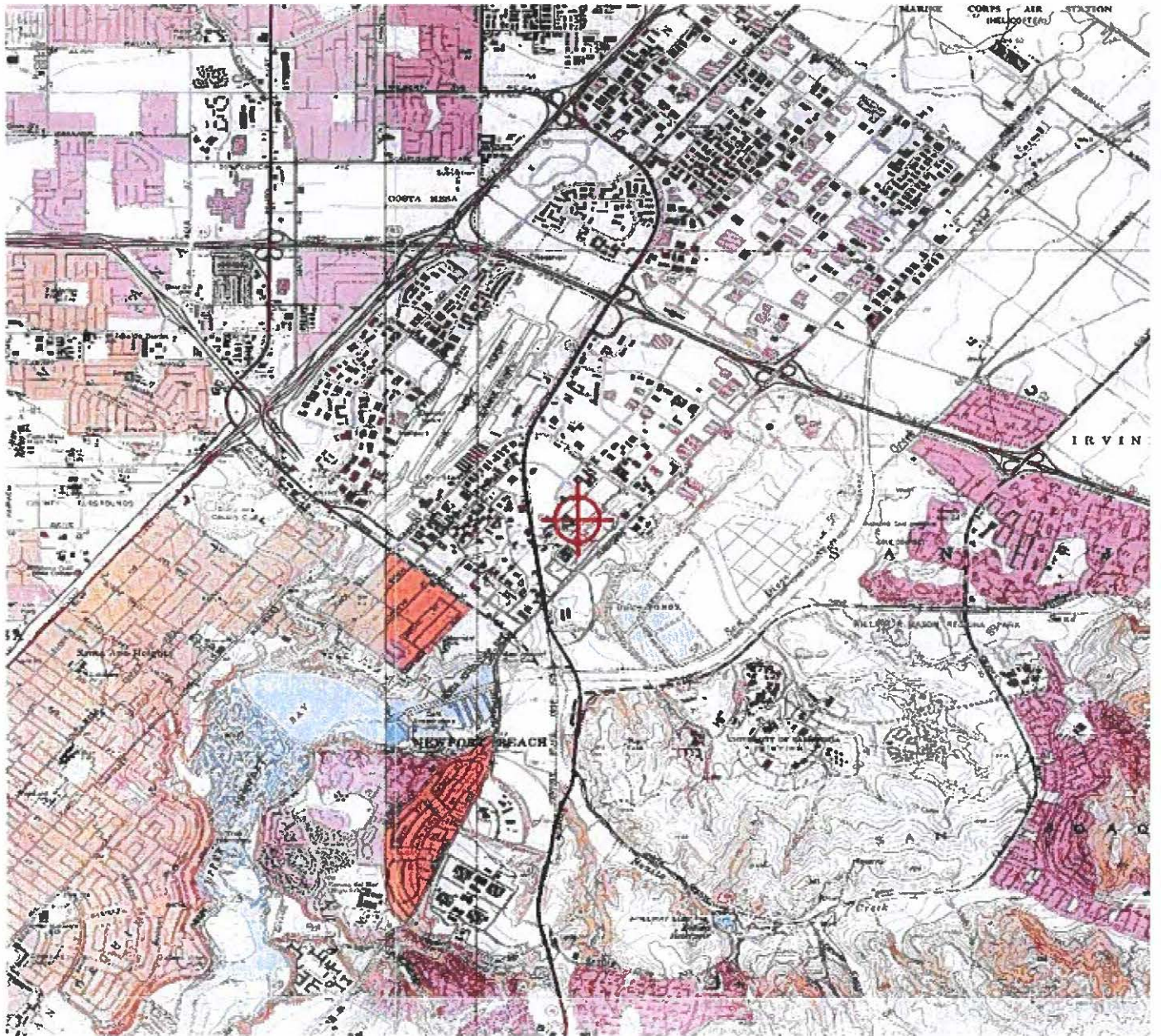
**Signature Control No: 450134779-455696810**  
Vivian Vilaro  
Specialist

( DNE )

Attachment(s)  
Map(s)

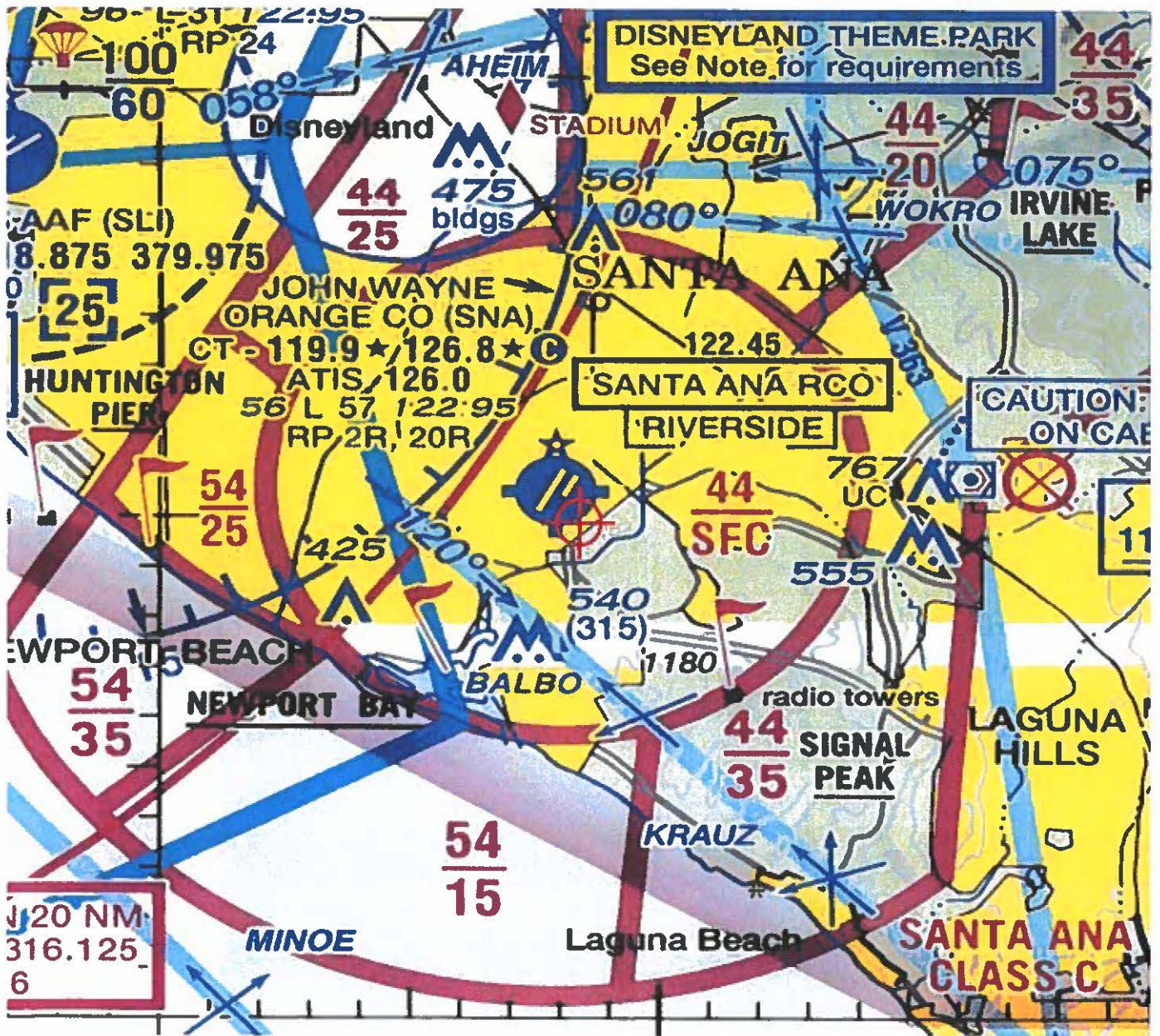


TOPO Map for ASN 2020-AWP-10416-OE





Sectional Map for ASN 2020-AWP-10416-OE







Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2020-AWP-10417-OE

Issued Date: 11/03/2020

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The Picerne Group  
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**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Parking Garage 4400 Von Karman  
Location: Newport Beach, CA  
Latitude: 33-39-50.78N NAD 83  
Longitude: 117-51-33.20W  
Heights: 49 feet site elevation (SE)  
45 feet above ground level (AGL)  
94 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/03/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10417-OE.

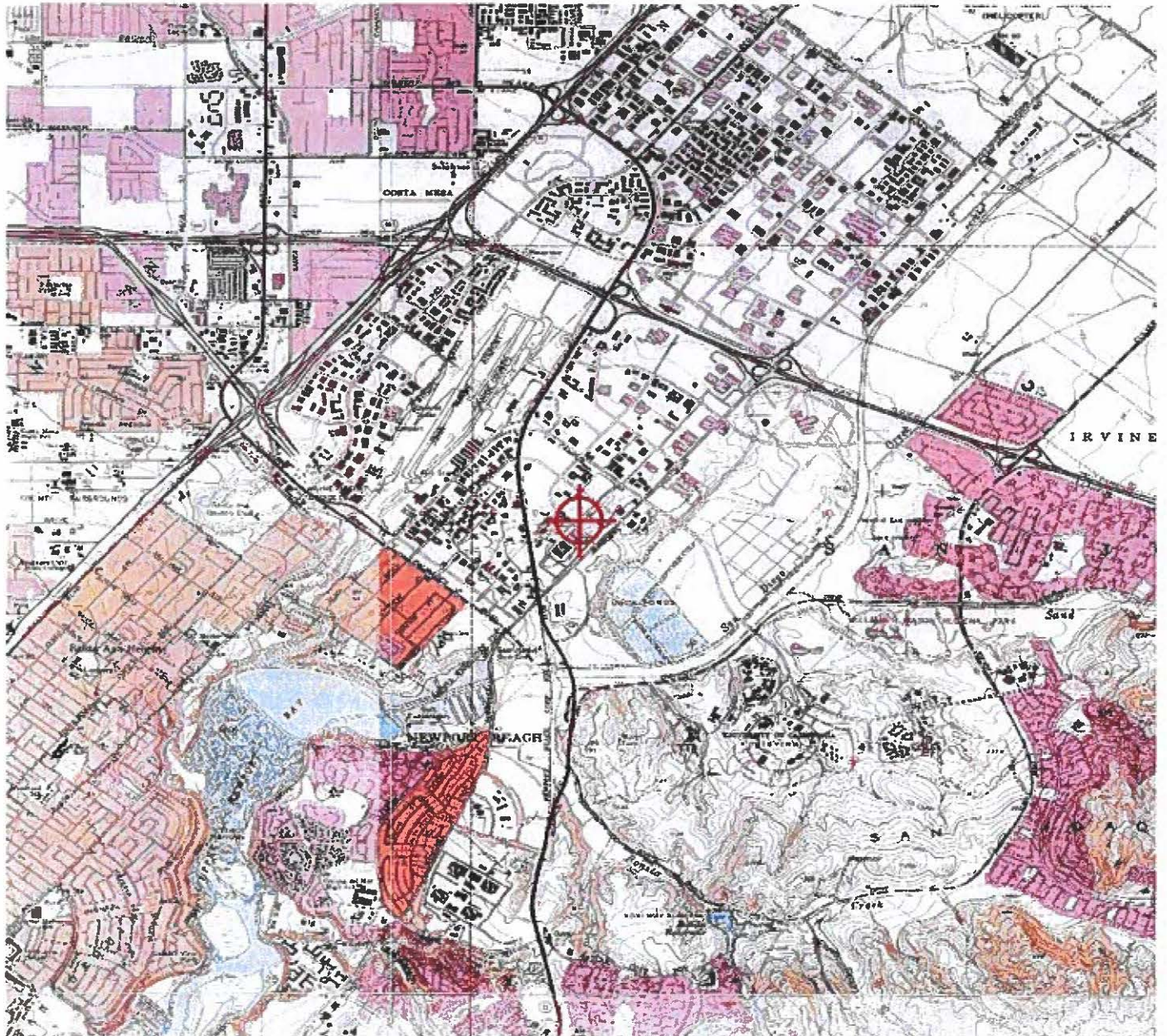
**Signature Control No: 450134780-455696812**  
Vivian Vilaro  
Specialist

( DNE )

Attachment(s)  
Map(s)

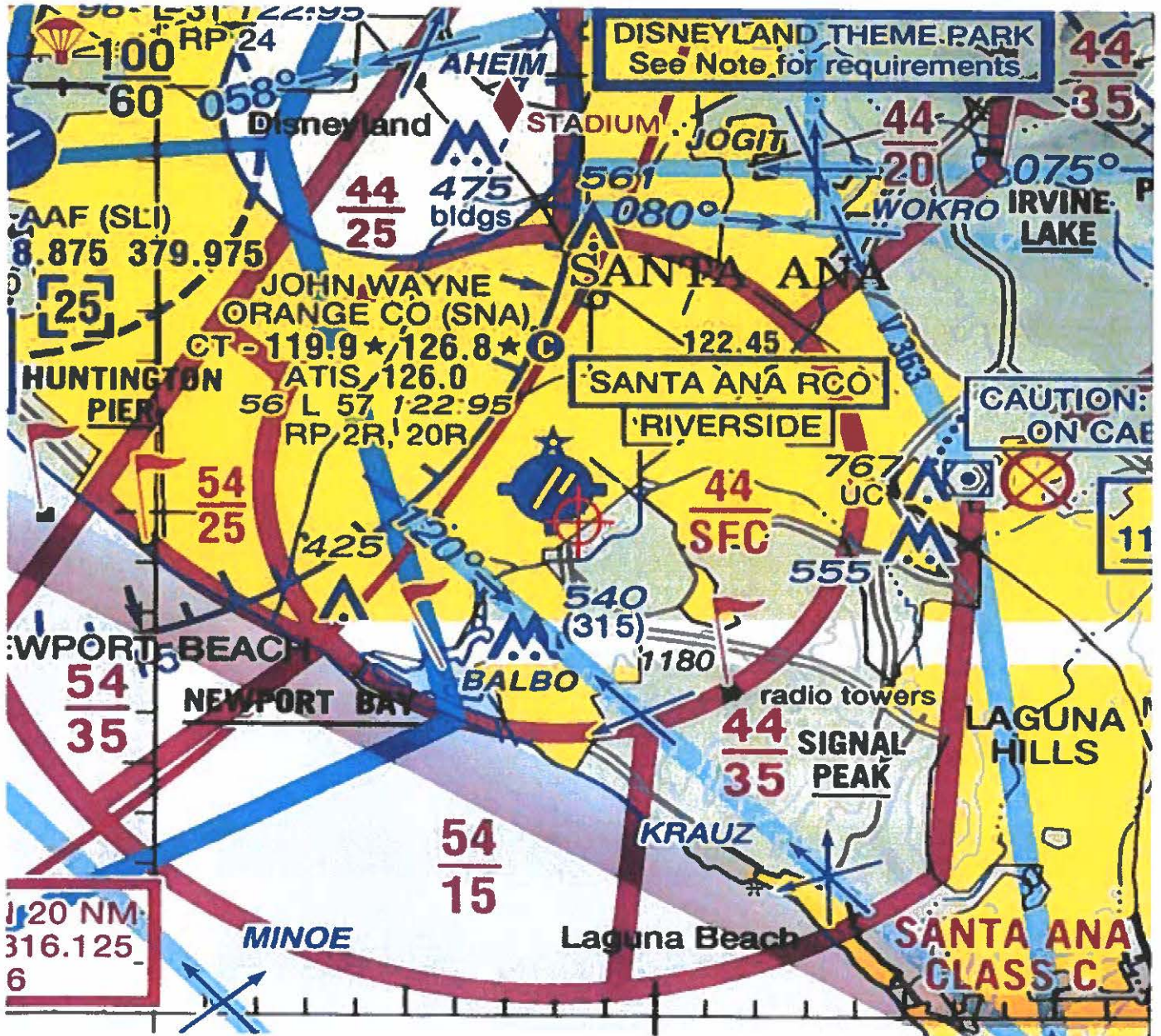


TOPO Map for ASN 2020-AWP-10417-OE





Sectional Map for ASN 2020-AWP-10417-OE







Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-10418-OE

Issued Date: 11/03/2020

Lauren Olivier  
 The Picerne Group  
 5000 Birch Street #600  
 Newport Beach, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Parking Garage 4400 Von Karman  
 Location: Newport Beach, CA  
 Latitude: 33-39-49.88N NAD 83  
 Longitude: 117-51-33.98W  
 Heights: 49 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 94 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/03/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within



6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10418-OE.

**Signature Control No: 450134781-455696811**

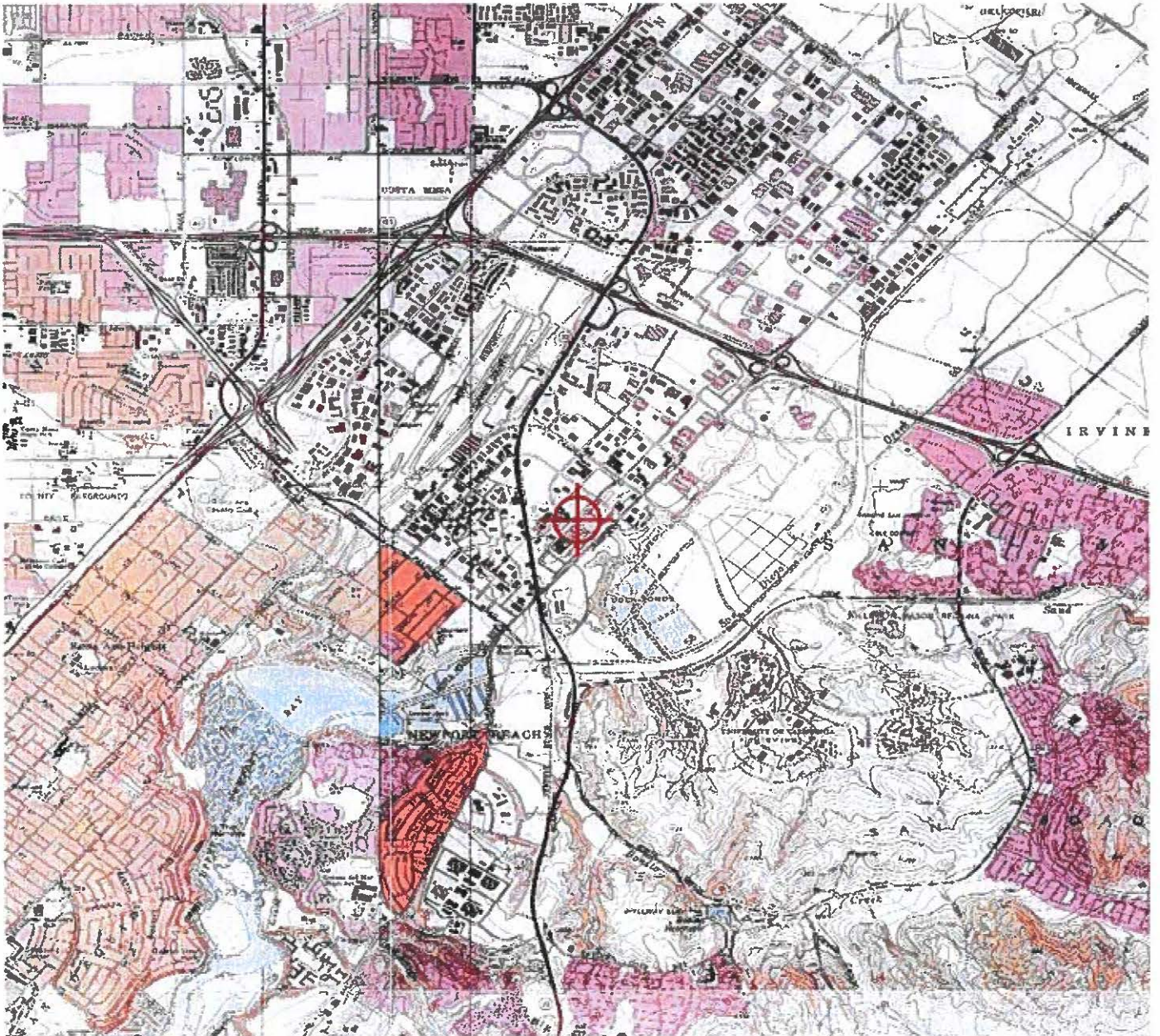
Vivian Vilaro  
Specialist

( DNE )

Attachment(s)  
Map(s)

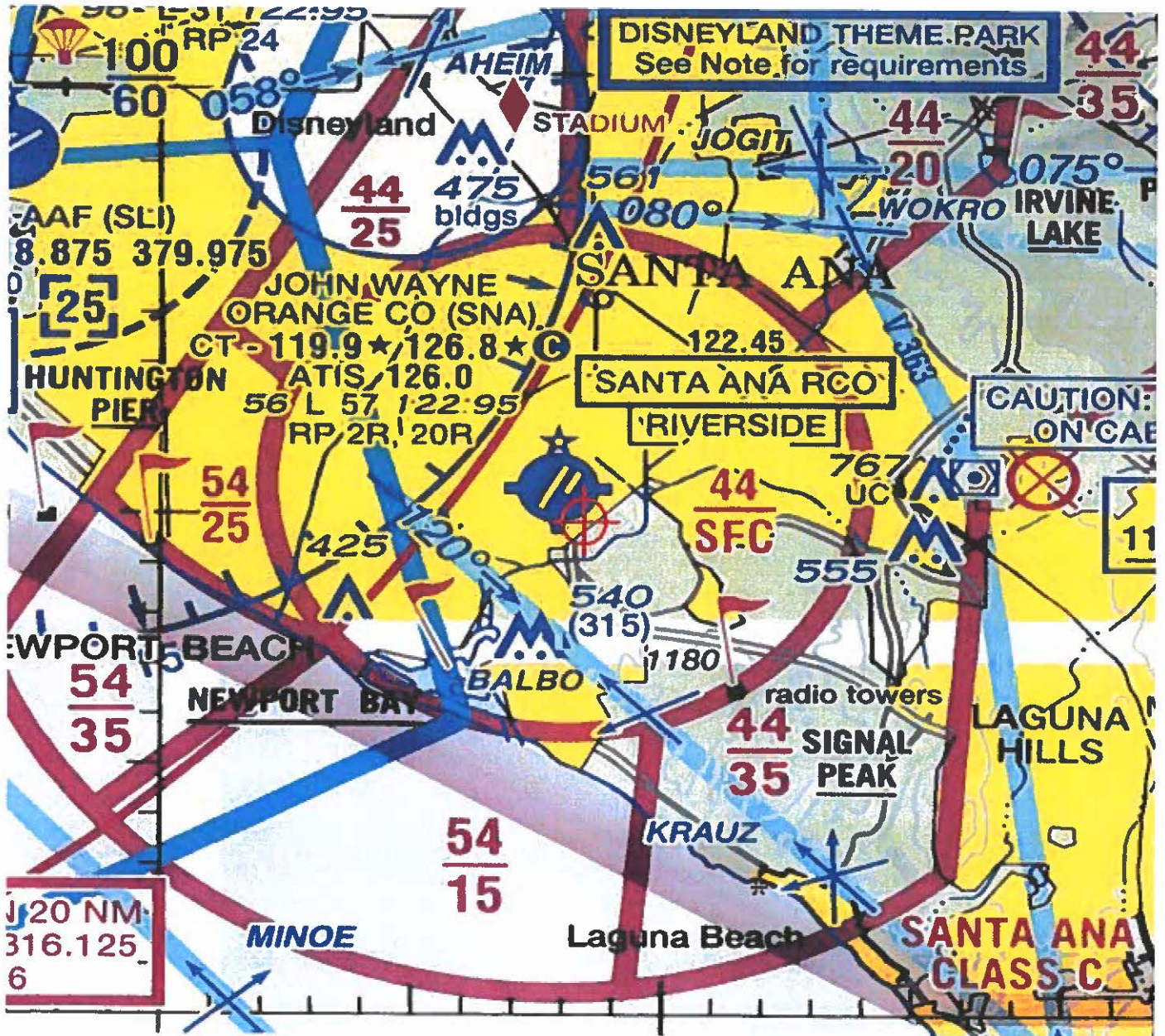


TOPO Map for ASN 2020-AWP-10418-OE





Sectional Map for ASN 2020-AWP-10418-OE







Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-10419-OE

Issued Date: 11/03/2020

Lauren Olivier  
 The Picerne Group  
 5000 Birch Street #600  
 Newport Beach, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building Parking Garage 4400 Von Karman  
 Location: Newport Beach, CA  
 Latitude: 33-39-51.46N NAD 83  
 Longitude: 117-51-36.25W  
 Heights: 51 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 96 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/03/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10419-OE.

**Signature Control No: 450134782-455696813**

Vivian Vilaro  
Specialist

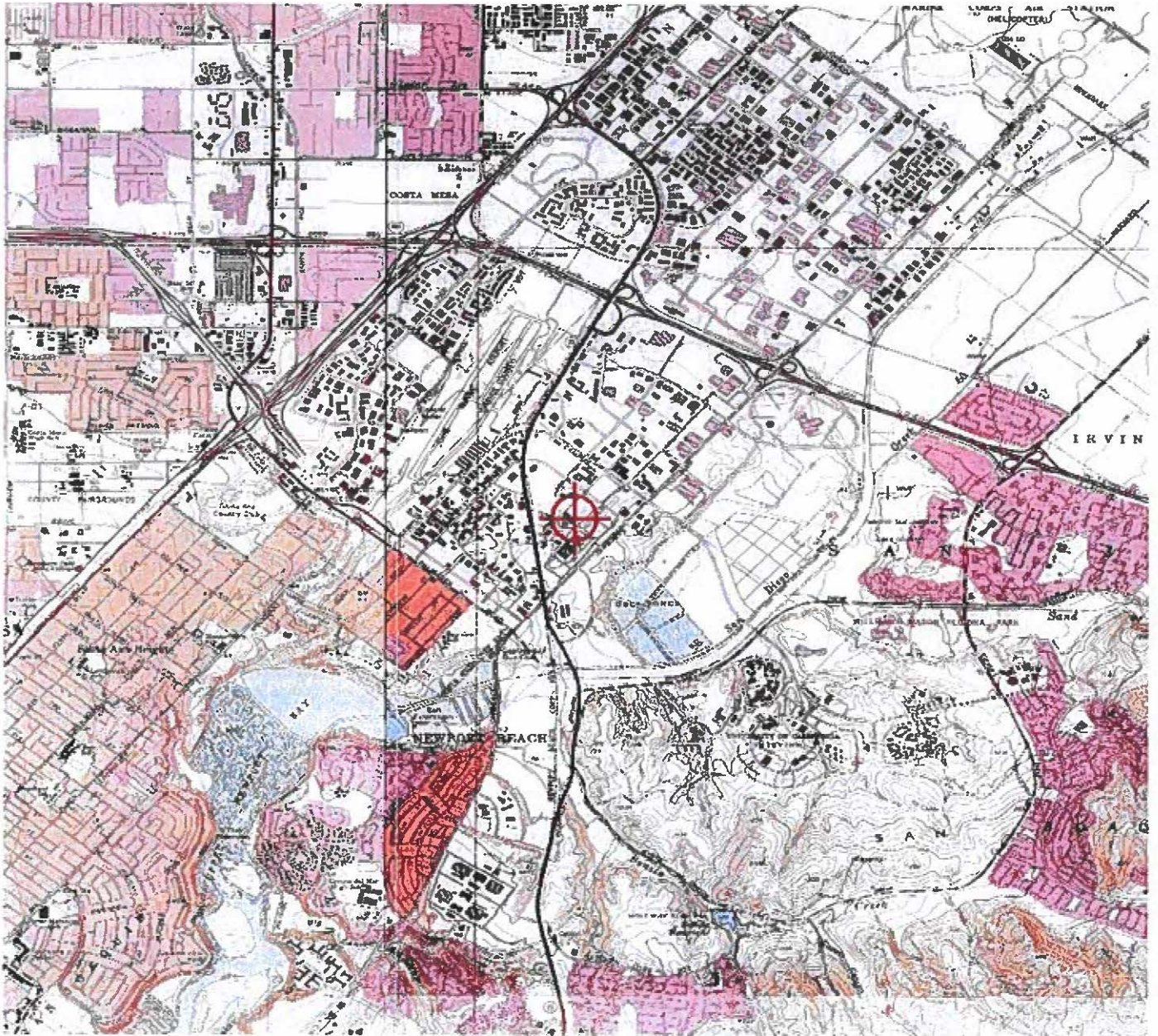
( DNE )

Attachment(s)

Map(s)

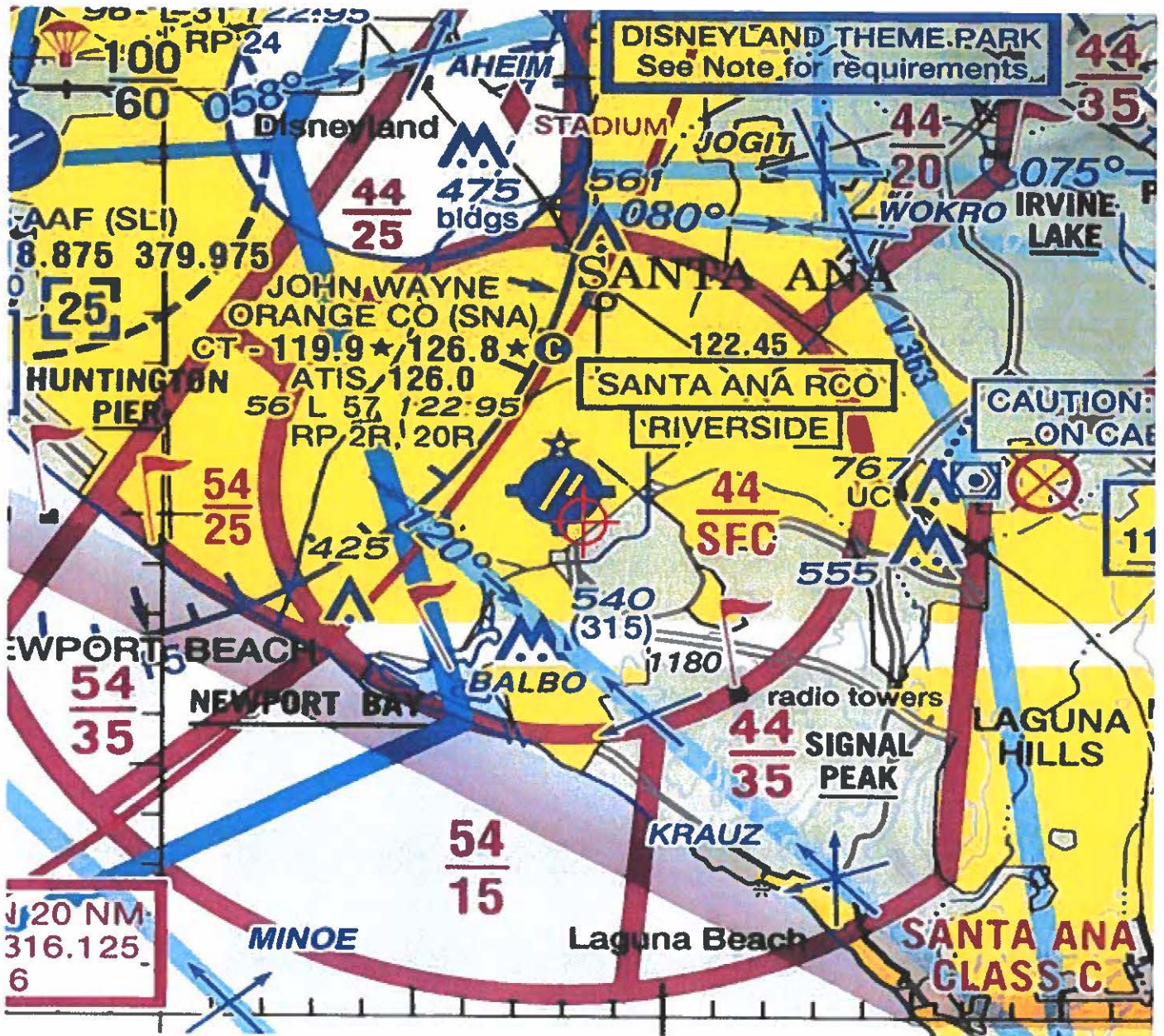


TOPO Map for ASN 2020-AWP-10419-OE





Sectional Map for ASN 2020-AWP-10419-OE







Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-10420-OE

Issued Date: 11/03/2020

Lauren Olivier  
 The Picerne Group  
 5000 Birch Street #600  
 Newport Beach, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building 4400 Von Karman  
 Location: Newport Beach, CA  
 Latitude: 33-39-57.79N NAD 83  
 Longitude: 117-51-41.41W  
 Heights: 47 feet site elevation (SE)  
 71 feet above ground level (AGL)  
 118 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/03/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within



6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10420-OE.

**Signature Control No: 450138011-455701782**

Vivian Vilaro  
Specialist

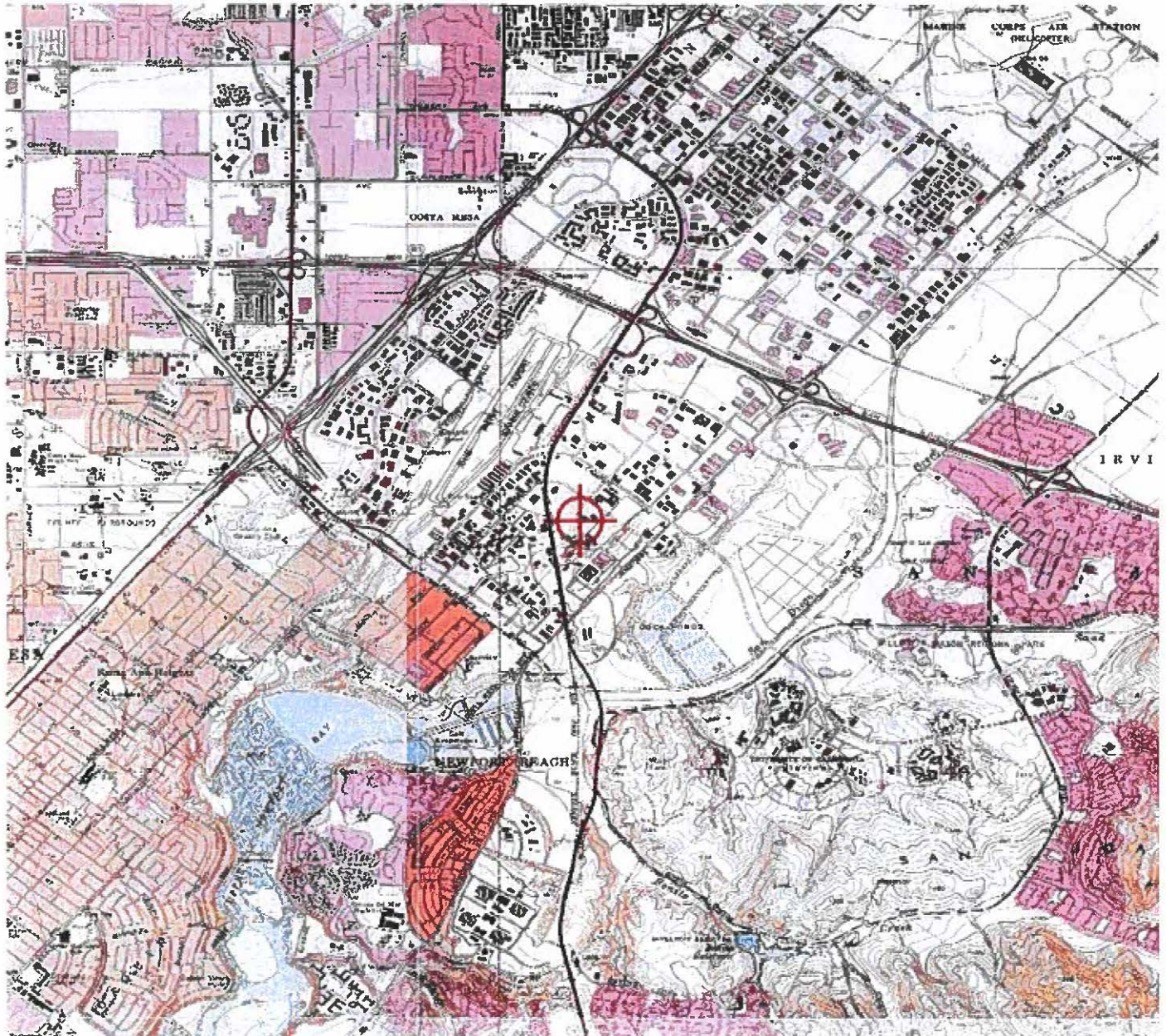
( DNE )

Attachment(s)

Map(s)

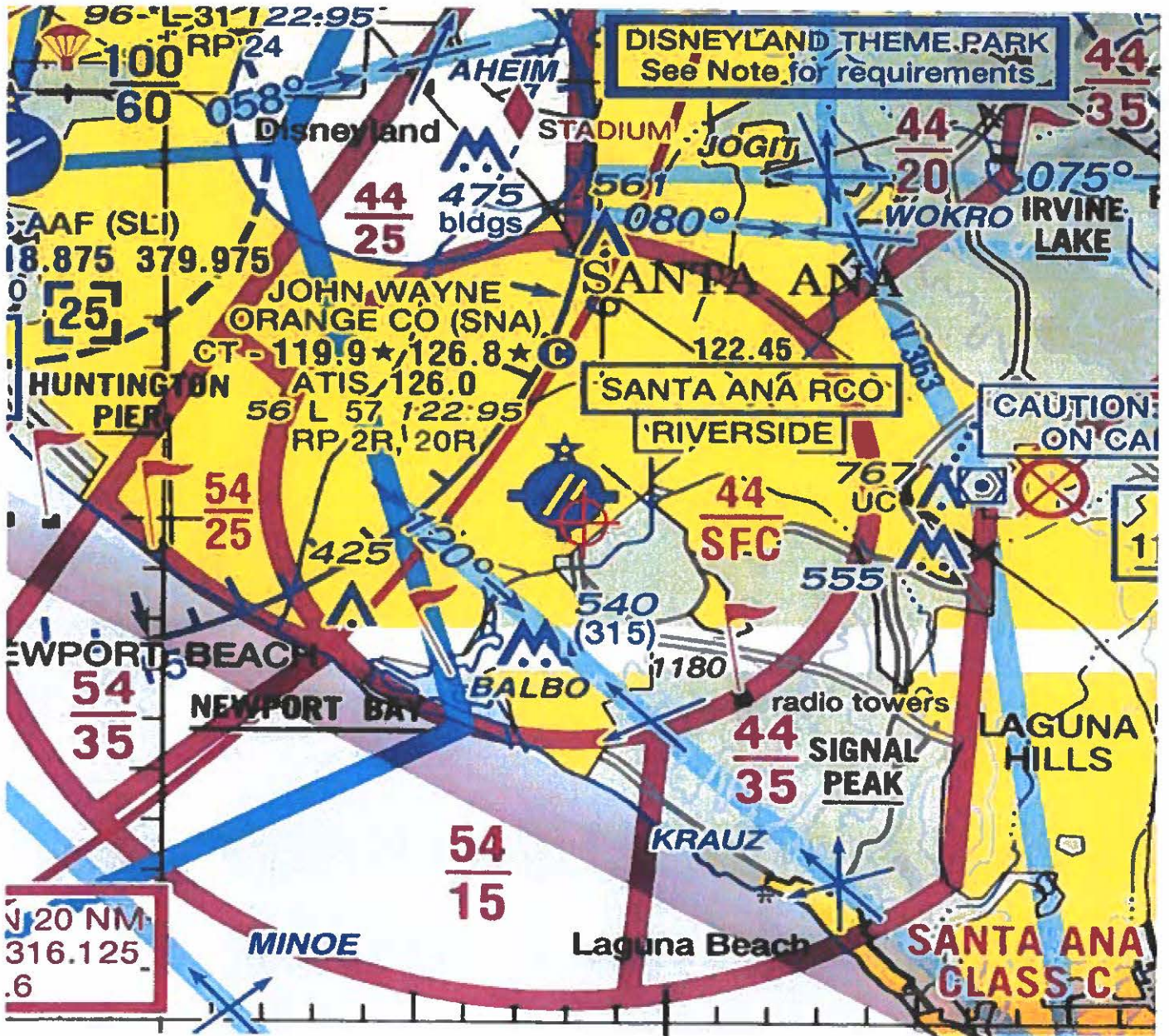


TOPO Map for ASN 2020-AWP-10420-OE





Sectional Map for ASN 2020-AWP-10420-OE







Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-10421-OE

Issued Date: 11/03/2020

Lauren Olivier  
 The Picerne Group  
 5000 Birch Street #600  
 Newport Beach, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building 4400 Von Karman  
 Location: Newport Beach, CA  
 Latitude: 33-39-59.28N NAD 83  
 Longitude: 117-51-34.50W  
 Heights: 50 feet site elevation (SE)  
 71 feet above ground level (AGL)  
 121 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/03/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within



6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

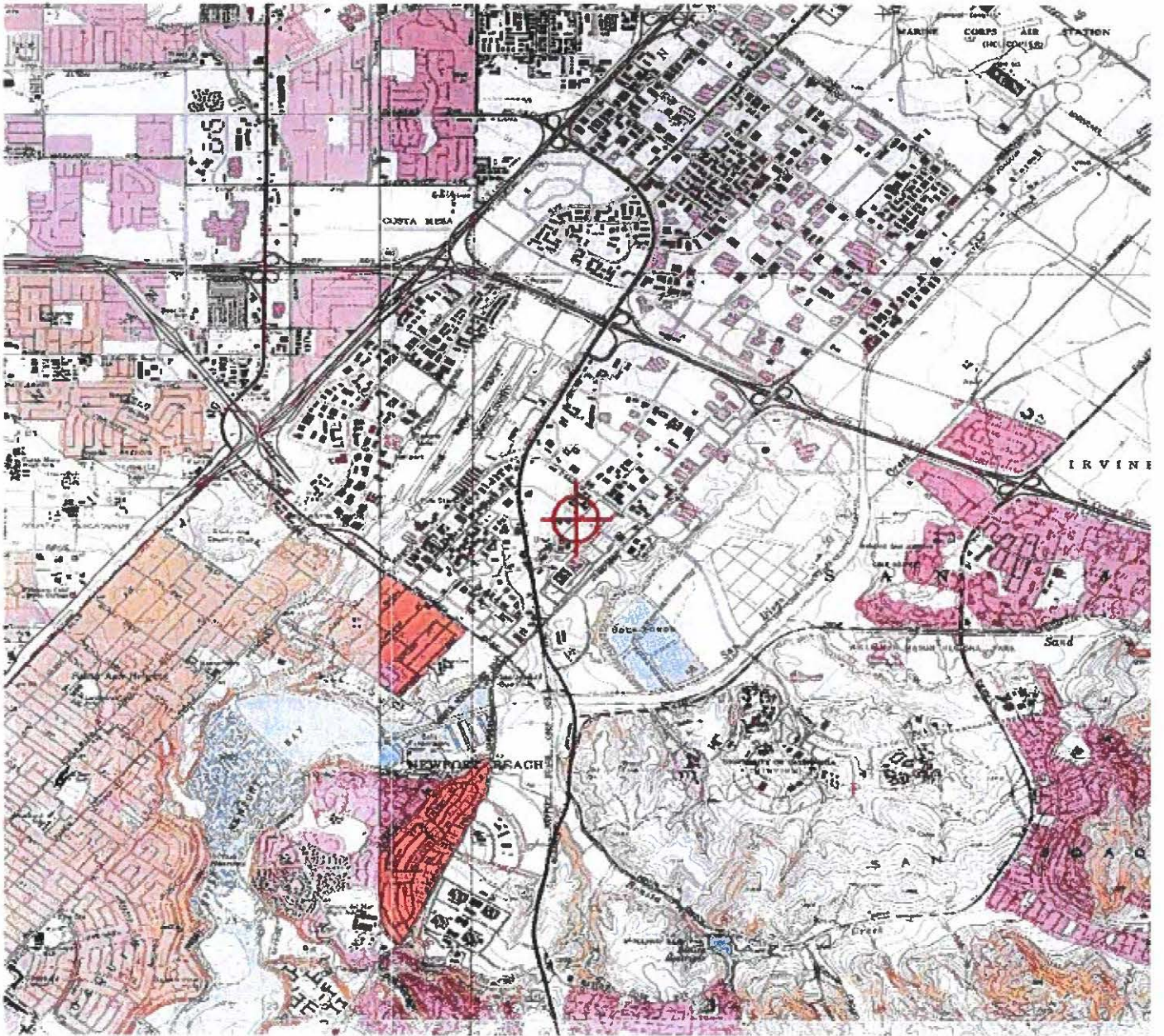
If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10421-OE.

**Signature Control No: 450138013-455701783**  
Vivian Vilaro  
Specialist

( DNE )

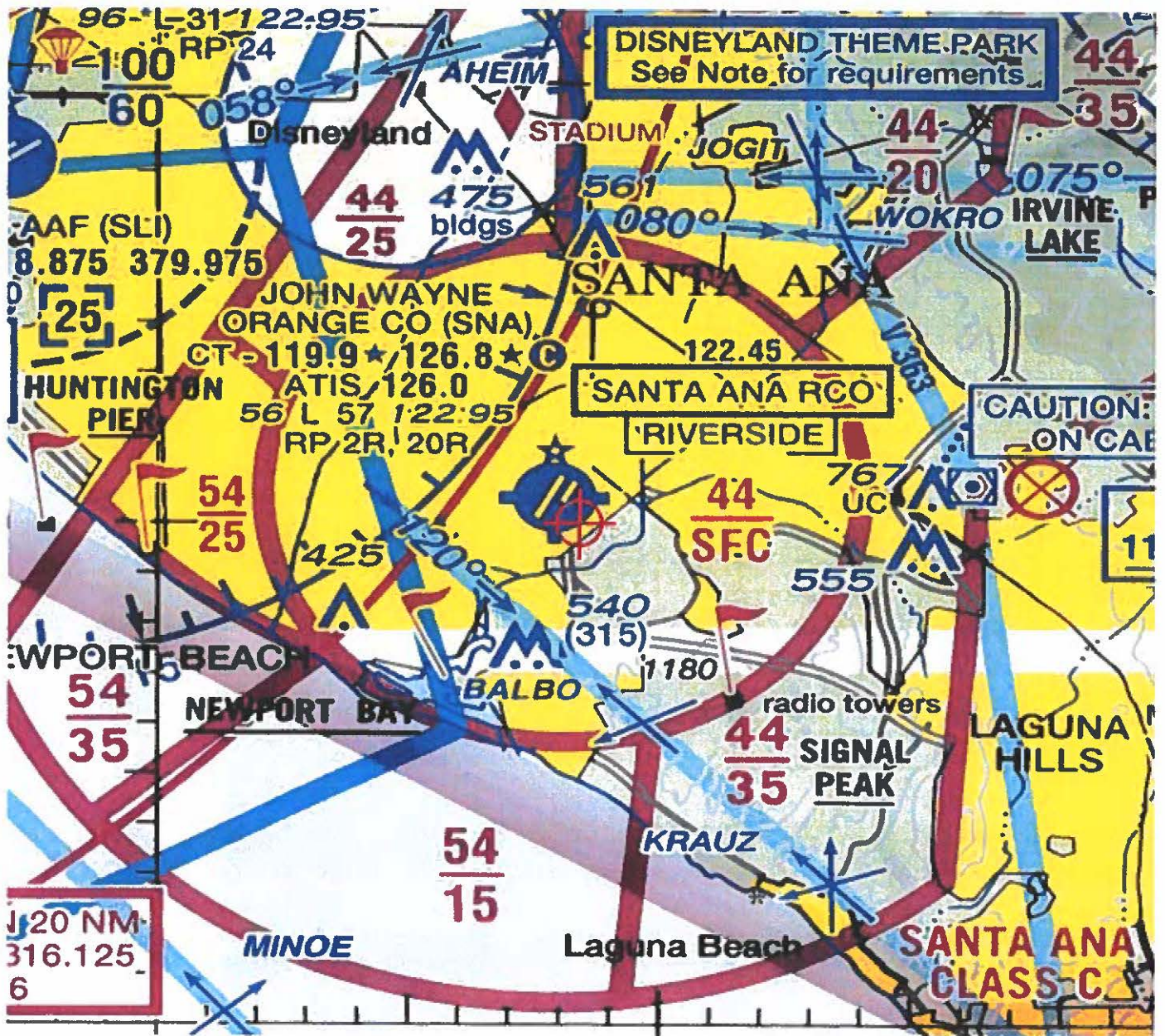
Attachment(s)  
Map(s)

TOPO Map for ASN 2020-AWP-10421-OE





Sectional Map for ASN 2020-AWP-10421-OE







Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, TX 76177

Aeronautical Study No.  
2020-AWP-10422-OE

Issued Date: 11/03/2020

Lauren Olivier  
The Picerne Group  
5000 Birch Street #600  
Newport Beach, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 4400 Von Karman
Location:	Newport Beach, CA
Latitude:	33-39-56.34N NAD 83
Longitude:	117-51-33.81W
Heights:	52 feet site elevation (SE) 71 feet above ground level (AGL) 123 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/03/2022 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within



6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10422-OE.

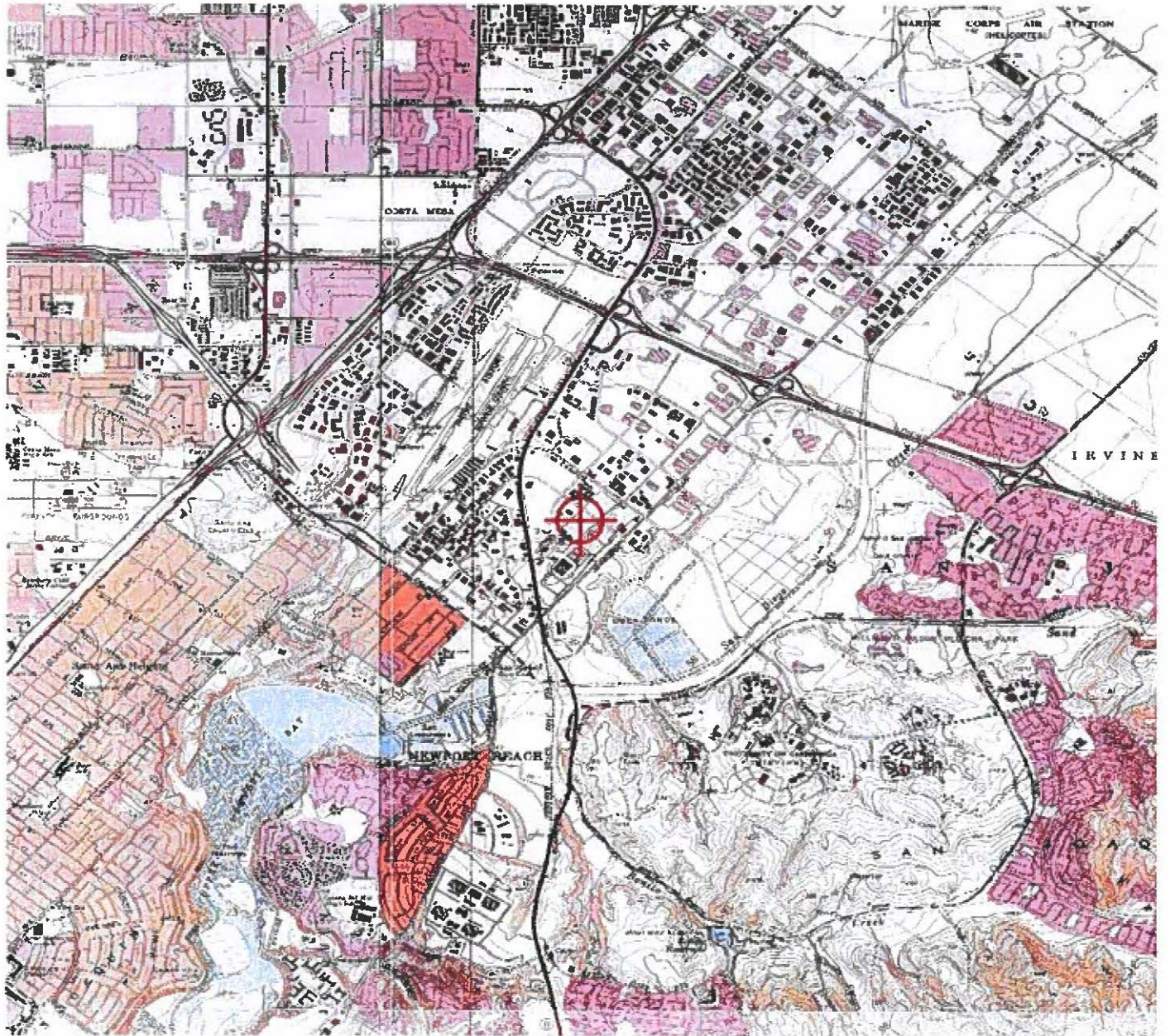
**Signature Control No: 450138014-455701785**  
Vivian Vilaro  
Specialist

( DNE )

Attachment(s)  
Map(s)

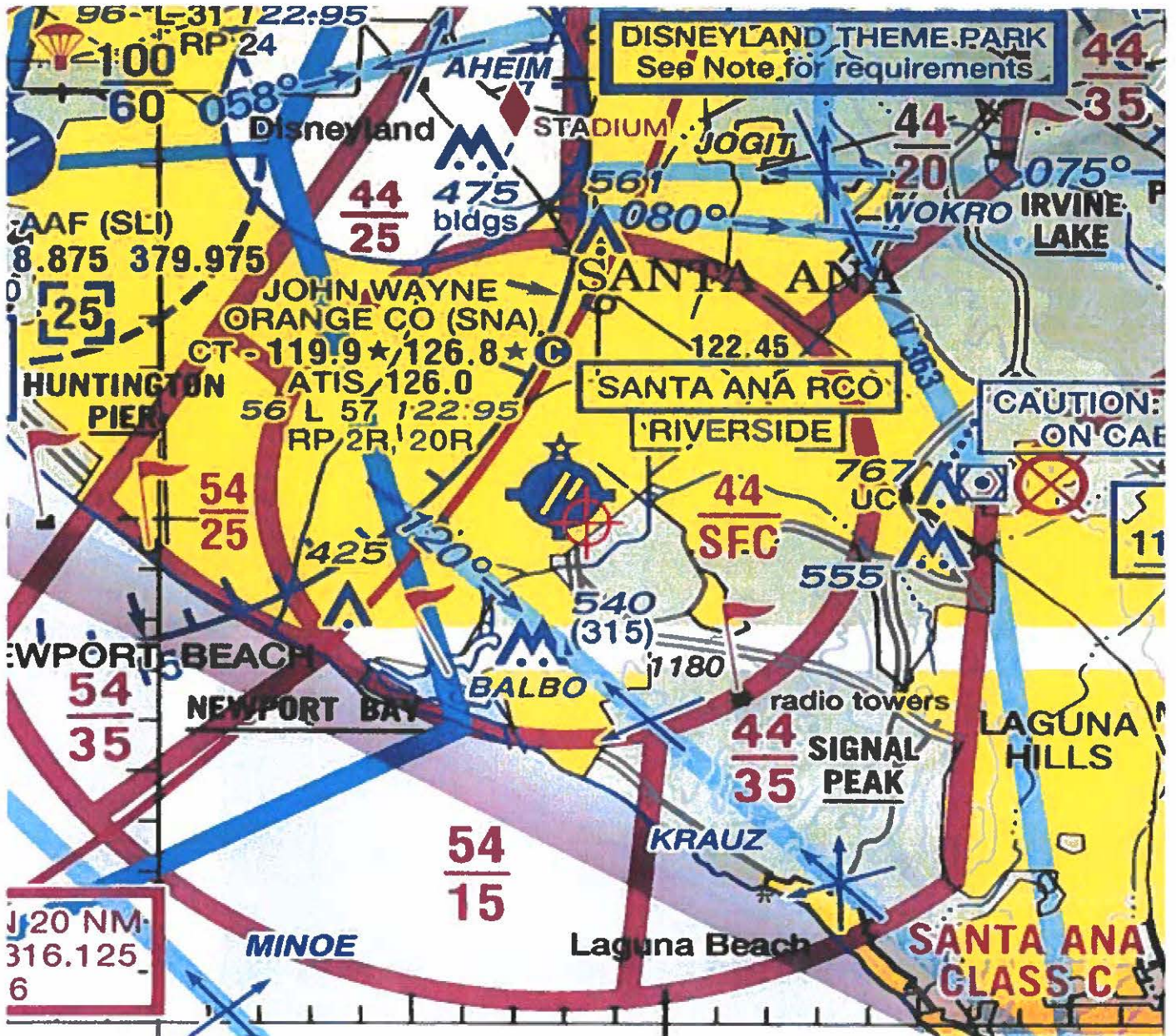


TOPO Map for ASN 2020-AWP-10422-OE





Sectional Map for ASN 2020-AWP-10422-OE







Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 10101 Hillwood Parkway  
 Fort Worth, TX 76177

Aeronautical Study No.  
 2020-AWP-10423-OE

Issued Date: 11/03/2020

Lauren Olivier  
 The Picerne Group  
 5000 Birch Street #600  
 Newport Beach, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building 4400 Von Karman  
 Location: Newport Beach, CA  
 Latitude: 33-39-55.79N NAD 83  
 Longitude: 117-51-41.17W  
 Heights: 52 feet site elevation (SE)  
 71 feet above ground level (AGL)  
 123 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/03/2022 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within



6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-10423-OE.

**Signature Control No: 450138016-455701784**

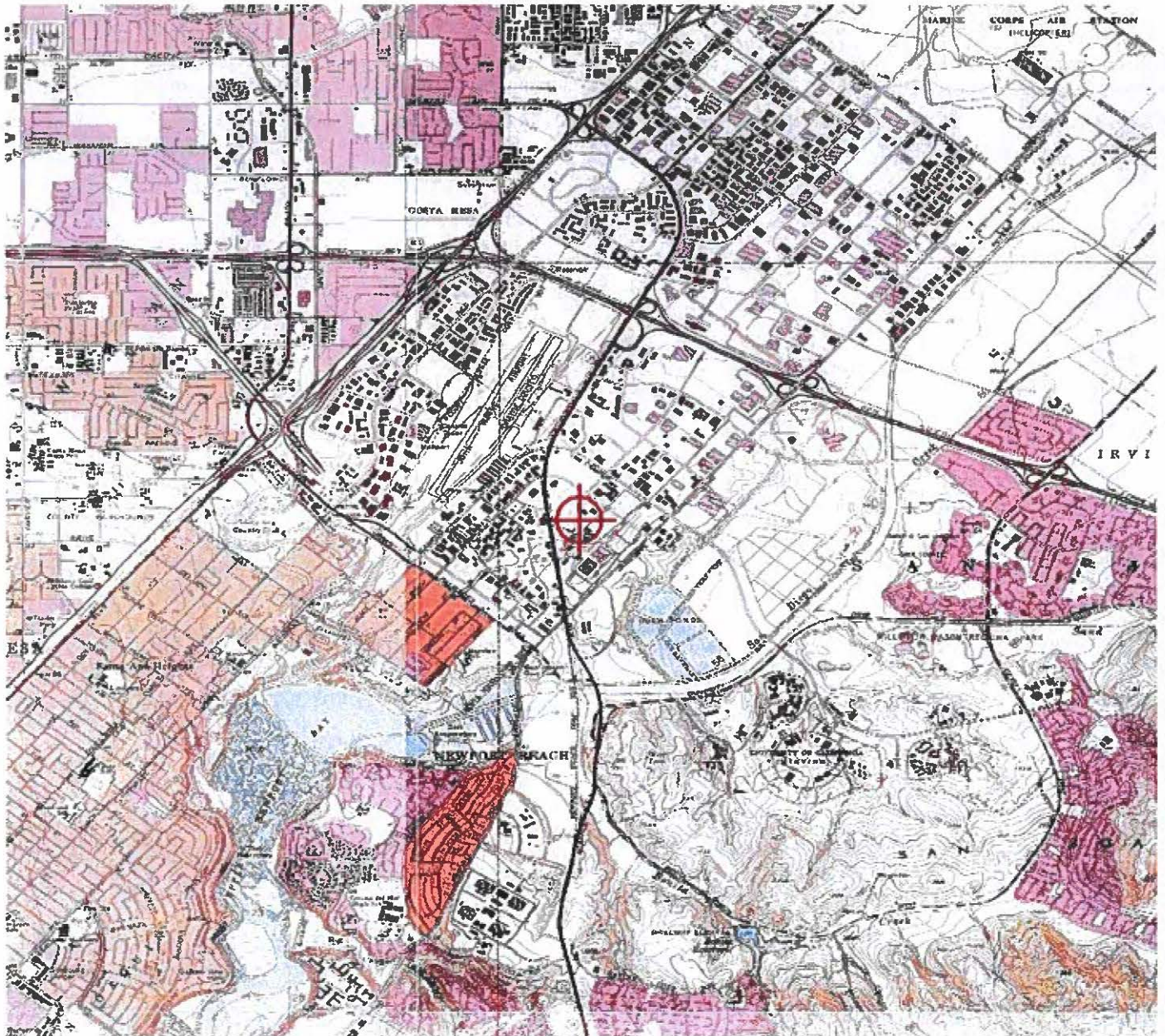
Vivian Vilaro  
Specialist

( DNE )

Attachment(s)  
Map(s)

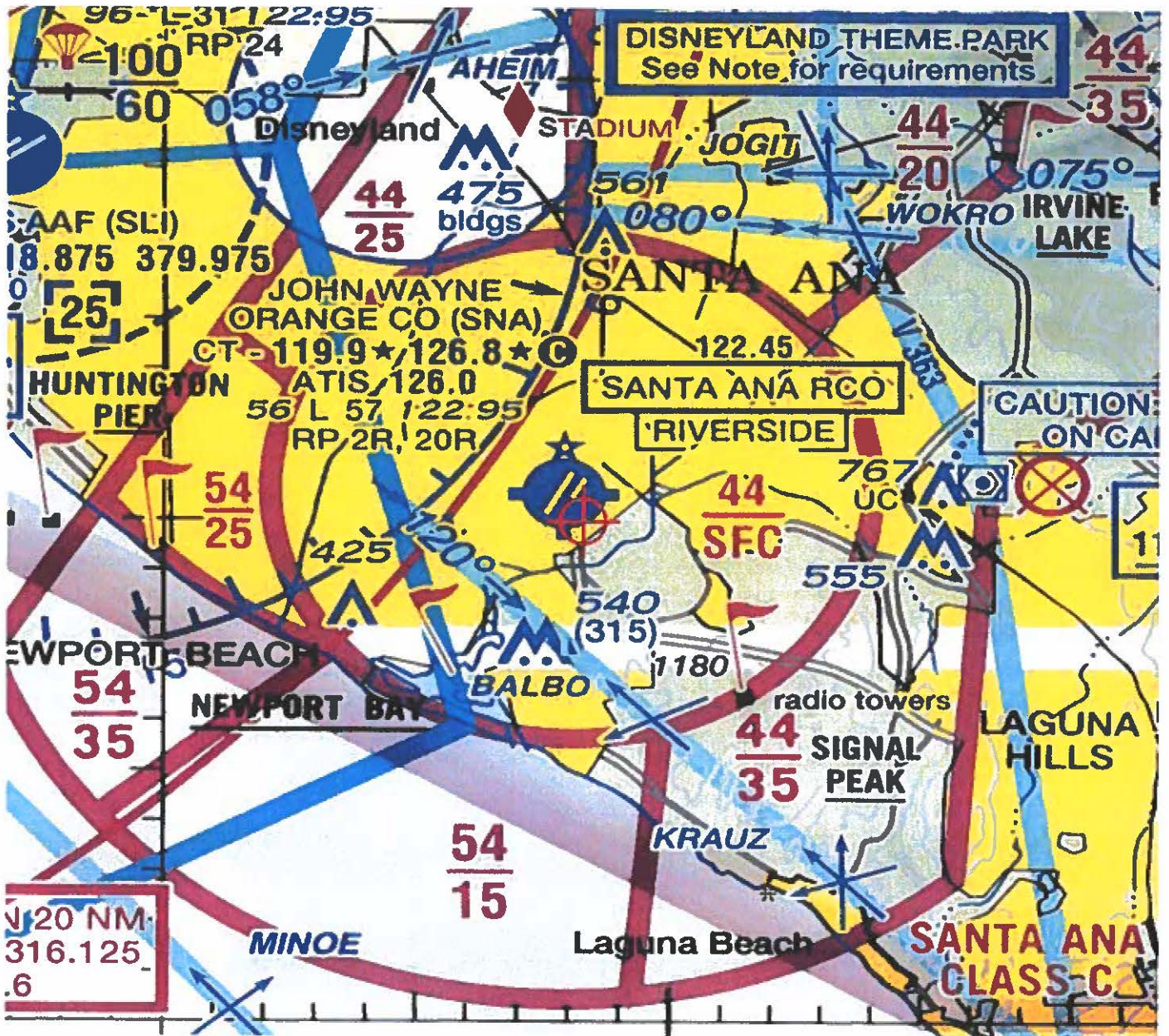


TOPO Map for ASN 2020-AWP-10423-OE



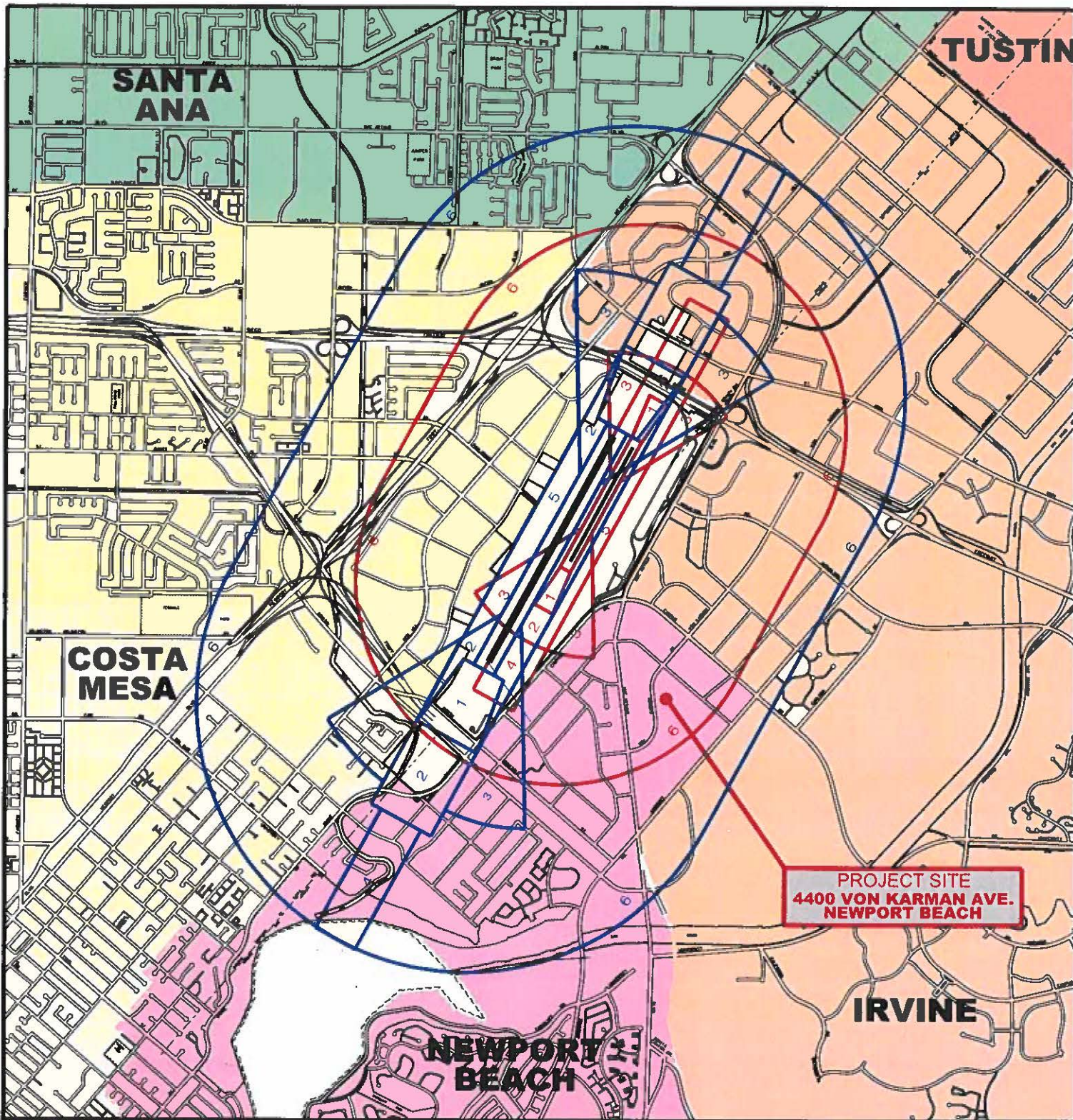


Sectional Map for ASN 2020-AWP-10423-OE



# ATTACHMENT 7





## 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  
0 500 1000 2000

### CERTIFICATION

Adopted by the Airport Land Use Commission for Orange County

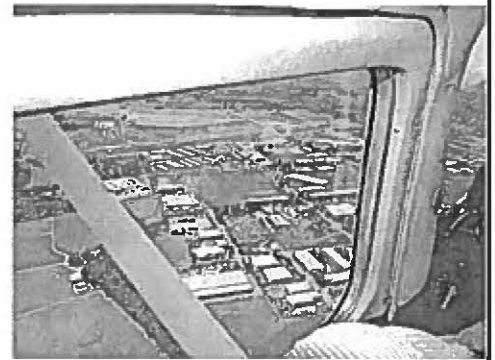
Lea Choum, Executive Officer

Date



**Nature of Risk**

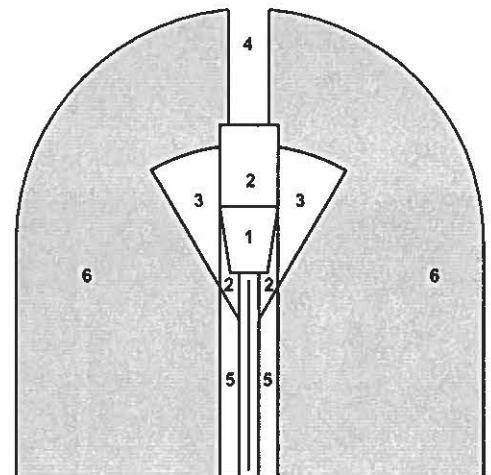
- Normal Maneuvers
  - Aircraft within a regular traffic pattern and pattern entry routes
- Altitude
  - Ranging from 1,000 to 1,500 feet above runway
- Common Accident Types
  - Arrival: Pattern accidents in proximity of airport
  - Departure: Emergency landings
- Risk Level
  - Low
  - Percentage of near-runway accidents in this zone: 18% - 29% (percentage is high because of large area encompassed)



IN TRAFFIC PATTERN

**Basic Compatibility Policies**

- Normally Allow
  - Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low)
- Limit
  - Children's schools, large day care centers, hospitals, and nursing homes
  - Processing and storage of bulk quantities of highly hazardous materials
- Avoid
  - Outdoor stadiums and similar uses with very high intensities
- Prohibit
  - None



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	4x the Average number of people per gross acre
Rural	No Limit – See Note A	150 – 200	600 – 800
Suburban	No Limit – See Note A	200 – 300	800 – 1,200
Urban	No Limit – See Note A	No Limit – See Note B	No Limit – See Note B
Dense Urban	No Limit – See Note A	No Limit – See Note B	No Limit – See Note B

Note A: Noise and overflight should be considered.

Note B: Large stadiums and similar uses should be avoided.

FIGURE 4G

**Safety Zone 6 – Traffic Pattern Zone**



# ATTACHMENT 8

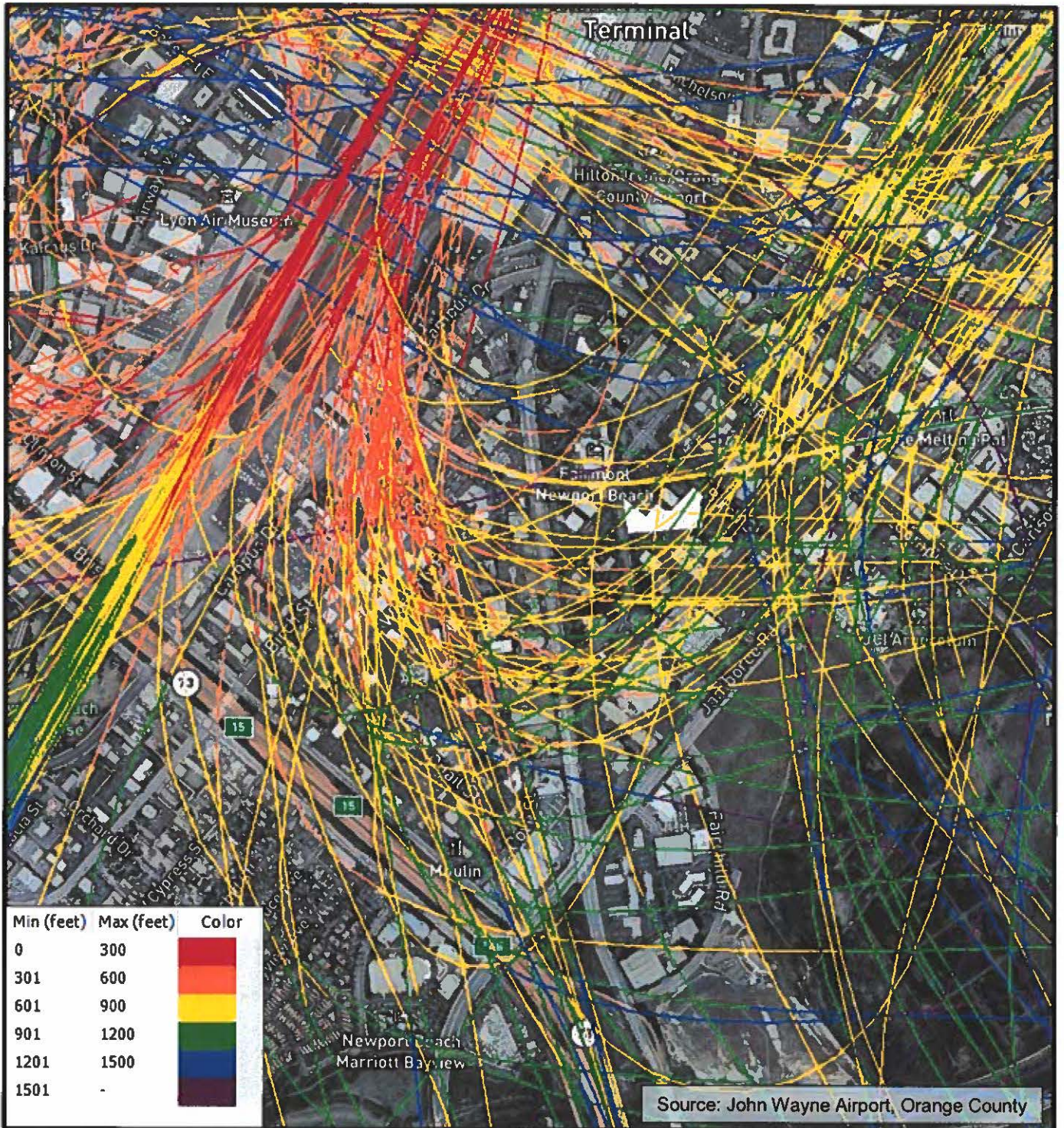




JOHN WAYNE  
AIRPORT  
ORANGE COUNTY

John Wayne Airport Access & Noise Office

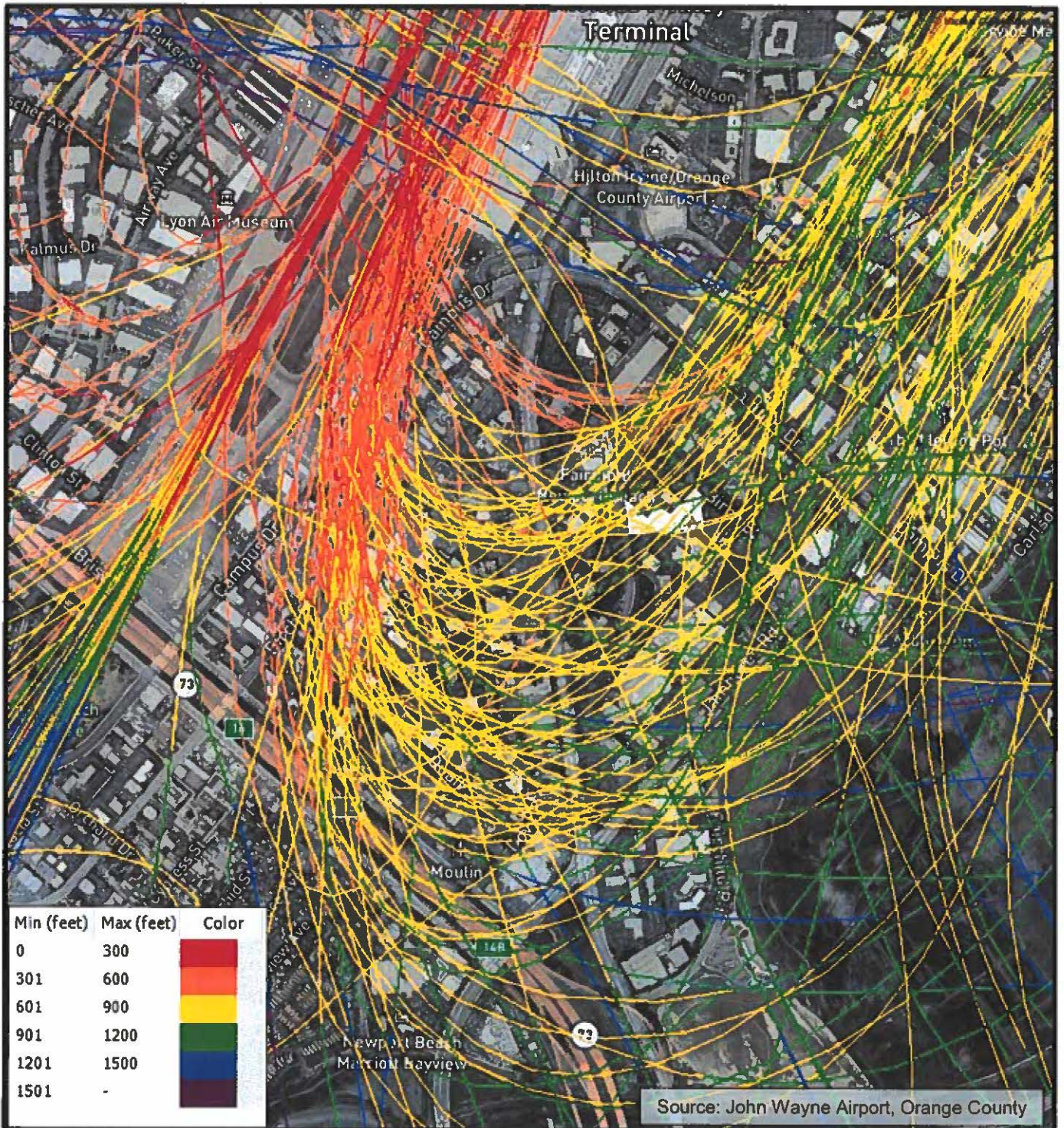
John Wayne Airport  
Operations = 555  
Wednesday, March 4, 2020







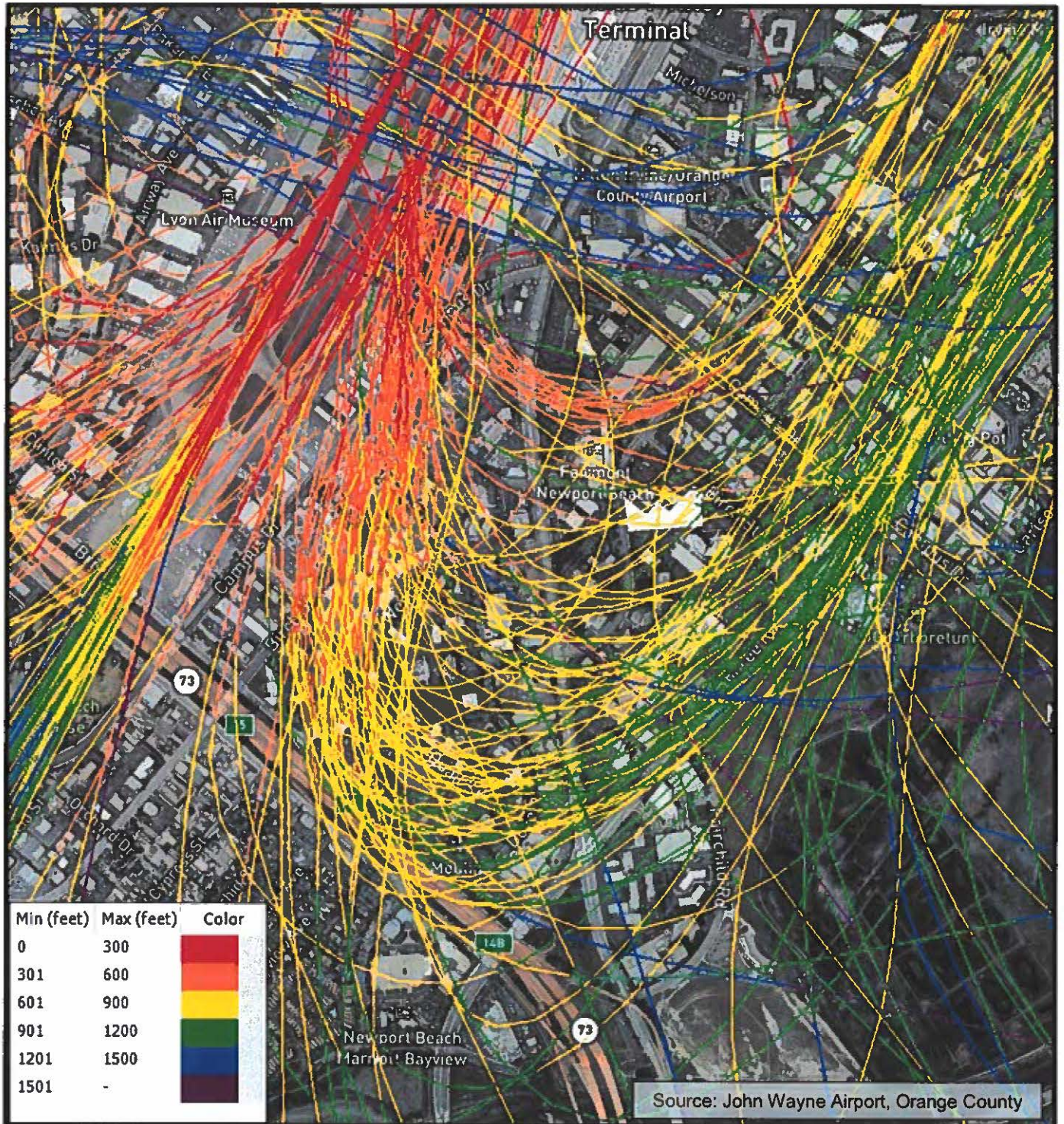
John Wayne Airport  
Operations = 430  
Saturday, March 7, 2020







John Wayne Airport  
Operations = 561  
Sunday, March 8, 2020





# ATTACHMENT 9



**CITY OF NEWPORT BEACH**

100 Civic Center Drive  
Newport Beach, California 92660

949 644-3200

[newportbeachca.gov/communitydevelopment](http://newportbeachca.gov/communitydevelopment)

October 28, 2020

**RECEIVED**

*10 of 28 2020*

**AIRPORT LAND USE COMMISSION**

Lea Choum, Executive Officer  
Airport Land Use Commission for Orange County  
John Wayne Airport  
3160 Airway Avenue  
Costa Mesa, CA 92626

RE: Residences at 4400 Von Karman Project (PA2020-061)  
4400 Von Karman Avenue, Newport Beach CA

Dear Ms. Choum,

Pursuant to Section 4.7 of the Airport Environs Land Use Plan (AELUP) for John Wayne Airport, the City of Newport Beach ("City") requests that the Airport Land Use Commission (ALUC) review the proposed Residences at 4400 Von Karman project for consistency with the AELUP at its November 19, 2020, meeting.

**Project Summary**

A development of 312 residential apartment units (260 units allowed by City's General Plan and 52 units allowed by density bonus request), a one-acre public park, and a detached 284-space parking structure.

The proposed residential development consists of a single building, four stories over one level of on-grade parking and two levels of below-grade parking. Other elements such as stairwells, parapets, and elevator overruns would top the overall building height at 71 feet maximum above ground level and 114.30 feet above sea level. The residential development includes 31 studio units, 165 one-bedroom units, and 116 two-bedroom units, and ranging in size from 515 square feet to 1,413 square feet.

The proposed detached parking structure consists of three levels of parking with an overall height of 40 feet maximum above ground level and 91.00 above sea level, to be located at the southeast corner of the project site.



The proposed project would be implemented in three phases, over an approximately 2.7-year period with demolition and construction activities anticipated to commence in the third quarter of 2021 and conclude in the first quarter of 2024. Phase 1 includes the demolition of some surface parking and landscaping and the construction of a tree-standing parking structure; Phase 2 includes the construction of the 312-unit residential structure with underground parking; and Phase 3 includes the reconfiguration of existing surface parking to accommodate the freestanding parking structure's entryway. Please see attached hard copy of project plans (and also included in the submitted Flash Drive).

The subject property is currently zoned Planned Community and subject to PC-15. The site is designated as Office Site B, which allows office and commercial uses; and residential use is currently not permitted. In order to accommodate the proposed development, the applicant is requesting an amendment to PC-15 to allow residential and its related uses. Specifically, an overlay zone would be created to allow 312 residential units and a one-acre public park. The proposed overlay zone is tailored to the development in question and it includes specific use and development standards. Also, future opportunities for residential supportive retail uses within Professional and Business Office Site B are also included. The proposed free-standing parking structure is not located within the proposed residential overlay zone as it is a replacement parking that belongs to the common parking pool for office uses and tenants.

Part VI is a new section for the proposed overlay zone which includes the project's development regulations, site acreage and project density. The building height, setbacks, and parking are also included along with the general provisions for on-site circulation, loading, landscaping, signage, lighting, recreation and open space, and notification of future residents. Part VII is also new and covers the one-acre public park and it contains criteria for site acreage and amenities. The draft PC-15 Amendment is Attachment No. ALUC 4 (Flash Drive).

### **Required Approvals**

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

- **Planned Community Development Plan Amendment No. PD2020-001:** An amendment to Planned Community Development Plan #15 (Koll Center Newport Planned Community) for the creation of a residential overlay zone to allow residential use in Professional and Business Office Site B.
- **Major Site Development Review No. SD2020-006:** A site development review in accordance with the amended Koll Center Newport Planned Community and Section 20.52.80 (Site Development Reviews) of the Newport Beach Municipal Code (NBMC) for the construction of the project.
- **Traffic Study No. TS2020-001:** A traffic study pursuant to NBMC Chapter 15.40 (Traffic Phasing Ordinance).

- Lot Line Adjustment No. LA2020-002: To adjust the lot lines of two underlying parcels that comprise of the project site in order to facilitate the proposed project pursuant to NBMC Chapter 19.76 (Lot Line Adjustments).
- Affordable Housing Implementation Plan No. AH2020-003: A program specifying how the proposed project would meet the City's affordable housing requirements, in exchange for a request of 20 percent increase in density. The applicant seeks one development concession related to the number and mix of unit types.
- Development Agreement No. DA2020-002: An agreement between the applicant and the City, which would provide vested right to develop the proposed project, while also providing negotiated public benefits; and
- Addendum to the 2006 General Plan Update Program Environmental Impact Reports No. ER2020-003: Pursuant to the California Environmental Quality Act (CEQA), the addendum will address reasonably foreseeable environmental impacts resulting from the proposed development.

The project is scheduled for the Planning Commission consideration on November 5, 2020.

### **Project Location**

The proposed 13-acre project site is located at 4400 Von Karman Avenue, within the Koll Center Newport Professional and Business Office Site B, in the Newport Beach Airport Area. Within the project site, the total actual development parcels are approximately 5.9 acres combined, which consist of the residential building, one-acre park, and the free-standing parking structure. (See Site Plan - ALUC Attachment 1, Figure 5.)

The project site is an irregularly-shaped property generally bordered by Birch Street to the northeast, Von Karman Avenue to the west, and existing office uses and associated surface parking lots and parking structures to the east and south. The project site is currently developed with surface parking lots and common landscape areas for Koll Center Newport.

Koll Center Newport is an approximately 154-acre development area generally bordered on the northeast by Campus Drive, on the southeast by Jamboree Road, and on the west by MacArthur Boulevard.

### **Latitude and Longitude**

Please see Attachment ALUC 2 Latitude and Longitude Table.



### **Surrounding Building Heights**

Please refer to ALUC Attachment 1, Figure 10 to view the heights of buildings within a 1,000-foot radius of the subject property.

### **Surrounding Land Uses**

Koll Center Newport includes low-rise, mid-rise, and high-rise office buildings, hotels, and a private club.

There are three office buildings located within the boundaries of the project site, none of which are part of the project.

- 4490 Von Karman Avenue (2 stories, 33 feet)
- 4440 Von Karman Avenue (3 stories, 62 feet)
- 4910 Birch Street is (4 stories, 60 feet)

Adjacent and surrounding land uses include the following:

**Northwest** Extended Stay America Hotel (4 stories, 50 feet)  
The Duke Hotel (10 stories, 112 feet)

**Northeast** Birch Street  
Low-rise, office buildings (one story)

**South** 4340 Von Karman Avenue (4 stories, 63 feet).  
4350 Von Karman Avenue (4 stories, 63 feet).  
Uptown Newport residential apartments (75 feet)  
TowerJazz Semiconductor manufacturing facility (2-3 stories, 88 feet)

**Southeast** 5000 Birch Street (10 stories, 154 feet)  
The California Superior Court Harbor Justice Center – Newport Beach (2 stories)  
Low-rise office buildings (two stories)  
Fast-food restaurants along Jamboree Road (one story)

**Southwest/West** Von Karman Avenue  
Private club and the Bank of the West (9 stories, 140 feet)

### **FAA Filing**

The proposed project is located with the FAA Part 77 Notification Area of JWA as shown on ALUC Attachment 1, Figure 9. The project applicant submitted FAA Form 7460-1 to the Federal Aviation Administration for review on September 7, 2020. The project applicant is awaiting issuance of a FAA “Determination of No Hazard to Air Navigation”.

**JWA Related Information (Noise and Safety)**

**Noise Contours** – The proposed residential development and one-acre park are located outside the 60 CNEL of JVA. Nonetheless, the draft Planned Community Development Plan Amendment includes regulations requiring noise attenuation for the interiors of the units and resident notification and the posting of notices in outdoor areas of the proximity to operating aircraft (Part VI, Section VI.K. and Part VII, Section IV.E).

**Runway Protection Zone (RPZ)** – The proposed project is not located in the RPZ.

**Safety Zones** – The site is located in John Wayne Airport Safety Zone 6 for both runways. Residential use is allowed in Safety Zone 6.

**EIR Addendum Analysis** – An Addendum to Program Environmental Impact Report (PEIR) for the General Plan 2006 Update (SCH No. 2006011119) was prepared. The Addendum analyzed all required topical sections including those most relevant to JWA operations. These sections include Hazards and Hazardous Materials, Land Use and Planning and Noise. No significant unavoidable impacts were identified in the analysis. A copy of the Addendum is provided as Attachment No. ALUC 3 (Flash Drive).

**Hearing/Meeting Schedule (Tentative)**

- Newport Beach Planning Commission – November 5, 2020
- Airport Land Use Commission (ALUC) – November 19, 2020
- Newport Beach City Council – January 2021

I will let you know the outcome of the Planning Commission hearing after their meeting. Should you have any questions concerning the preceding information, I can be reached at [rung@newportbeachca.gov](mailto:rung@newportbeachca.gov) or 949-644-3208.

Sincerely,

  
Rosalinh Ung  
Principal Planner



**Attachments:**

**ALUC 1. ALUC Exhibits:**

- Figure 1. Regional Map
- Figure 2. Vicinity Map
- Figure 3. Topography Map
- Figure 4. Aerial Photo
- Figure 5. Site Plan
- Figure 6. AELUP Noise Zones of JWA
- Figure 7. AELUP Safety Zones of JWA
- Figure 8. Close Up of Safety Zones of JWA
- Figure 9. FAA Part 77 Notification Area of JWA
- Figure 10. Building Heights within 1,000 Feet

**ALUC 2. Latitude and Longitude Table**

**ALUC 3. Draft Residences at 4400 VK EIR Addendum (Flash Drive)**

**ALUC 4. Draft PC-15 Amendment (Flash Drive)**

**ALUC 5. Project Plans (Hard Copy and Flash Drive)**

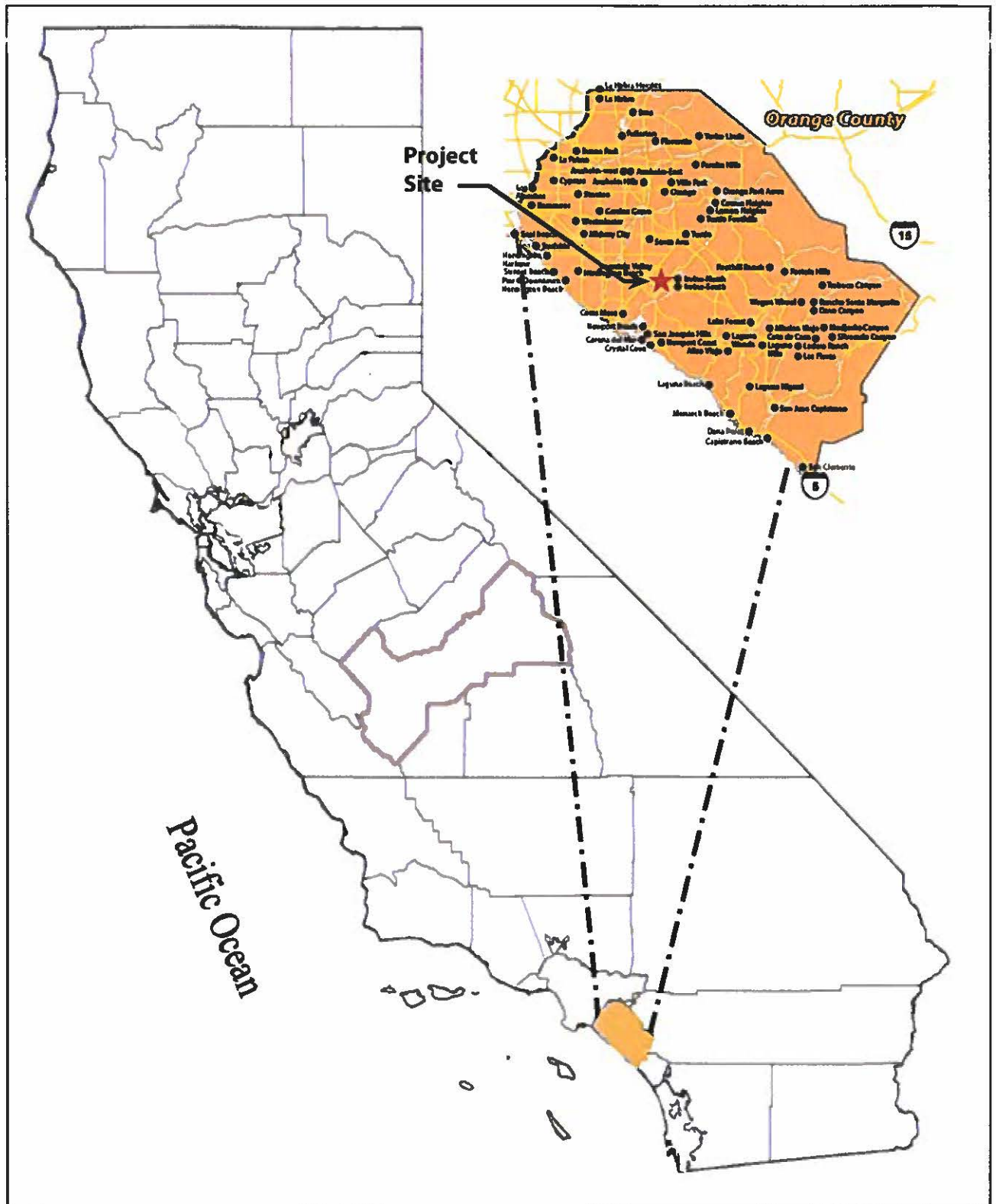
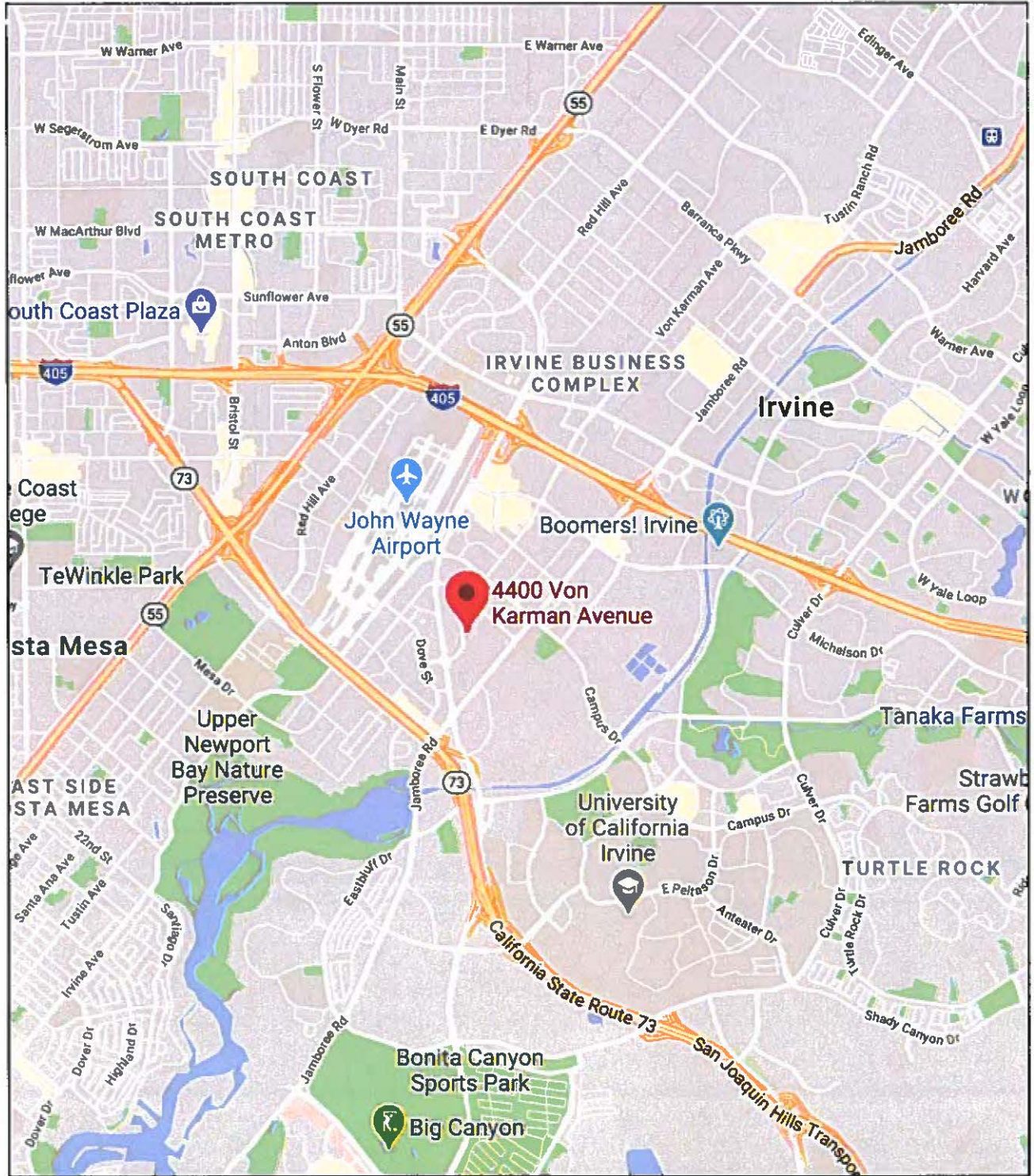


Figure 1  
Regional Map





Source: Google Maps



Figure 2  
Local Vicinity Map



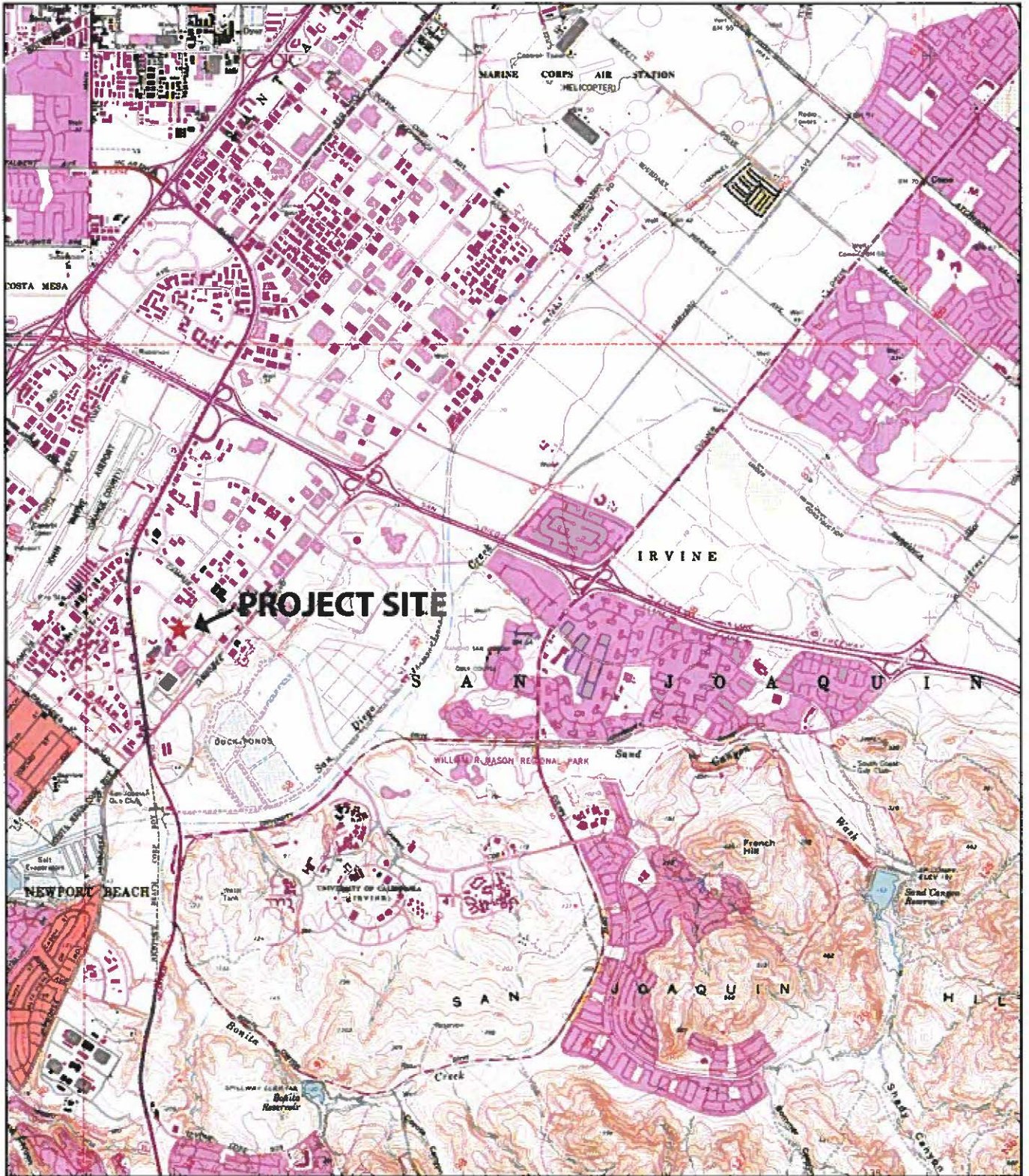


Figure 3  
USGS Topography Map





Figure 4  
**Aerial Photo**



RESIDENCES AT 4400 VON KARMAN | NEWPORT BEACH, CA

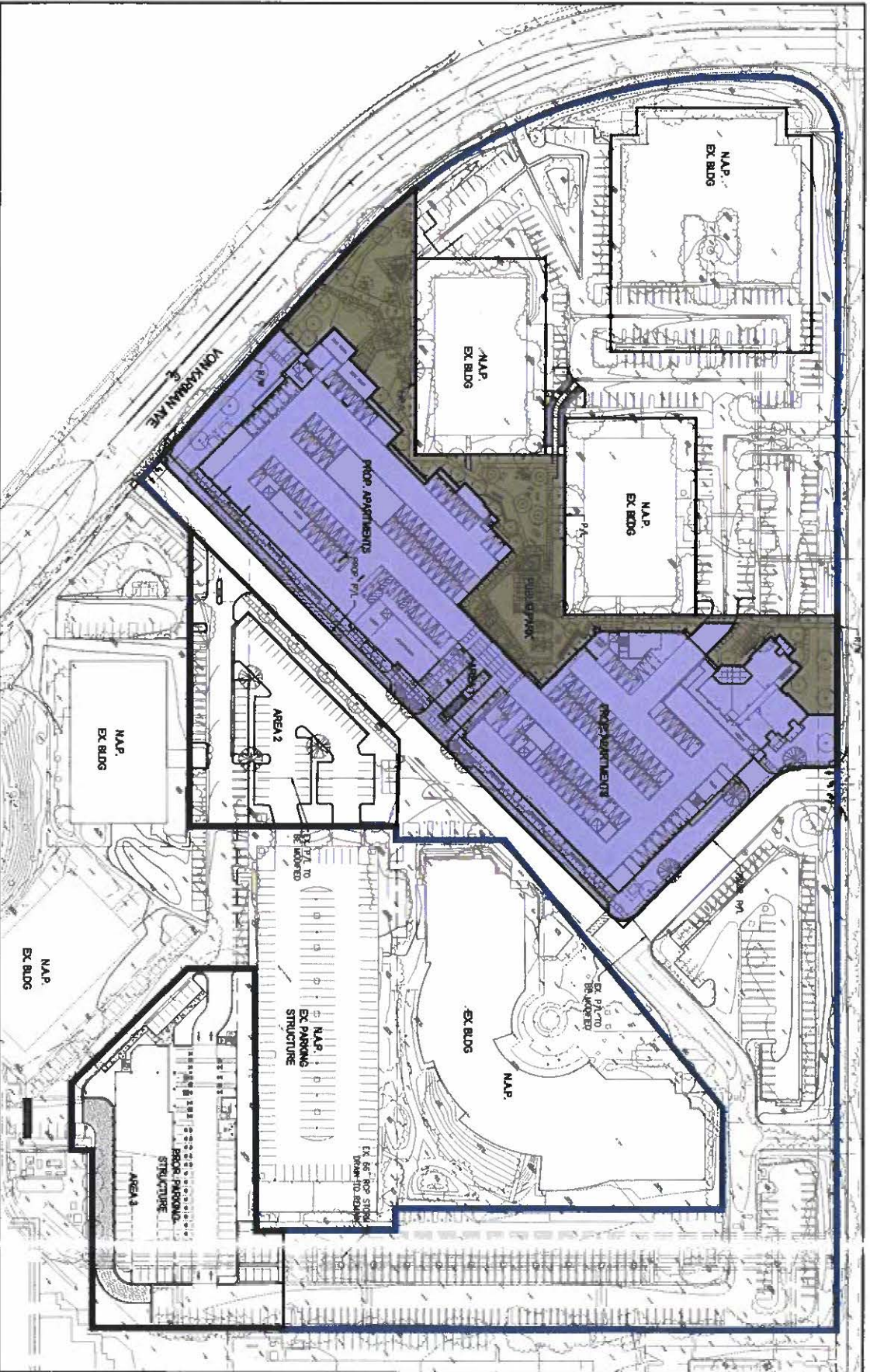


Figure 5  
Site Plan



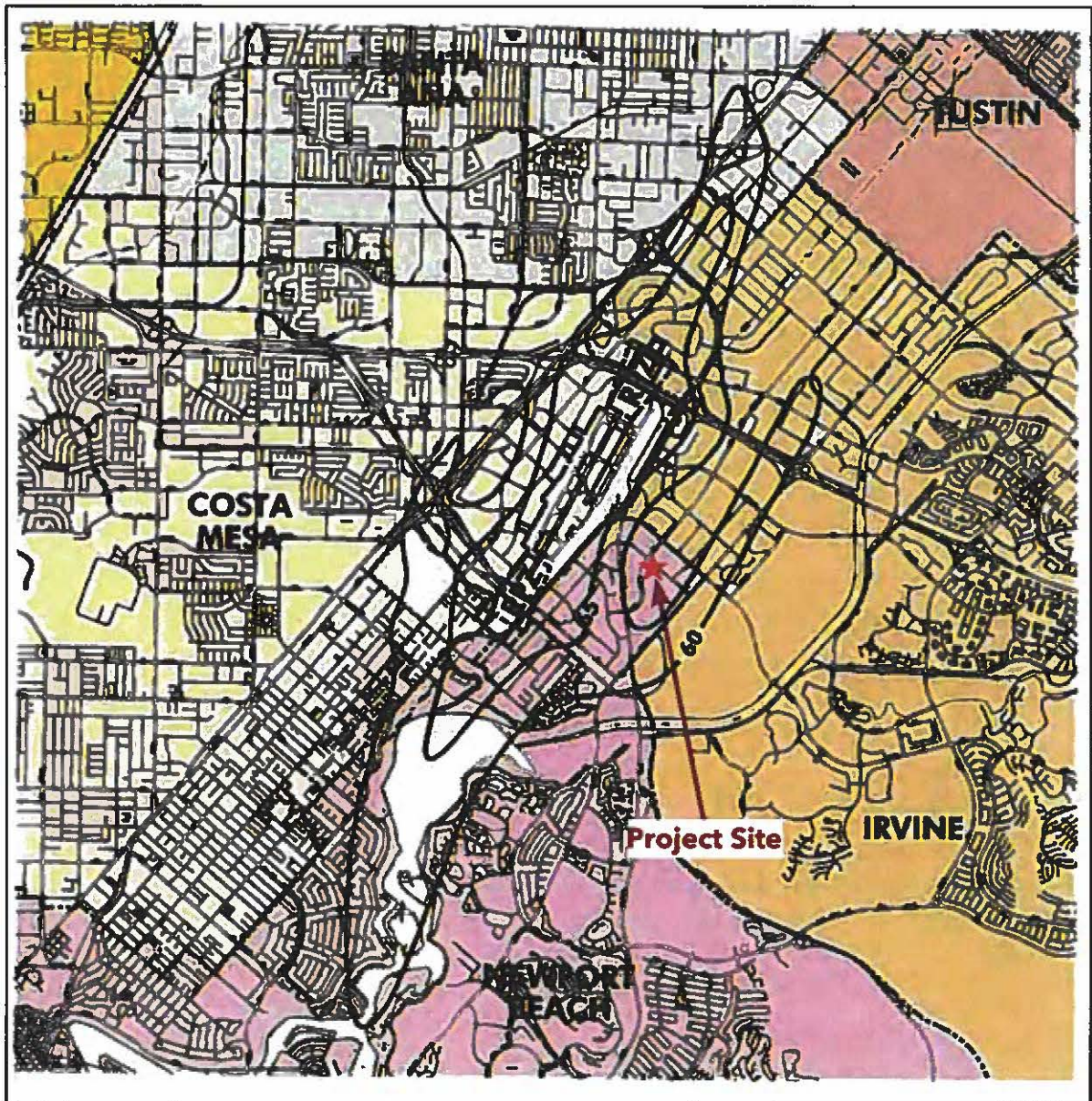


Figure 6  
AELUP Noise Zones for John Wayne Airport



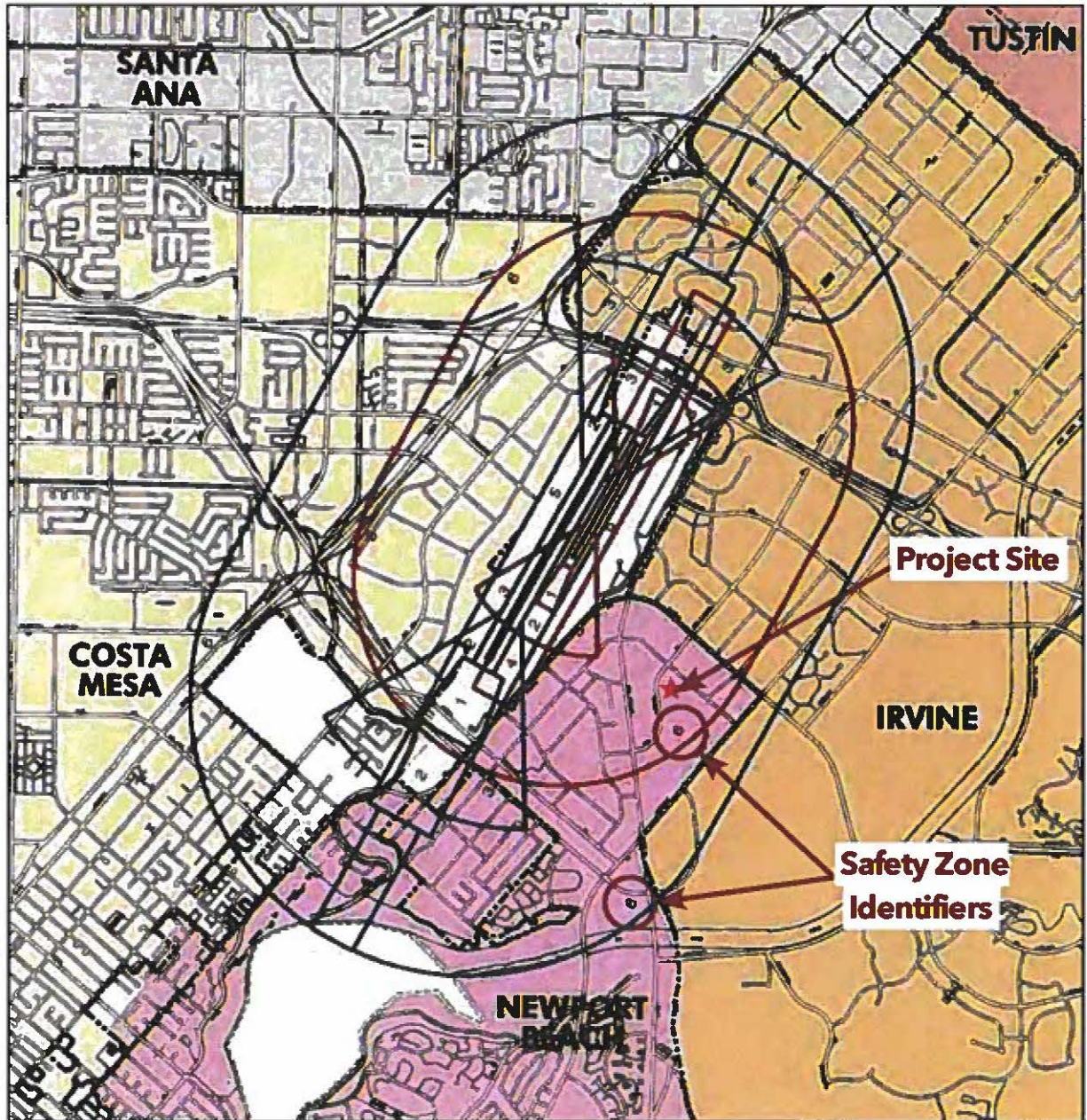


Figure 7  
Safety Zones



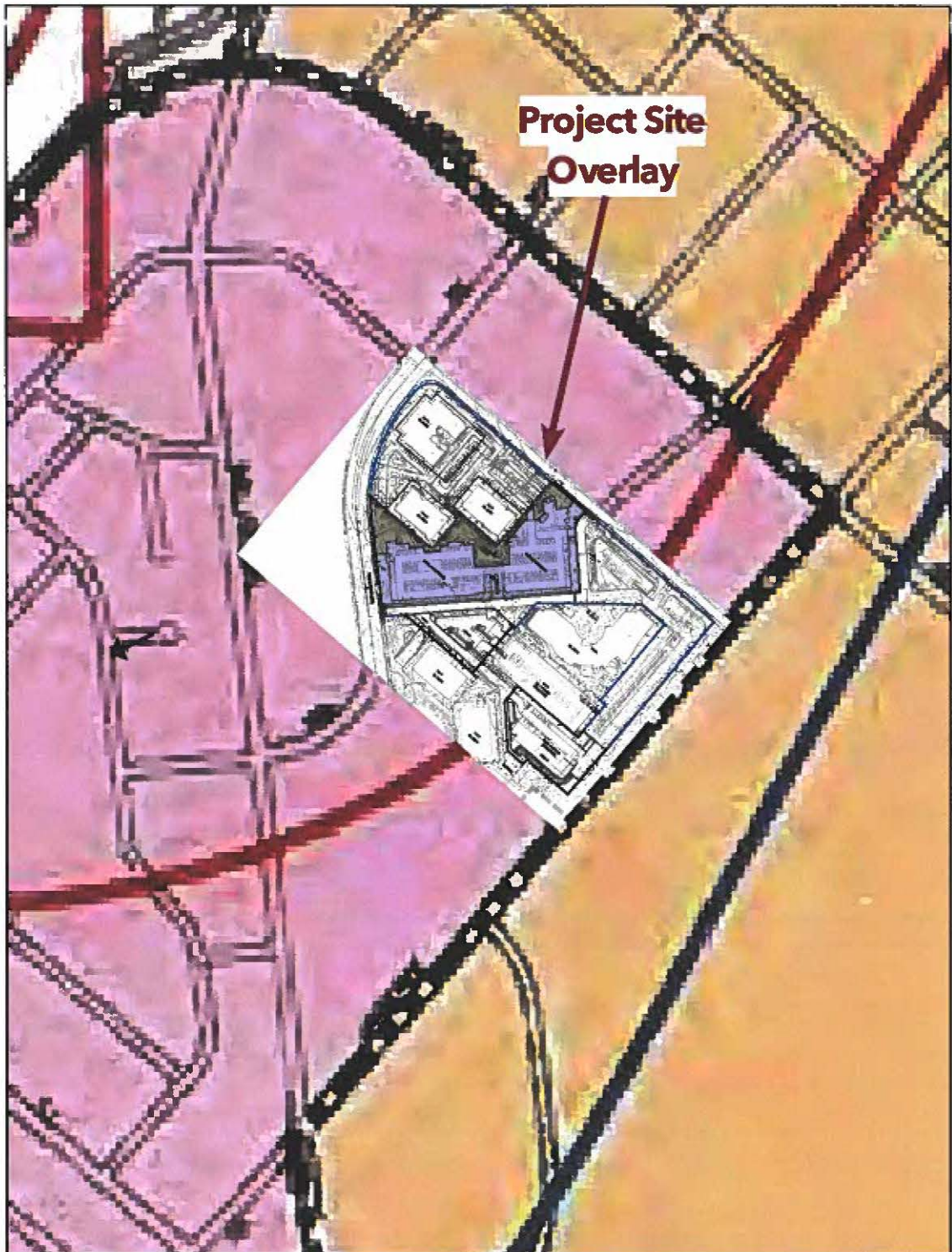


Figure 8  
Close Up of Safety Zones



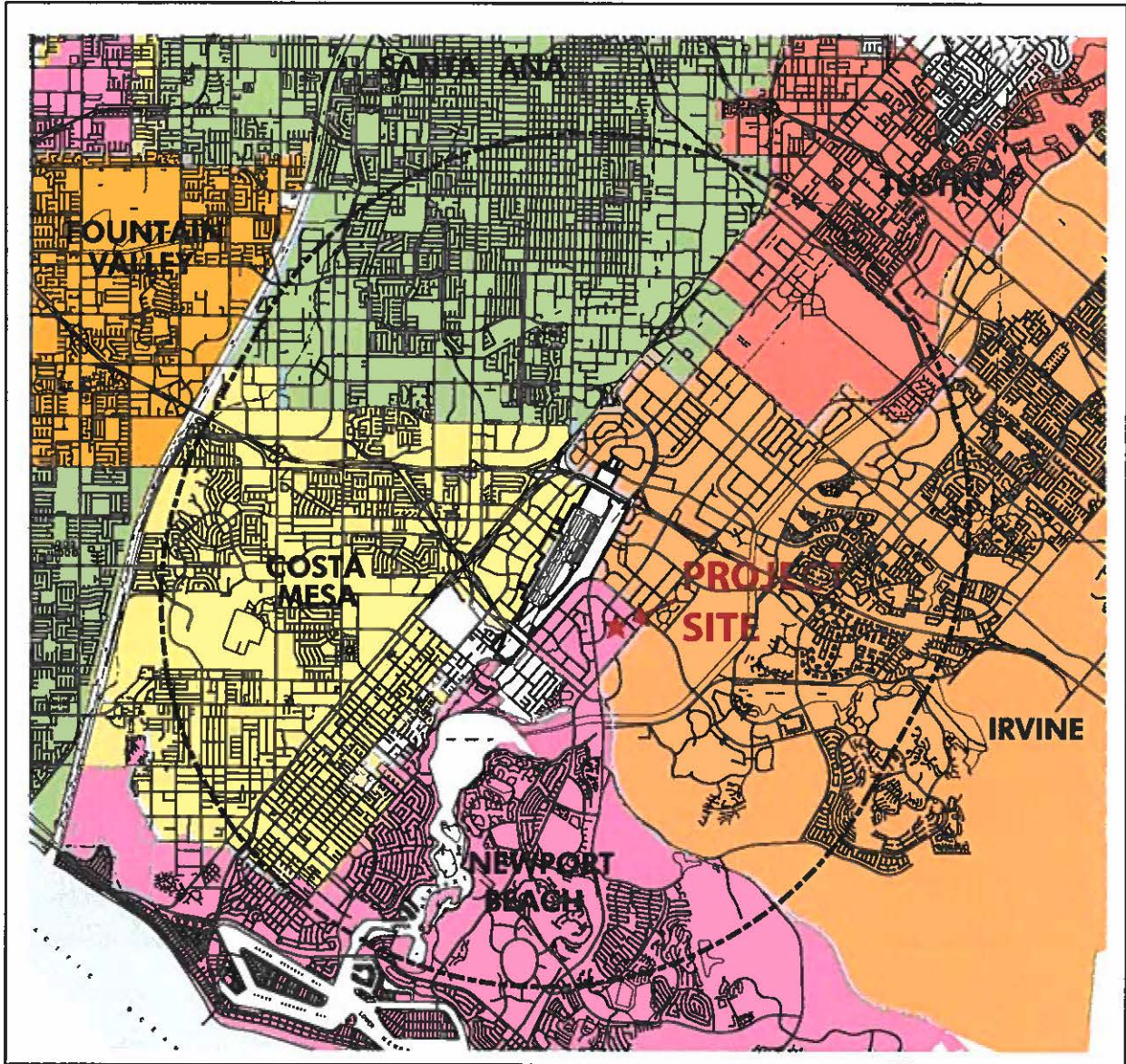


Figure 9  
FAA Part 77 Notification Area of JWA



1. 483 Birch Street, Newport Beach, CA  
 (Extended Stay America Hotel - 50 level)
2. 4200 MacArthur Boulevard, Newport Beach, CA  
 (Renaissance Hotel - 112 level)
3. 4150 MacArthur Boulevard, Newport Beach, CA  
 (office building - two stories)
4. 4100 MacArthur Boulevard, Newport Beach, CA  
 (Bank of the West - 140 level)
5. First Bank, 4301 MacArthur Boulevard, Newport Beach, CA  
 (First Bank - two stories)
6. 4298 MacArthur Boulevard, Newport Beach, CA |  
 (office building - two stories)
7. 4343 Von Karmann Avenue, Newport Beach, CA  
 (office building - three stories)
8. 4110 MacArthur Boulevard, Newport Beach, CA  
 (The Pacific Club - two stories)
9. 4100 MacArthur Boulevard, Newport Beach, CA  
 (office building - three stories)
10. 4220 MacArthur Boulevard, Newport Beach, CA  
 (office building - three stories)
11. 4300 Von Karmann Avenue, Newport Beach, CA  
 (Duke's - one story)
12. 4340 MacArthur Boulevard, Newport Beach, CA (85 level)
13. 4350 MacArthur Boulevard, Newport Beach, CA (83 level)
14. 4201 Lamborne Boulevard, Newport Beach, CA  
 (Upborn Newport Condos - 75 level)
16. 4425 Lamborne Boulevard, Newport Beach, CA  
 (office building - one story)
18. 4601 Lamborne Boulevard, Newport Beach, CA  
 (The California Superior Court Harbor Justice Center - two stories)
17. 4601-5031 - Birch Street, Newport Beach, CA  
 (office buildings - one story)
18. 4701 Von Karmann Avenue, Newport Beach, CA  
 (office building - three stories)
19. 4321 Lamborne Road, Newport Beach, CA  
 (TowerLatz - 88 level)
20. 5000 Birch Street, Newport Beach, CA (154 level)

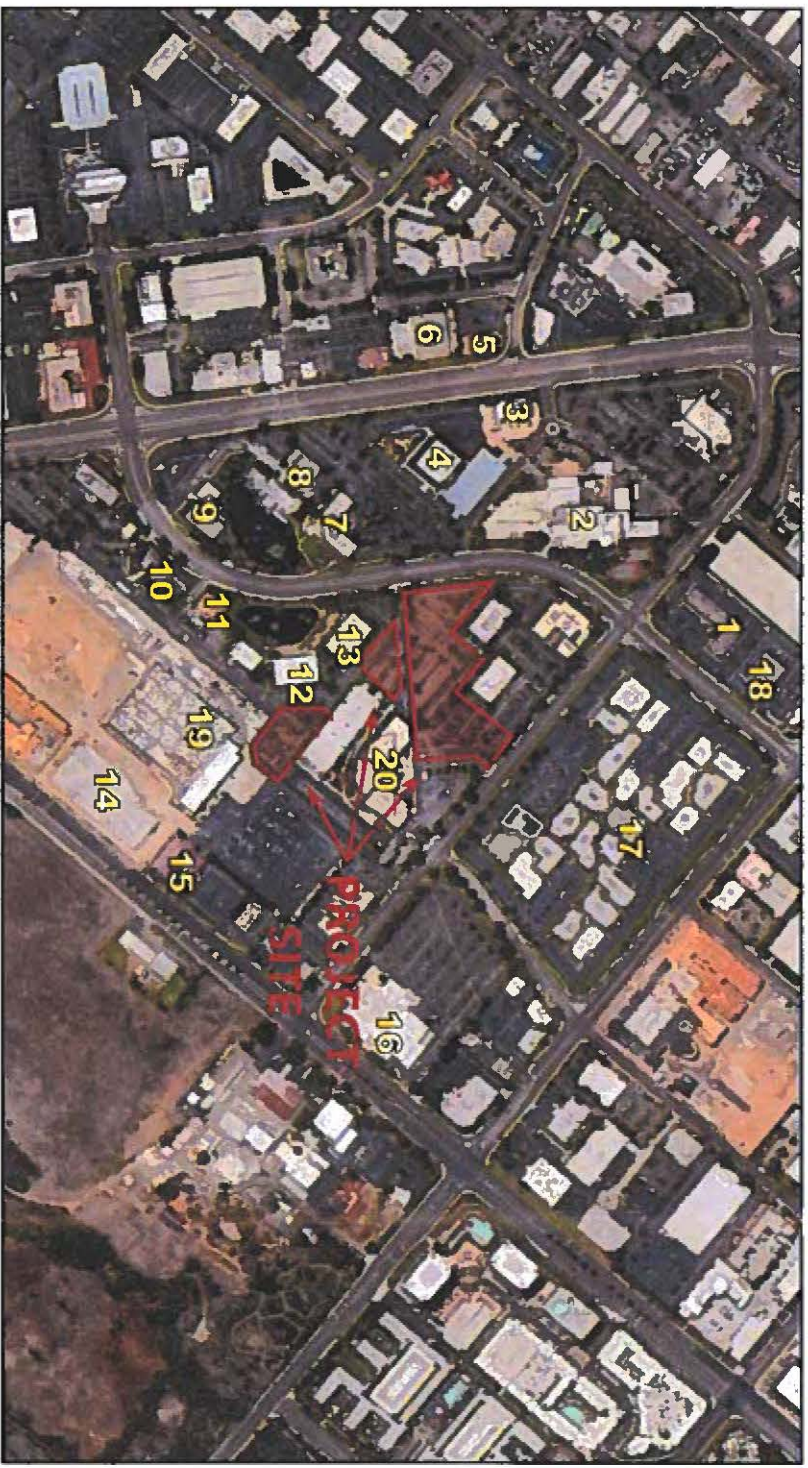
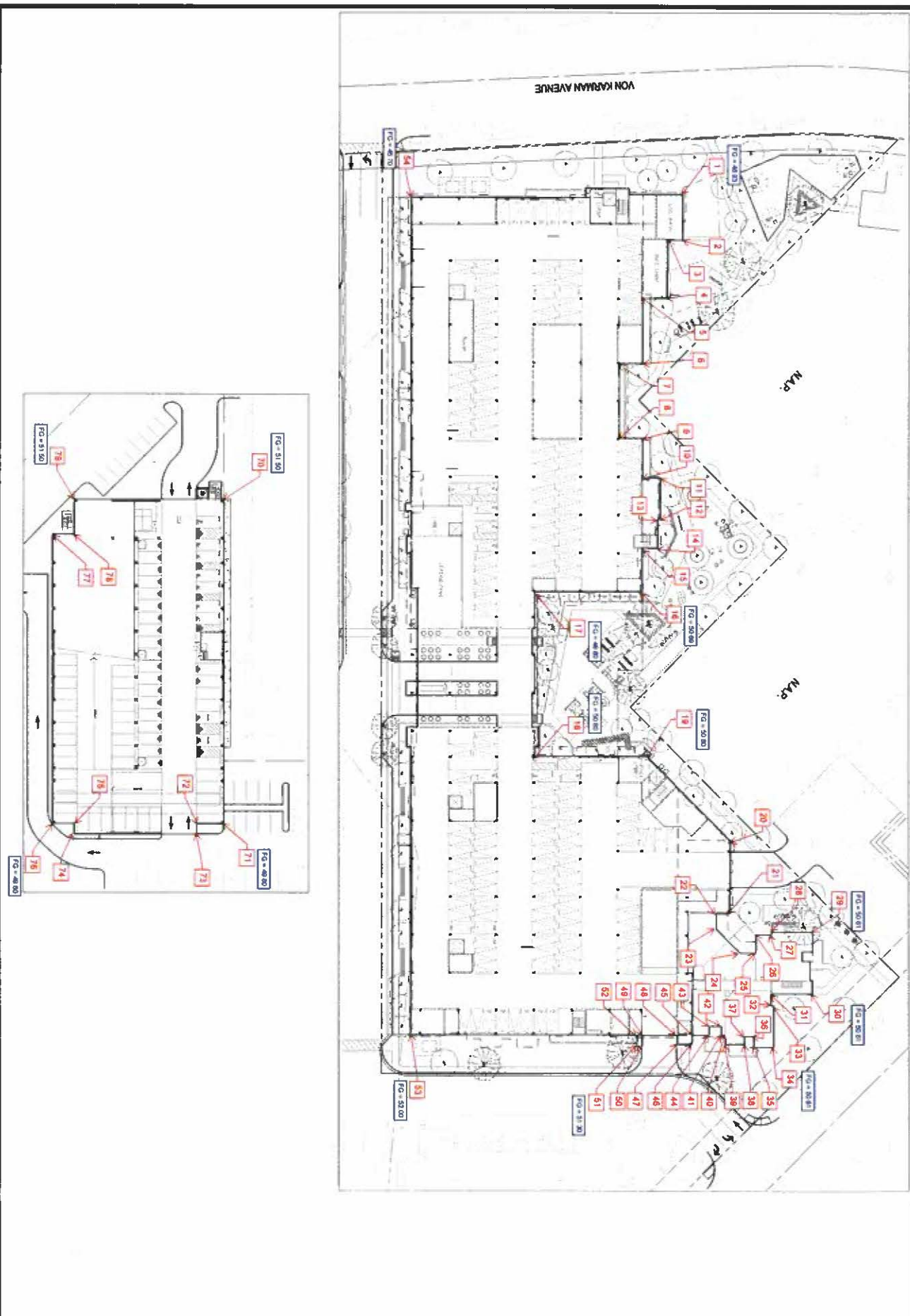


Figure 10  
**Building Heights Within 1,000 Feet**





DRAWN:  
 DATE: 6/21/20  
 CHECKED: MT  
 DATE: 5/21/20  
 REVISION: 1  
 DATE: 6/21/20  
 JOB NO: SP6507

LAT AND LONG CALCS EXHIBIT  
**RESIDENCES AT 4400 VON KARMAN**  
 CITY OF NEWPORT BEACH  
**TPG (KCN) ACQUISITION, LLC**  
 600 BIRCH ST., SUITE 600  
 NEWPORT BEACH, CA 92660

**TAIT**  
 3000 15th St  
 201 N. Parkshore Drive  
 Santa Ana, CA 92701  
 P. 714.265.9200 F. 714.560.9211  
 www.tait.com

San Diego San Francisco San Jose  
 Chicago Dallas Phoenix  
 Denver Portland

NO.	DESCRIPTION	BY	DATE	CHKD.



Tait Associates, Inc.  
 701 N. Parkcenter Drive  
 Santa Ana, CA 92705  
 PH: (714)-560-8200  
 Fax (714)-560-8233

JOB #SP8507

ID	srcDatum	destDatum	destLat	destLatDms	destLon	destLonDms	spcZone	spcNorthing_usft	spcEasting_usft	utmZone
1	NAD83(2011)	NAD83(2011)	33.6660545465	N333957.79637	-117.8615043208	W1175141.41555	CA 6-0406	2,189,769.283	6,071,351.908	UTM Zone 11
2	NAD83(2011)	NAD83(2011)	33.6660629693	N333957.82669	-117.8613927602	W1175141.01394	CA 6-0406	2,189,771.823	6,071,385.896	UTM Zone 11
3	NAD83(2011)	NAD83(2011)	33.6660318373	N333957.71461	-117.8613893974	W1175141.00183	CA 6-0406	2,189,760.480	6,071,386.744	UTM Zone 11
4	NAD83(2011)	NAD83(2011)	33.6660425278	N333957.75310	-117.8612478295	W1175140.49219	CA 6-0406	2,189,763.704	6,071,429.874	UTM Zone 11
5	NAD83(2011)	NAD83(2011)	33.6659912092	N333957.56835	-117.8612422892	W1175140.47224	CA 6-0406	2,189,745.006	6,071,431.271	UTM Zone 11
6	NAD83(2011)	NAD83(2011)	33.6660032859	N333957.61183	-117.8610823336	W1175139.89640	CA 6-0406	2,189,748.648	6,071,480.003	UTM Zone 11
7	NAD83(2011)	NAD83(2011)	33.6659554091	N333957.43947	-117.8610771626	W1175139.87779	CA 6-0406	2,189,731.204	6,071,481.307	UTM Zone 11
8	NAD83(2011)	NAD83(2011)	33.6659690673	N333957.48864	-117.8608960422	W1175139.22575	CA 6-0406	2,189,735.322	6,071,536.487	UTM Zone 11
9	NAD83(2011)	NAD83(2011)	33.6660169634	N333957.66107	-117.8609012134	W1175139.24437	CA 6-0406	2,189,752.773	6,071,535.183	UTM Zone 11
10	NAD83(2011)	NAD83(2011)	33.6660242446	N333957.68728	-117.8608047910	W1175138.89725	CA 6-0406	2,189,754.969	6,071,564.559	UTM Zone 11
11	NAD83(2011)	NAD83(2011)	33.6660613050	N333957.82070	-117.8608087923	W1175138.91165	CA 6-0406	2,189,768.472	6,071,563.550	UTM Zone 11
12	NAD83(2011)	NAD83(2011)	33.6660689474	N333957.84821	-117.8607075973	W1175138.54735	CA 6-0406	2,189,770.777	6,071,594.380	UTM Zone 11
13	NAD83(2011)	NAD83(2011)	33.6660634747	N333957.82851	-117.8607070064	W1175138.54522	CA 6-0406	2,189,768.783	6,071,594.529	UTM Zone 11
14	NAD83(2011)	NAD83(2011)	33.6660688296	N333957.84779	-117.8606360845	W1175138.28990	CA 6-0406	2,189,770.398	6,071,616.136	UTM Zone 11
15	NAD83(2011)	NAD83(2011)	33.6660372392	N333957.73406	-117.8606326741	W1175138.27763	CA 6-0406	2,189,758.888	6,071,616.996	UTM Zone 11
16	NAD83(2011)	NAD83(2011)	33.6660452828	N333957.76302	-117.8605261584	W1175137.89417	CA 6-0406	2,189,761.314	6,071,649.447	UTM Zone 11
17	NAD83(2011)	NAD83(2011)	33.6658249572	N333956.96985	-117.8605023633	W1175137.80851	CA 6-0406	2,189,681.038	6,071,655.448	UTM Zone 11
18	NAD83(2011)	NAD83(2011)	33.6658552308	N333957.07883	-117.8601016710	W1175136.36602	CA 6-0406	2,189,690.170	6,071,777.523	UTM Zone 11
19	NAD83(2011)	NAD83(2011)	33.6660852065	N333957.90674	-117.8601265045	W1175136.45542	CA 6-0406	2,189,773.962	6,071,771.260	UTM Zone 11
20	NAD83(2011)	NAD83(2011)	33.6662723592	N333958.58049	-117.8599397524	W1175135.78311	CA 6-0406	2,189,841.179	6,071,829.128	UTM Zone 11
21	NAD83(2011)	NAD83(2011)	33.6662857562	N333958.62872	-117.8597623472	W1175135.14445	CA 6-0406	2,189,845.220	6,071,883.176	UTM Zone 11
22	NAD83(2011)	NAD83(2011)	33.6662573578	N333958.52649	-117.8597592787	W1175135.13340	CA 6-0406	2,189,834.873	6,071,883.950	UTM Zone 11
23	NAD83(2011)	NAD83(2011)	33.6662602619	N333958.53694	-117.8597208192	W1175134.99495	CA 6-0406	2,189,835.749	6,071,895.667	UTM Zone 11
24	NAD83(2011)	NAD83(2011)	33.6663129826	N333958.72674	-117.8596682122	W1175134.80556	CA 6-0406	2,189,854.684	6,071,911.968	UTM Zone 11
25	NAD83(2011)	NAD83(2011)	33.6663451411	N333958.84251	-117.8596716854	W1175134.81807	CA 6-0406	2,189,866.401	6,071,911.092	UTM Zone 11
26	NAD83(2011)	NAD83(2011)	33.6663417829	N333958.83042	-117.8597161483	W1175134.97813	CA 6-0406	2,189,865.388	6,071,897.546	UTM Zone 11
27	NAD83(2011)	NAD83(2011)	33.6663737164	N333958.94538	-117.8597195943	W1175134.99054	CA 6-0406	2,189,877.023	6,071,896.677	UTM Zone 11
28	NAD83(2011)	NAD83(2011)	33.6663732224	N333958.94360	-117.8597261427	W1175135.01411	CA 6-0406	2,189,876.874	6,071,894.682	UTM Zone 11
29	NAD83(2011)	NAD83(2011)	33.6664578385	N333959.24822	-117.8597352783	W1175135.04700	CA 6-0406	2,189,907.704	6,071,892.378	UTM Zone 11

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ID	srcDatum	destDatum	destLat	destLatDms	destLon	destLonDms	spcZone	spcNorthing_usft	spcEasting_usft	utmZone
30	NAD83(2011)	NAD83(2011)	33.6664692267	N333959.28922	-117.8595844368	W1175134.50397	CA 6-0406	2,189,911.139	6,071,938.333	UTM Zone 11
31	NAD83(2011)	NAD83(2011)	33.6663839244	N333958.98213	-117.8595752262	W1175134.47081	CA 6-0406	2,189,880.059	6,071,940.656	UTM Zone 11
32	NAD83(2011)	NAD83(2011)	33.6663862214	N333958.99040	-117.8595463238	W1175134.36677	CA 6-0406	2,189,880.759	6,071,949.462	UTM Zone 11
33	NAD83(2011)	NAD83(2011)	33.6663916969	N333959.01011	-117.8595469146	W1175134.36889	CA 6-0406	2,189,882.754	6,071,949.313	UTM Zone 11
34	NAD83(2011)	NAD83(2011)	33.6663993355	N333959.03761	-117.8594457191	W1175134.00459	CA 6-0406	2,189,885.058	6,071,980.143	UTM Zone 11
35	NAD83(2011)	NAD83(2011)	33.6663587374	N333958.89145	-117.8594413342	W1175133.98880	CA 6-0406	2,189,870.266	6,071,981.249	UTM Zone 11
36	NAD83(2011)	NAD83(2011)	33.6663567613	N333958.88434	-117.8594675210	W1175134.08308	CA 6-0406	2,189,869.670	6,071,973.271	UTM Zone 11
37	NAD83(2011)	NAD83(2011)	33.6663376012	N333958.81536	-117.8594654515	W1175134.07563	CA 6-0406	2,189,862.689	6,071,973.793	UTM Zone 11
38	NAD83(2011)	NAD83(2011)	33.6663390860	N333958.82071	-117.8594458131	W1175134.00493	CA 6-0406	2,189,863.137	6,071,979.776	UTM Zone 11
39	NAD83(2011)	NAD83(2011)	33.6663000824	N333958.68030	-117.8594416023	W1175133.98977	CA 6-0406	2,189,848.926	6,071,980.838	UTM Zone 11
40	NAD83(2011)	NAD83(2011)	33.6662983320	N333958.67400	-117.8594647856	W1175134.07323	CA 6-0406	2,189,848.398	6,071,973.775	UTM Zone 11
41	NAD83(2011)	NAD83(2011)	33.6662900287	N333958.64410	-117.8594637481	W1175134.06949	CA 6-0406	2,189,845.372	6,071,974.044	UTM Zone 11
42	NAD83(2011)	NAD83(2011)	33.6662885153	N333958.63866	-117.8594851741	W1175134.14663	CA 6-0406	2,189,844.922	6,071,967.517	UTM Zone 11
43	NAD83(2011)	NAD83(2011)	33.6662638824	N333958.54996	-117.8594825170	W1175134.13706	CA 6-0406	2,189,835.947	6,071,968.187	UTM Zone 11
44	NAD83(2011)	NAD83(2011)	33.6662653830	N333958.55538	-117.8594612289	W1175134.06042	CA 6-0406	2,189,836.393	6,071,974.672	UTM Zone 11
45	NAD83(2011)	NAD83(2011)	33.6662304247	N333958.42953	-117.8594566293	W1175134.04387	CA 6-0406	2,189,823.652	6,071,975.875	UTM Zone 11
46	NAD83(2011)	NAD83(2011)	33.6662321515	N333958.43575	-117.8594337841	W1175133.96162	CA 6-0406	2,189,824.173	6,071,982.835	UTM Zone 11
47	NAD83(2011)	NAD83(2011)	33.6662015739	N333958.32567	-117.8594306886	W1175133.95048	CA 6-0406	2,189,813.033	6,071,983.605	UTM Zone 11
48	NAD83(2011)	NAD83(2011)	33.6661998635	N333958.31951	-117.8594533271	W1175134.03198	CA 6-0406	2,189,812.517	6,071,976.708	UTM Zone 11
49	NAD83(2011)	NAD83(2011)	33.6661268763	N333958.05675	-117.8594454485	W1175134.00361	CA 6-0406	2,189,785.924	6,071,978.695	UTM Zone 11
50	NAD83(2011)	NAD83(2011)	33.6661290407	N333958.06455	-117.8594168066	W1175133.90050	CA 6-0406	2,189,786.577	6,071,987.421	UTM Zone 11
51	NAD83(2011)	NAD83(2011)	33.6661180925	N333958.02513	-117.8594156250	W1175133.89625	CA 6-0406	2,189,782.588	6,071,987.719	UTM Zone 11
52	NAD83(2011)	NAD83(2011)	33.6661159308	N333958.01735	-117.8594442669	W1175133.99936	CA 6-0406	2,189,781.936	6,071,978.993	UTM Zone 11
53	NAD83(2011)	NAD83(2011)	33.6656520131	N333956.34725	-117.8593941719	W1175133.81902	CA 6-0406	2,189,612.907	6,071,991.628	UTM Zone 11
54	NAD83(2011)	NAD83(2011)	33.6654977947	N333955.79206	-117.8614366527	W1175141.17195	CA 6-0406	2,189,566.394	6,071,369.364	UTM Zone 11



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ID	srcDatum	destDatum	destLat	destLatDms	destLon	destLonDms	spcZone	spcNorthing_usft	spcEasting_usft	utmZone
70	NAD83(2011)	NAD83(2011)	33.6645326017	N333952.31737	-117.8598357695	W1175135.40877	CA 6-0406	2,189,207.690	6,071,850.989	UTM Zone 11
71	NAD83(2011)	NAD83(2011)	33.6641075977	N333950.78735	-117.8592247529	W1175133.20911	CA 6-0406	2,189,050.185	6,072,034.498	UTM Zone 11
72	NAD83(2011)	NAD83(2011)	33.6640649915	N333950.63397	-117.8592671361	W1175133.36169	CA 6-0406	2,189,034.882	6,072,021.364	UTM Zone 11
73	NAD83(2011)	NAD83(2011)	33.6640515186	N333950.58547	-117.8592477644	W1175133.29195	CA 6-0406	2,189,029.889	6,072,027.182	UTM Zone 11
74	NAD83(2011)	NAD83(2011)	33.6638569740	N333949.88511	-117.8594412956	W1175133.98866	CA 6-0406	2,188,960.014	6,071,967.209	UTM Zone 11
75	NAD83(2011)	NAD83(2011)	33.6638704468	N333949.93361	-117.8594606672	W1175134.05840	CA 6-0406	2,188,965.007	6,071,961.391	UTM Zone 11
76	NAD83(2011)	NAD83(2011)	33.6638368194	N333949.81255	-117.8594941212	W1175134.17884	CA 6-0406	2,188,952.929	6,071,951.024	UTM Zone 11
77	NAD83(2011)	NAD83(2011)	33.6642161284	N333951.17806	-117.8600394434	W1175136.14200	CA 6-0406	2,189,093.500	6,071,787.245	UTM Zone 11
78	NAD83(2011)	NAD83(2011)	33.6642502849	N333951.30103	-117.8600054668	W1175136.01968	CA 6-0406	2,189,105.768	6,071,797.774	UTM Zone 11
79	NAD83(2011)	NAD83(2011)	33.6642959758	N333951.46551	-117.8600711606	W1175136.25618	CA 6-0406	2,189,122.701	6,071,778.044	UTM Zone 11