



# 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

September 16, 2021

**TO:** Commissioners/Alternates  
**FROM:** Lea U. Choum, Executive Officer  
**SUBJECT:** City of Newport Beach Housing Element Update (2021-2029)

### **Background**

The City of Newport Beach has submitted its Draft Housing Element Update (“Update”) for a consistency review. The Update identifies and analyzes the City’s existing and projected housing needs, and contains goals, policies, objectives, and programs to address those needs. The City’s Housing Element was last updated in September 2013 (for the 5th cycle), which covered the years 2014 to 2021. It was found to be consistent with the *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)*.

The Housing Element is one of the seven mandatory elements of the General Plan. Section 65583 of the Government Code sets forth the specific requirements of a jurisdiction’s housing element. Included in these requirements are obligations of local jurisdictions to provide for their “fair share” of the regional housing needs. This fair share is determined through the Regional Housing Needs Assessment (RHNA) process which in Orange County is facilitated by the Southern California Association of Governments (SCAG). For the October 15, 2021 to October 15, 2029 planning period, the City of Newport Beach was allocated a total of 4,845 housing units, including 1,456 for very low-income, 930 for low-income, 1,050 for moderate-income, and 1,409 for above-moderate income households. The City is able to take credit for 1,591 units currently within the planning process and 1,000 units of Accessory Dwelling Units (ADU’s) throughout the city. This results in a “remaining need” of 1,927 units.

The Update identifies “suitable” parcels which could accommodate more than the required number of residential units as required by state law. The Update includes six focus areas for residential development. Those six areas are: Banning Ranch, West Newport Mesa, Dover-Westcliff, Newport Center, Coyote Canyon and the Airport Area. See Attachment #1 for a map showing the location of those areas.

The City of Newport Beach has submitted its draft Housing Element Update to the California Department of Housing and Community Development (HCD) for review, and has tentatively scheduled the following public hearings:

December 9, 2021      Planning Commission  
January 11, 2022      City Council

**AE LUP for JWA Issues**

**Regarding Aircraft Noise Impacts:**

The Update identifies 23 new sites “suitable” for residential development within the 60 dB CNEL and 28 new sites within the 65 dB CNEL contours. (See Attachment #2.) The parcels shown in green are proposed new sites that the City has deemed “suitable” for residential development. Please note that the exhibit does not include existing residential sites such as the 444-unit Newport Airport Village along Campus Drive which in 2020, your Commission found inconsistent with the *AE LUP for JWA* and the City proceeded to overrule ALUC and approve the project.

While the City’s previously adopted Housing Element allowed for some residential development in the Airport Area it did not allow for housing within the 65 dB CNEL contour, and it included:

Policy H 3.2: “Enable construction of new housing units sufficient to meet City quantified goals by identifying adequate sites for their construction. Development of new housing will not be allowed within the John Wayne Airport (JWA) 65 dB CNEL contour, no larger than shown on the 1985 JWA Master Plan.”

The Update would eliminate this policy.

In addition, the existing Noise Element of the Newport Beach General Plan includes goals and policies including:

Policy N 3.2: “Residential Development - Require that residential development in the Airport Area be located outside of the 65 dB CNEL noise contour no larger than shown in the 1985 JWA Master Plan and require residential developers to notify prospective purchasers or tenants of aircraft overflight and noise.”

The City has indicated that it will be completing a comprehensive General Plan update in the near future, and the existing Policy N 3.2 will be revised to reflect the inclusion of new sites within the 65 dB CNEL as proposed in the Update.

**Regarding Height Restrictions:**

A large portion of the City of Newport Beach is within the Federal Aviation Administration (FAA) Notification Area and the Federal Aviation Regulation (FAR) Part 77 Obstruction Imaginary Surfaces for JWA. The Update includes a detailed, parcel-specific analysis, and inventory of “suitable” sites, however, height restrictions correlating to the new residential sites are

not part of the Update, and will be designated in a future Zoning Code Amendment. As part of this submittal, the City indicates that the “rezoning of properties will not be inconsistent with AELUP Subsection 3.2.6 (Height Restriction Zone) or Federal Aviation Administration (FAA) regulations.” See Attachment #3 - Overview Map which shows the proposed focus areas within the Obstruction Imaginary Surfaces and the Notification Area for JWA.

With respect to the FAR Part 77 Obstruction Imaginary Surfaces, there are proposed housing sites in the Airport Area that are located within the approach and transitional obstruction imaginary surfaces for JWA. As shown in Attachment #4, housing sites proposed within the Santa Ana Heights Specific Area Plan (SAHAP) will be situated under the primary approach surface for JWA. Future residents would be exposed to significant aircraft overflight due to the project’s location under this surface. In addition, there are new housing sites proposed along Campus Drive directly east of the airport that are located within the transitional surfaces for JWA. This area would also be subject to low-altitude general aviation overflight.

**Regarding Flight Tracks and Safety Zones:**

The Update identifies 58 new housing sites within Safety Zone 6-Traffic Pattern Zone, and four sites within Safety Zone 4-Outer Approach/Departure Zone, including parcels in the Santa Ana Heights area. (See Attachment #5). According to the California Airport Land Use Planning Handbook, noise and overflight should be considered in Safety Zone 6 and residential uses should be limited to low density in Safety Zone 4.

Attachment #6 illustrates flight tracks provided by the John Wayne Airport Noise Office for the City on three separate days in January, June and October of 2019. The JWA Noise Office provided two different illustrations for each of the dates: one is at a city-wide scale and one is focused on the Airport Area. As shown on the exhibits, there are numerous flights over the proposed new housing sites in the Airport Area, with a concentration of flights over the primary approach corridor and proposed sites east of the airport within Safety Zone 6 and the transitional surface for JWA. The location and number of new residential sites within Safety Zones 4 and 6, with some directly under the flight path of commercial and general aviation flights, suggests that these new land uses would be incompatible with the operations at JWA and subject the future residents to excessive noise and safety risks.

**Regarding Heliports:**

No heliports are proposed as part of the Update, therefore, consistency with the AELUP for Heliports was not evaluated. Other elements of the Newport Beach General Plan include policies regarding development of new heliports. Proposals for new heliports must be submitted through the City to the ALUC for review and action pursuant to Public Utilities Code Section 21661.5 and must comply with the State permit procedure provided by law and with all conditions of approval imposed or recommended by FAA, by the ALUC for Orange County and by Caltrans/Division of Aeronautics.

### **Environmental Compliance**

A Notice of Preparation (NOP) for a Program Environmental Impact Report (PEIR) was issued for the proposed Update. The NOP was circulated for public review from August 10, 2021 to September 9, 2021. ALUC staff provided comments on the NOP on September 9, 2021. (See Attachment #7.)

### **Other Considerations**

If the Draft Housing Element is approved by the City of Newport Beach, other elements of the General Plan (including the Land Use Element), the Zoning Code, and a number of Specific Plans in the City would need to be updated to accommodate the proposed new residential uses. All of these amendments would require submittal to ALUC for consistency determinations. One of the Specific Plans that would need to be amended is the SAHSAP. In November 2006, The City of Newport Beach and the County of Orange entered into a Cooperative Agreement (See Attachment #8). In the agreement, the City and County agreed to “expand their longstanding efforts to promote compatibility between operations at John Wayne Airport...and land uses within and in proximity to the City.” Furthermore, the City agreed to become a “consistent” agency with respect to residential land uses within the airport vicinity and to preserve certain longstanding land use plans, such as the SAHSAP that were designed to harmonize land uses in Santa Ana Heights with air carrier operations at JWA.

### **Conclusion**

Attachment #9 to this report contains the project submittal package received from the City of Newport Beach for your reference. The complete Housing Element Update is available on the City’s website at:

<https://www.newportbeachca.gov/home/showpublisheddocument/70261/637644550623430000>

ALUC staff has reviewed the Draft Housing Element Update for compliance with the *AELUP for John Wayne Airport (JWA)* including review of noise, height restrictions, safety and overflight. The recommendation below is based on the Update’s introduction of new residential sites in close proximity to the airport, specifically within the 65 dB CNEL Noise Contour, Safety Zones, and under the approach/departure surface for JWA.

### **Recommendation:**

That the Commission find the proposed Newport Beach Draft Housing Element Update inconsistent with the *AELUP for JWA* per:

1. Section 2.1.1 Aircraft Noise that the “aircraft noise emanating from airports may be incompatible with general welfare of the inhabitants within the vicinity of an airport.”

2. Section 2.1.2 Safety Compatibility Zones in which “the purpose of these zones is to support the continued use and operation of an airport by establishing compatibility and safety standards to promote air navigational safety and to reduce potential safety hazards for persons living, working or recreating near JWA.”
3. Section 2.1.4, and PUC Section 21674 which state that the Commission is charged by PUC Section 21674(a) “to assist local agencies in ensuring compatible land uses in the vicinity of ...existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses,” and PUC Section 21674(b) “to coordinate planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety and welfare.”

Respectfully submitted,



Lea U. Choum  
Executive Officer

Attachments:

1. Exhibit of Focus Areas
2. Noise Contour Exhibit
3. Overview Map of Obstruction Imaginary Surfaces and Notification Surface
4. Obstruction Imaginary Surfaces Airport Area
5. Parcels in Safety Zones
6. Flight Track Exhibits
7. ALUC Comment Letter on NOP for PEIR for Housing and Circulation Element
8. Cooperative Agreement
9. City of Newport Beach Submittal Package



Each site was also evaluated by the Subcommittees considering factors such as:

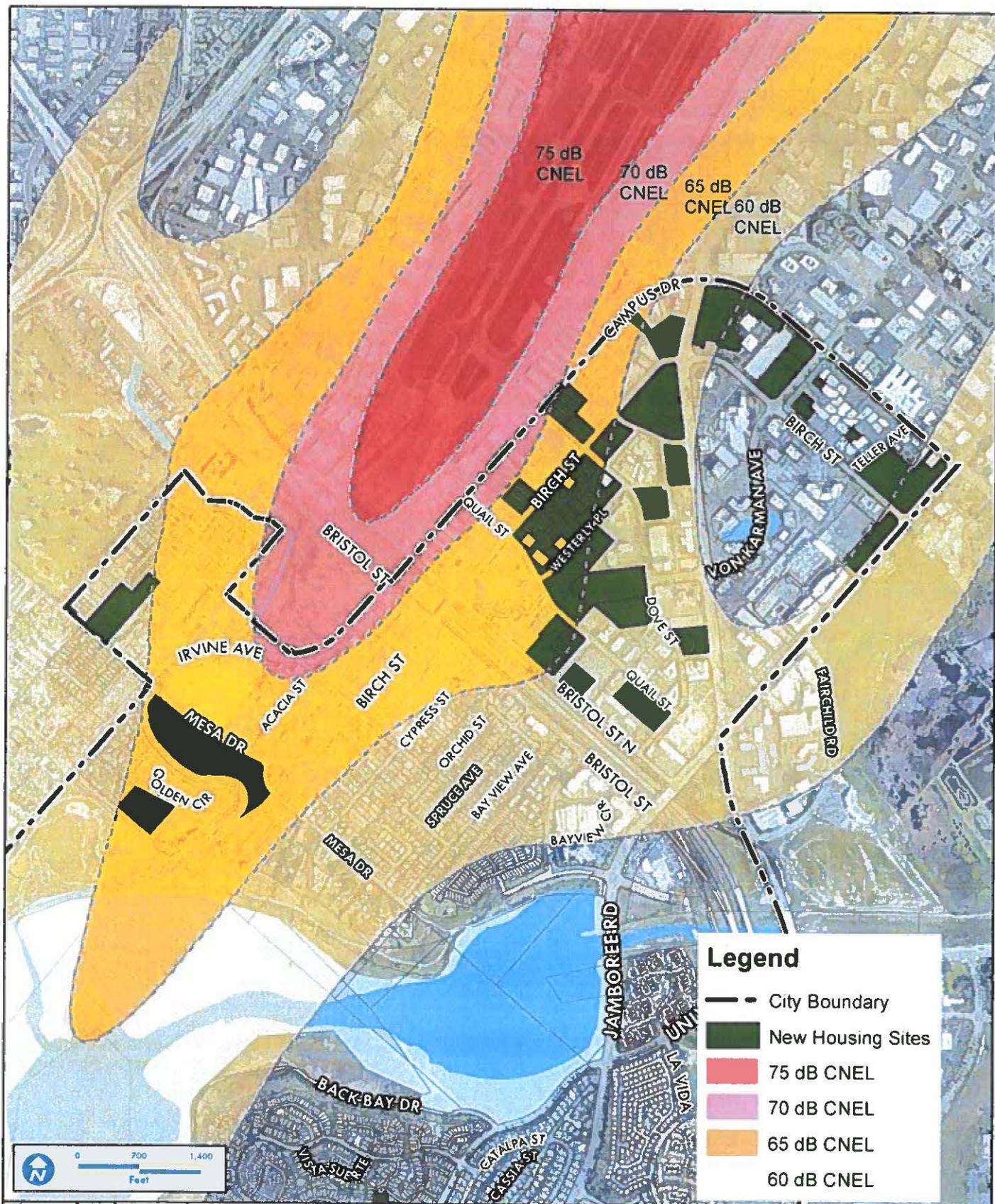
- Access to schools and jobs
- Access to parks, services, health care facilities and grocery stores
- Proximity to infrastructure and utilities

Each Subcommittee completed technical memorandums summarizing the detailed, parcel-by-parcel analysis completed to assess feasibility within each Focus Area. The City then sent letters to each property owner whose property was deemed “Feasible” or “Potentially Feasible” for residential development by the HEUAC. Responses to these letters are captured as evidence to reinforce likelihood for redevelopment within **Tables B-8 through B-18**.

As shown within the following images, the Focus Areas and Candidate Sites identified by the HEUAC align closely with recommended sites within the SCAG HELPR Tool. This is primarily due to consistency in methodology between the HEUAC, comprised of local experts in relevant fields, and SCAG HELPR, a data-driven tool developed externally.

**Figure 2: Focus Areas for Residential Development**

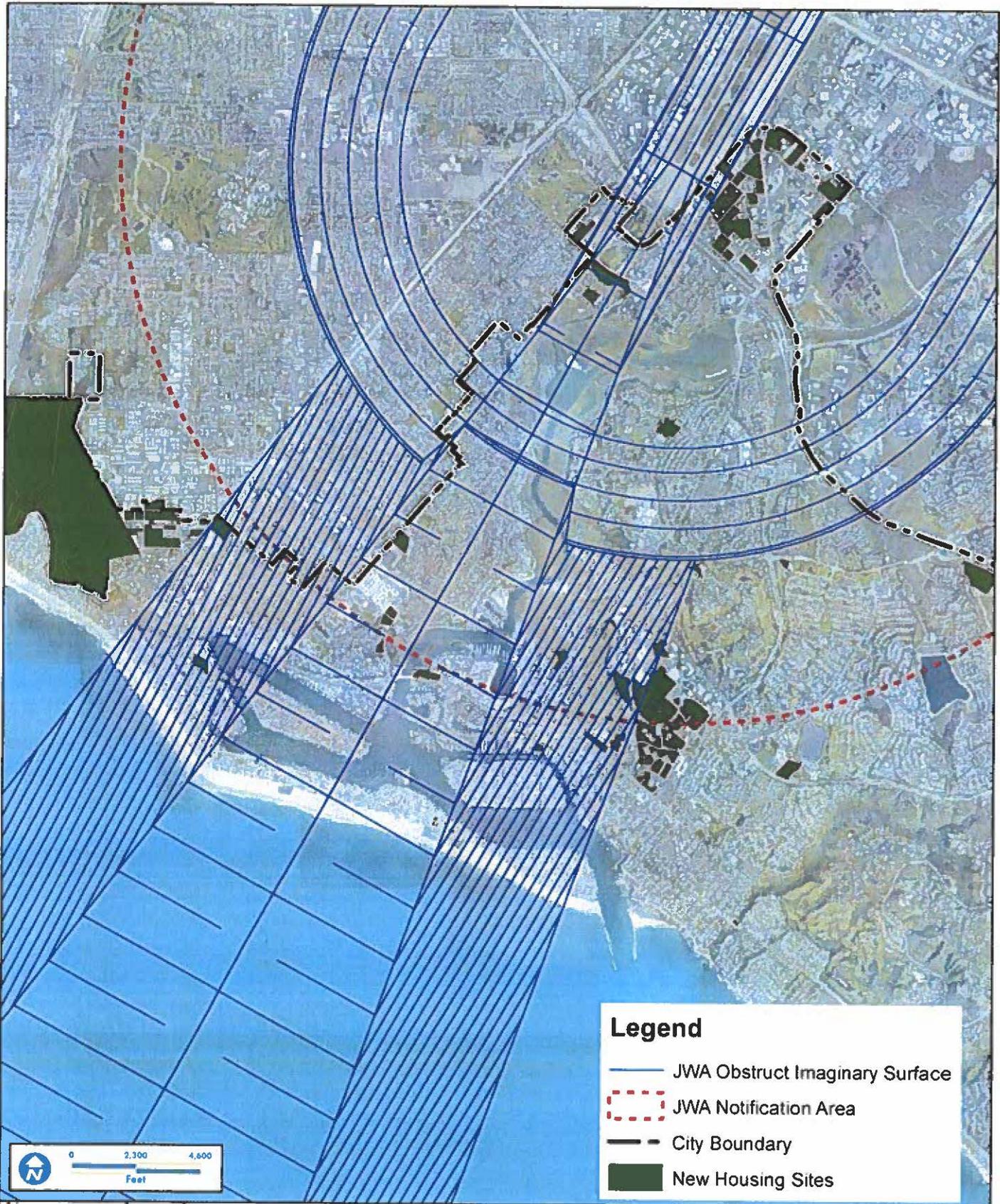




Housing Sites Inventory (PA2017-141)  
 JWA CNEL Noise Contours

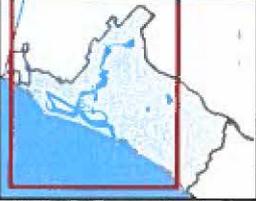


PA2017-141\_Noise\_Contours.mxd



**Legend**

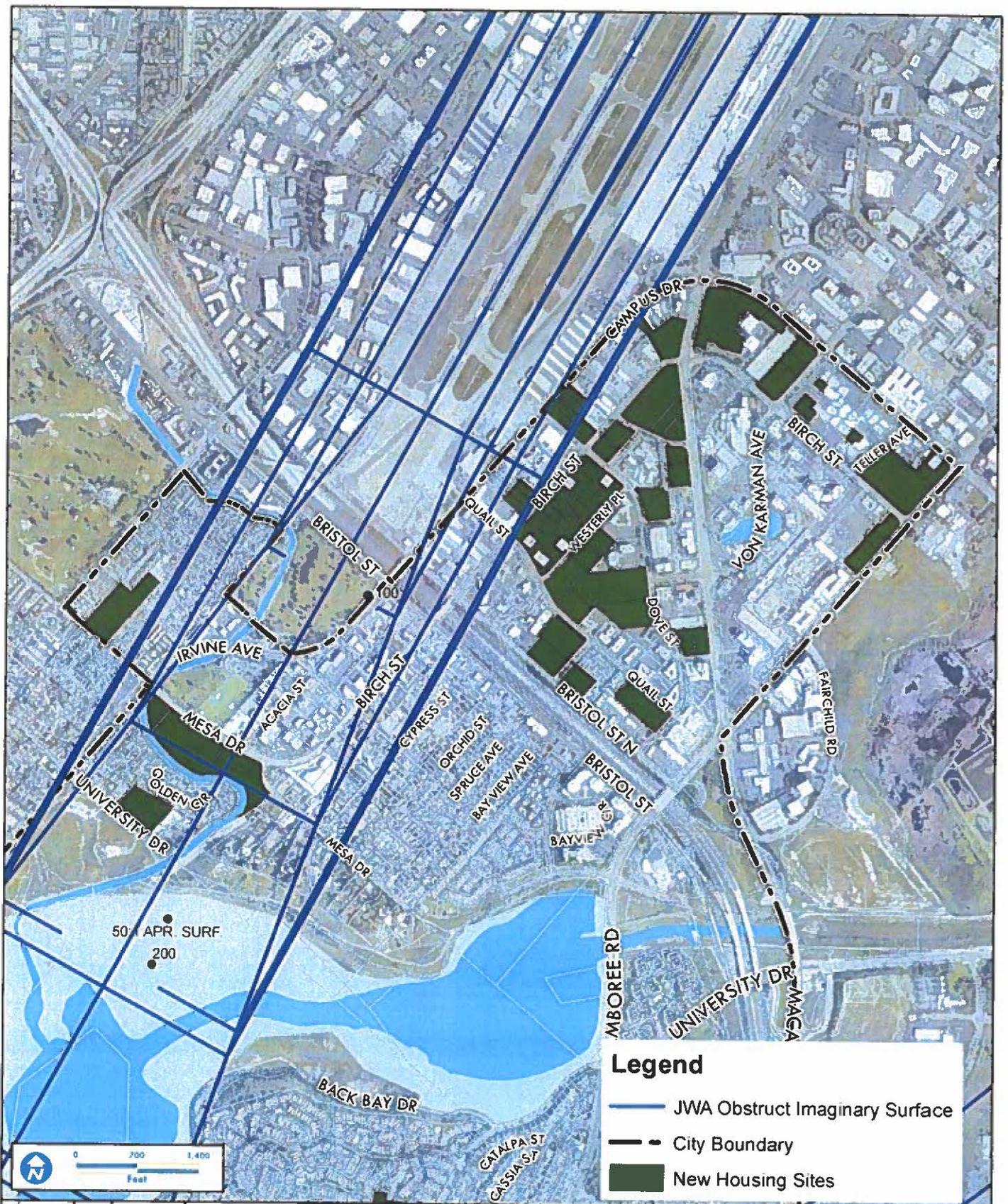
- JWA Obstruct Imaginary Surface
- - - JWA Notification Area
- - - City Boundary
- New Housing Sites



**Housing Sites Inventory (PA2017-141)**  
**JWA Obstruction Imaginary Surface and Notification**  
**Area**  
 (Overview Map)

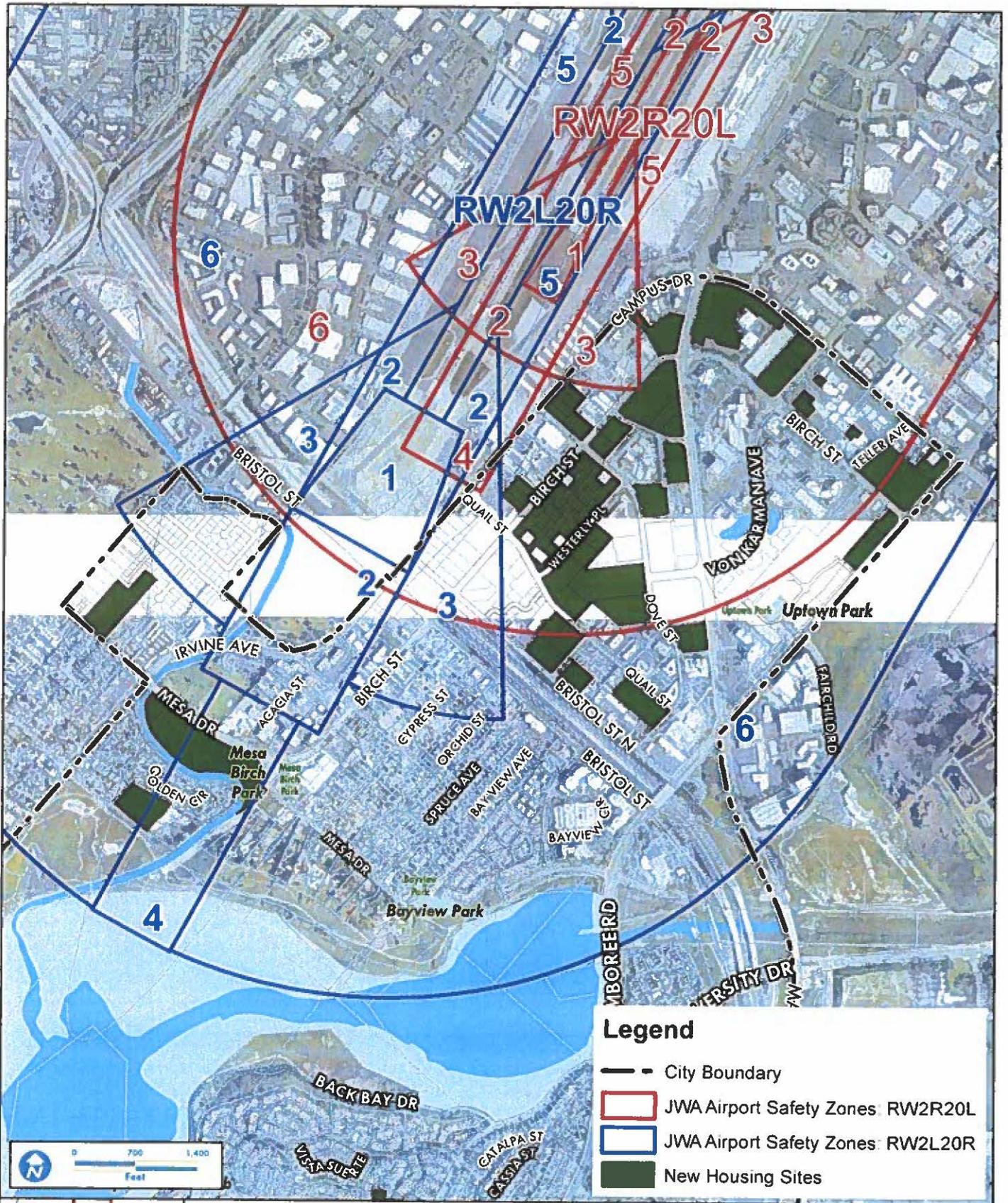


PA2017-141\_Obstruction\_OverviewMap.mxd



Housing Sites Inventory (PA2017-141)  
 JWA Obstruction Imaginary Surface  
 (Airport Area)





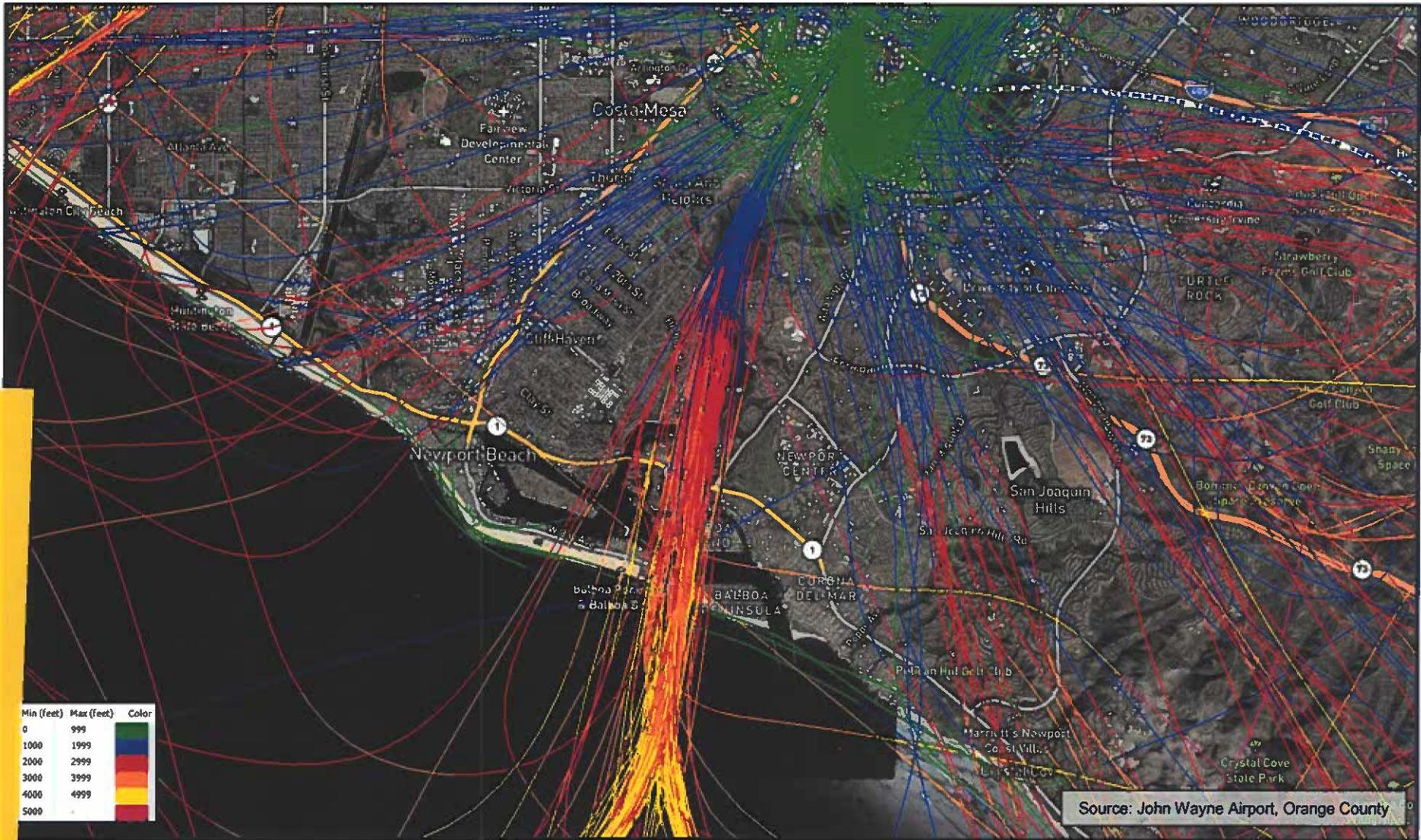
Housing Sites Inventory (PA2017-141)  
JWA Safety Zones



PA2017-141 Safety Zones.mxd



John Wayne Airport Altitude Analysis  
689 Operations  
Thursday, January 24, 2019



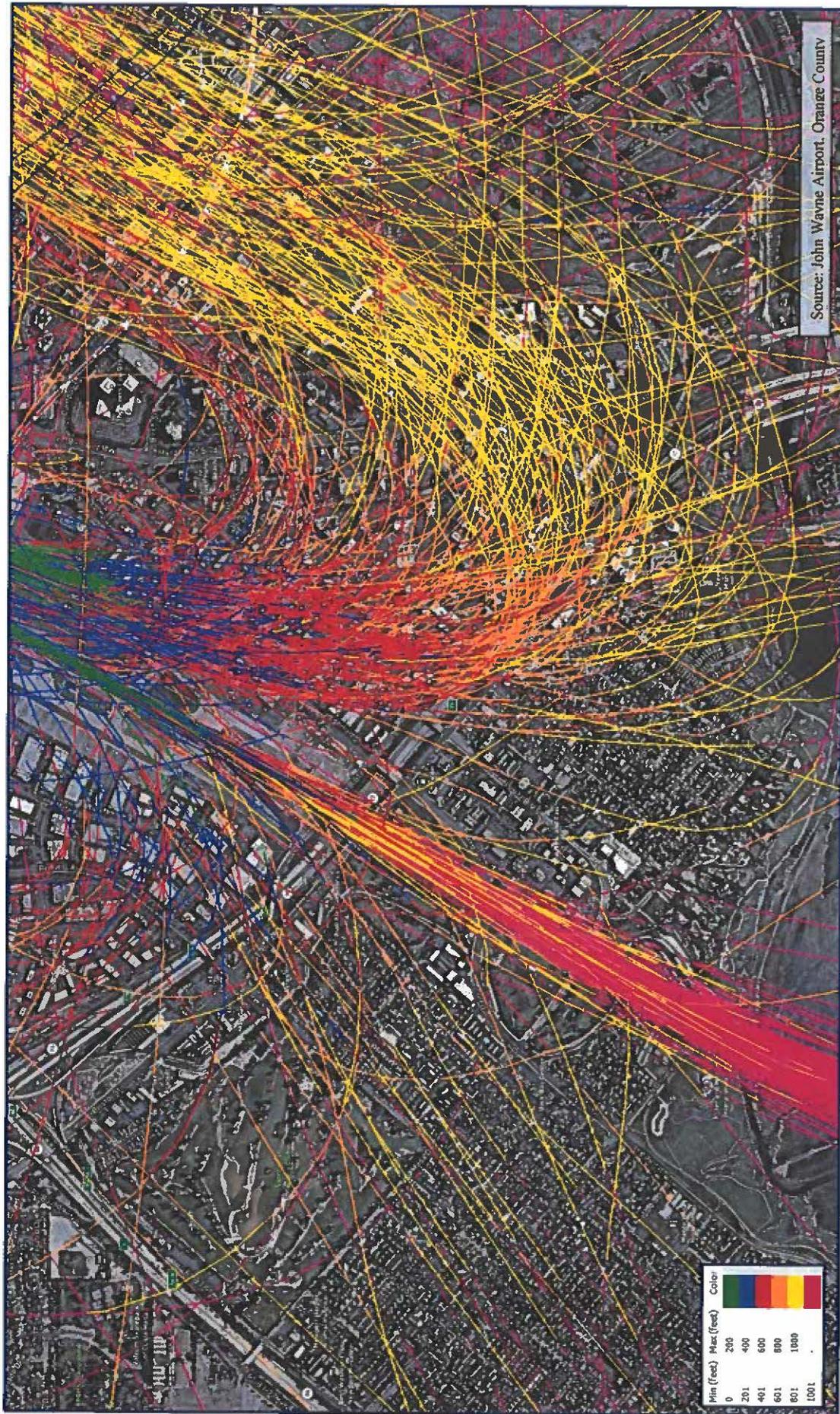
ATTACHMENT 6



JOHN WAYNE  
AIRPORT  
ORANGE COUNTY

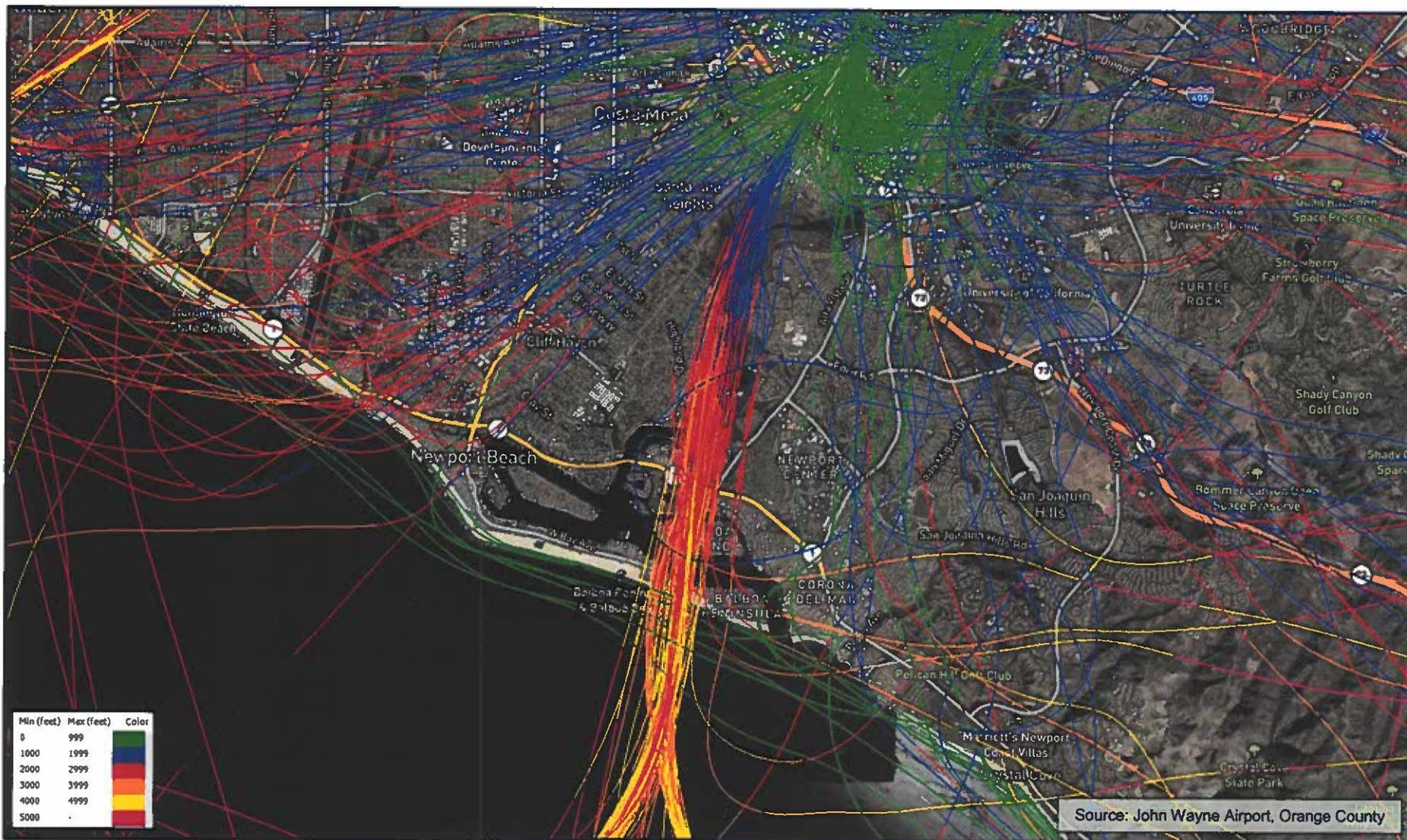
John Wayne Airport Access & Noise Office

John Wayne Airport Altitude Analysis  
689 Operations  
Thursday, January 24, 2019





John Wayne Airport Altitude Analysis  
550 Operations  
Saturday, June 22, 2019

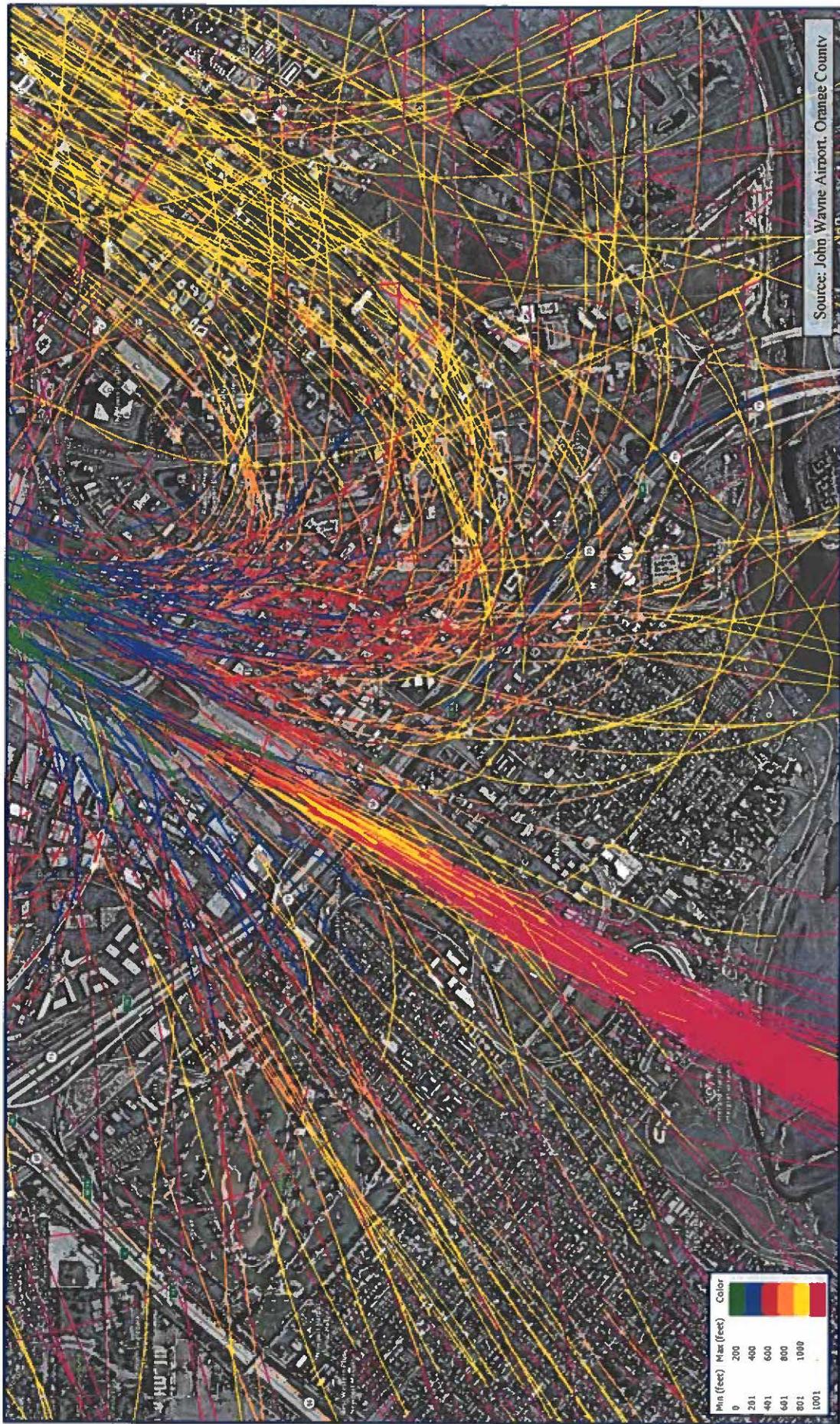




JOHN WAYNE  
AIRPORT  
ORANGE COUNTY

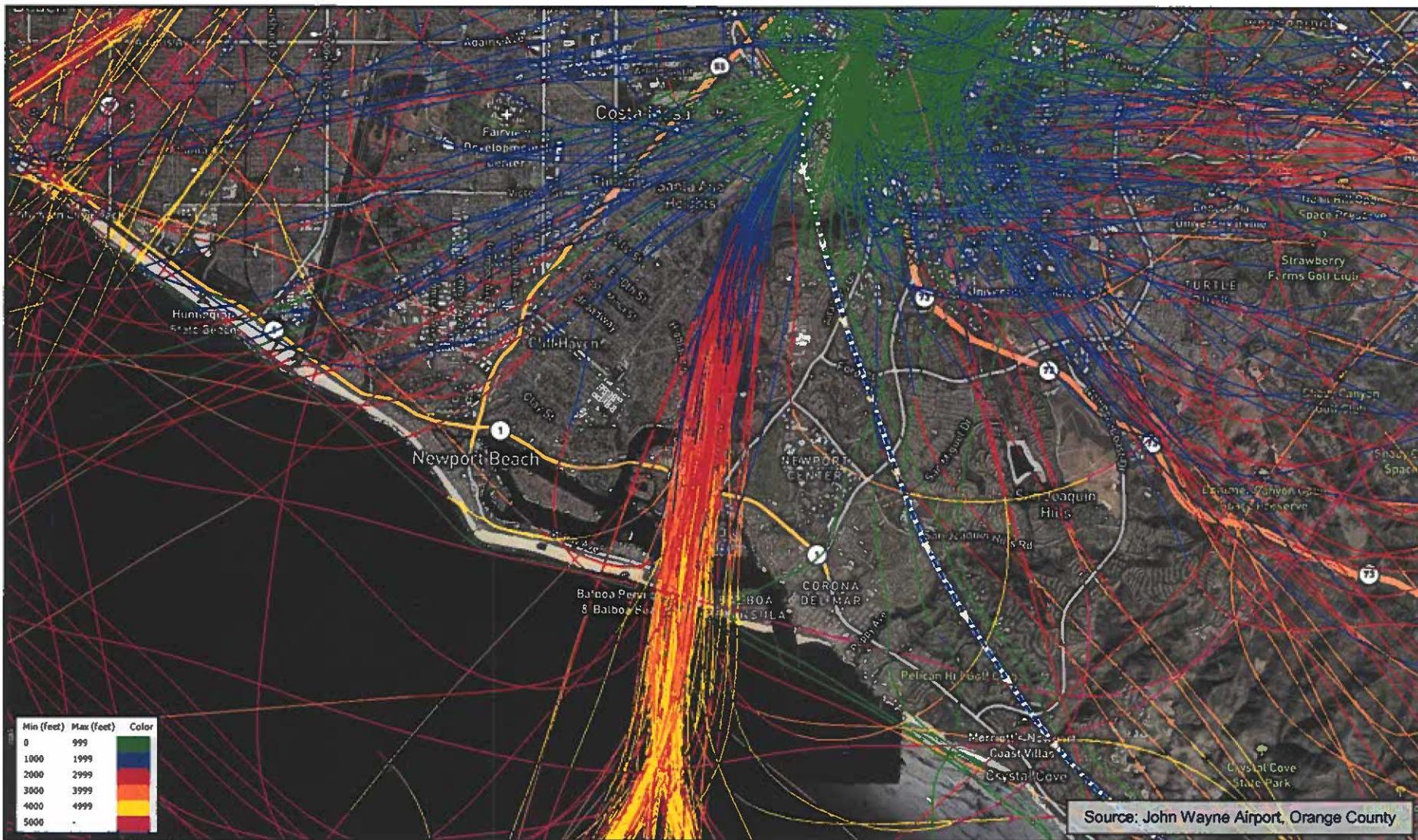
John Wayne Airport Access & Noise Office

# John Wayne Airport Altitude Analysis 550 Operations Saturday, June 22, 2019



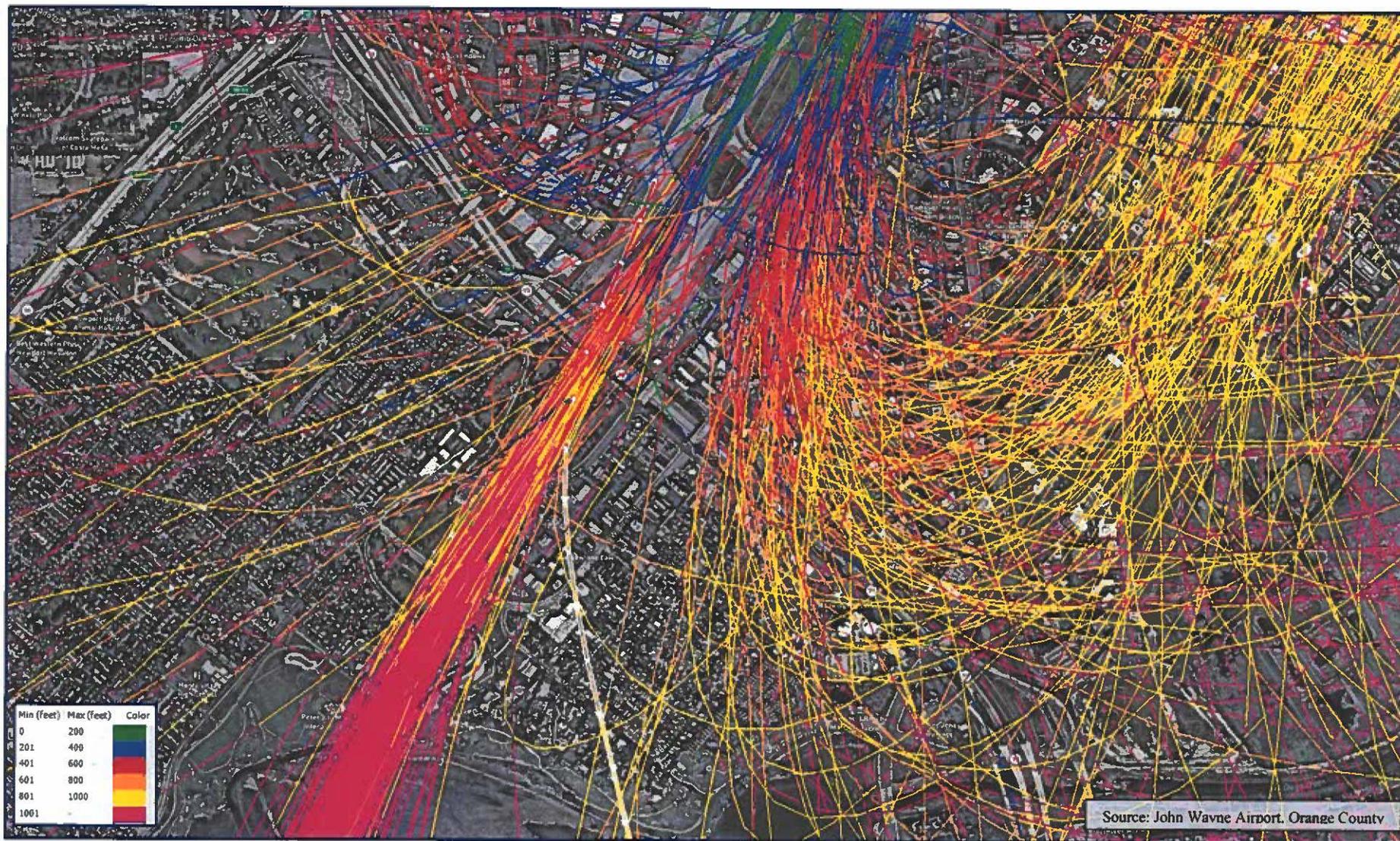


John Wayne Airport Altitude Analysis  
788 Operations  
Thursday, October 17, 2019





John Wayne Airport Altitude Analysis  
788 Operations  
Thursday, October 17, 2019





# AIRPORT LAND USE COMMISSION

FOR ORANGE COUNTY

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

September 9, 2021

Ben Zdeba, Senior Planner  
Community Development Department  
City of Newport Beach  
100 Civic Center Drive  
Newport Beach, CA 92660

Subject: City of Newport Beach NOP of PEIR for Housing and Circulation Elements

Dear Mr. Zdeba:

Thank you for the opportunity to review the Draft Housing Element Update and the Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the proposed Housing and Circulation Element updates in the context of the Airport Land Use Commission's *Airport Environs Land Use Plan for John Wayne Airport (AELUP for JWA)*.

The Draft Housing Element includes a site inventory assessment, which identifies sites that can achieve the City's assigned 2021 Regional Housing Needs Allocation (RHNA) for the 2021-2029 planning period. The Draft Element identifies six focus areas for residential development:

- Airport Area
- West Newport Mesa
- Dover/Westcliff
- Newport Center
- Banning Ranch
- Coyote Canyon

Of these, the following proposed focus areas fall within the Airport Planning Area/Notification for JWA: Airport Area, Dover/Westcliff, and Newport Center.

The Draft Housing Element raises potentially significant land use compatibility impact concerns related to the Airport Area. In light of this area's close proximity to John Wayne Airport (JWA), and its location which is directly under a general aviation, low-altitude, primary flight corridor, the PEIR should specifically address

ATTACHMENT 7

the impacts of development of new residential sites in terms of compatibility with the *AELUP for JWA*.

With respect to noise impacts, the Draft Housing Element is proposing to locate numerous residential sites within the 65 dB and 60 dB CNEL contours for JWA. As noted in your submittal to the ALUC, 23 sites are proposed within the 60 dB to 65 dB CNEL contour and 28 sites fall within the 65 dB to 70 dB CNEL contour. The California Airport Noise Regulations (promulgated in accordance with the State Aeronautics Act and set forth in Section 5000 et seq. of the California Code of Regulations, Title 21, Division 2.5, Chapter 6) establish the 65 dB CNEL as a noise impact boundary within which there shall be no incompatible land uses. The PEIR should address impacts related to incompatible development within these contours and address the California Airport Noise Regulations and ALUC policies contained in the *AELUP for JWA*.

As for homes located within the 60 dB CNEL contour, it is strongly recommended that residential units be limited or excluded from this area unless the sound attenuation provided is sufficient to comply with noise levels identified in the 1985 JWA Master Plan and subsequent Settlement Agreement Amendments.

The PEIR also needs to address the noise impacts of airport operations on the proposed sensitive land uses because the impacts would not occur if not for the project. Even with noise attenuation to meet interior noise standards, there would be a land use impact because exterior noise levels for residential uses may not be achieved.

The City's submittal to the ALUC states there are no proposed policies or mitigation measures in the Housing Element to address potential land use incompatibility and noise. Instead, the City relies on its General Plan Noise Element to provide goals and policies in relation to airport noise. As noted in the City's General Plan, locating residential within the 65 dB CNEL noise contour is contrary to the City's current General Plan Land Use and Noise Elements, which contain the following policies:

**LU 6.15.3 Airport Compatibility:**

Require that all development be constructed in conformance with the height restrictions set forth by Federal Aviation Administration (FAA) Federal Aviation Regulations (FAR) Part 77, Caltrans Division of Aeronautics, and that residential development be located outside of the 65 dB CNEL noise contour specified by the 1985 JWA Master Plan. (Imp 2.1, 3.1, 4.1, 14.3)

**Policy N3.2 Residential Development:**

**Require that residential development in the Airport Area be located outside of the 65 dB CNEL noise contour no larger than shown in the 1985 JWA Master Plan and require residential developers to notify prospective purchasers or tenant of aircraft overflight and noise.**

The City identifies there will be a need to amend the Land Use Element to reflect the sites identified in the Housing Element that are not presently designated for housing development to allow this type of land use. Additionally, Policy N 3.2 is identified as a policy needing to be amended to allow residential uses in the 65 to 70 dB CNEL contour. Until that action is taken and the appropriate mitigation measures to address such a policy change are adopted, the Housing Element would need to be identified as inconsistent with the Land Use and Noise Elements of the General Plan.

In addition to noise impacts, it is important that the PEIR address the proposed focus areas that are within the Federal Aviation Regulation (FAR) Part 77 Obstruction Imaginary Surfaces for JWA and those portions located on the AELUP Notification Area for JWA. The environmental document should address these height restrictions relative to both the notification and imaginary surfaces. ALUC staff recommends that policies be established ensuring that the maximum allowable building heights for projects located within the JWA Planning Area do not penetrate the FAA Part 77 Obstruction surfaces for JWA.

There are proposed housing opportunity sites in the Airport Area that are located within the approach and transitional obstruction imaginary surfaces for JWA. Housing sites proposed within the Santa Ana Heights Specific Area Plan (SAHSAP) will be situated under the primary approach surface for JWA. The PEIR should emphasize that future residents would be exposed to significant aircraft overflight and single event noise due to the project's location under this surface. In addition, there are new housing sites proposed along Campus Drive directly east of the airport that are located within the transitional surfaces for JWA. This area would also be subject to low-altitude general aviation overflight.

The PEIR should also discuss safety concerns related to proposing housing sites within the Safety Zones for JWA. The Draft Housing Element identifies housing sites within Safety Zone 6: Traffic Pattern Zone and Safety Zone 4: Outer Approach/Departure Zone. There are new housing sites proposed within SAHSAP that fall within Safety Zone 4. According to the California Airport Land Use Planning Handbook, noise and overflight should be considered in Safety Zone 6 and residential uses should be limited to low density in Safety Zone 4. In this zone, aircraft are flying at approximately 1,000 feet above the property and there is a moderate risk level for near-runway accidents. Approaching aircraft are usually at less than traffic pattern altitude in Safety Zone 4.

ALUC Comments  
NOP of PEIR for Draft Housing & Circulation Element  
9.3.21  
Page 3

Thank you for the opportunity to comment on this NOP and we look forward to reviewing the PEIR. Please contact Julie Fitch at (949) 252-5284 or via email at [jfitch@ocair.com](mailto:jfitch@ocair.com) should you require additional information.

Sincerely,

A handwritten signature in blue ink that reads "Lea U. Choum". The signature is fluid and cursive, with the first name "Lea" being the most prominent.

Lea U. Choum  
Executive Officer

# COOPERATIVE AGREEMENT

This COOPERATIVE AGREEMENT ("AGREEMENT") by and between the County of Orange ("County"), and the City of Newport Beach ("City") is dated the 1<sup>st</sup> day of November, 2006 ("Effective Date") and is made with reference to the following:

## RECITALS

- A. The City and County share the goals of: (i) fostering local government cooperation as a way to enhance service to the public without increasing costs; and (ii) ensuring that plans and studies provide public officials with the information necessary to make informed decisions on the nature and extent of municipal services to be provided as well as the most cost effective way to provide those services.
- B. The Parties, through this Agreement, commit to work in good faith to ensure that their cooperation will: (i) ensure the public continues to receive high quality and cost effective services; (ii) maintain or enhance their constituents quality of life; (iii) preserve and enhance the wildlife habitat, educational and recreational value of natural resources; and (iv) provide a means for continued cooperation to benefit the public and the taxpayer.

**ATTACHMENT 8**

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

**I. GOALS AND OBJECTIVES**

**Airport Area Compatibility.** The City and County intend, through this Agreement and any subsidiary agreement that the Parties determine is necessary or appropriate to implement this Agreement, to expand their longstanding efforts to promote compatibility between operations at John Wayne Airport ("JWA" – See Exhibit A) and land uses within and in proximity to the City. The Parties intend to promote compatibility by, among other things, committing to preserve certain longstanding land use plans, such as the Santa Ana Heights Specific Area Plan ("SAHSAP"), that were designed to harmonize land uses in Santa Ana Heights with air carrier operations at JWA. The Parties also intend this Agreement to prohibit City annexation of JWA and other JWA-owned or County-owned property without County approval. The Parties also intend, through this Agreement and any subsidiary agreement that the Parties determine is necessary or appropriate to implement this Agreement, to require County compliance with a process that includes City consideration and approval prior to County acquiring property for the purpose of extending the existing air carrier runway to the south or constructing a second air carrier runway, and to require the City to become a consistent agency with respect to land uses and related planning in the airport area as specified in the Airport Environmental Land Use Plan ("AELUP").

**II. AIRPORT AREA COMPATIBILITY**

**A. Summary.** The Parties commit, through this Agreement, and any subsidiary agreement that the Parties determine is necessary or

appropriate to implement this Agreement, to take actions with respect to existing plans and policies that promote compatibility between SAH land uses and JWA air carrier operations. This Agreement also confirms exclusive County jurisdiction over, and precludes City annexations of, JWA and/or areas essential to aircraft operations while requiring City consent to certain acquisitions of property. This Agreement also enables, but does not require in any way, the City and County to jointly plan, design, fund and/or construct public improvements.

**B. Implementation.** The Parties will, for the term of this Agreement, act in a manner consistent with the following:

(1) The City will not initiate proceedings to annex JWA or any portions of JWA or other County-owned land without the written consent of the County.

(2) Prior to any County (or successor agency) acquisition of land or any interest therein, including tide and submerged lands or other lands subject to the public trust for commerce, navigation, or fisheries, for the purpose of constructing a second air carrier runway at John Wayne Airport or extending the existing air carrier runway to the south, the County will submit a plan for the construction of the facility to the City Council of the City of Newport Beach as if Public Utilities Code section 21661.6 were applicable. The plan shall show in detail any proposed new/extended runway uses proposed for the property to be acquired. The Newport Beach City Council shall conduct a noticed public hearing on the plan, and shall thereafter approve or disapprove the plan as if Public Utilities Code section 21661.6 were applicable. The County may, subject to compliance

with other legal requirements, proceed with the proposed acquisition only in the event of City Council approval.

(3) The City will become a "consistent agency" for purposes of the AELUP and the City shall take the actions necessary to become a consistent agency within 12 months after the Effective Date. The City will retain this consistent agency status through the term of this Agreement provided that the AELUP 65 CNEL contour is not the expanded in comparison to that which is in the AELUP as of the Effective Date.

(4) The City will not repeal/modify the SAHSAP without County consent.

(5) City consent is not a precondition to County action necessary to comply with State and Federal laws.

(6) Both Parties agree that this Agreement has no impact on the JWA Settlement Agreement or the duties/rights of a party to that JWA Settlement Agreement.

(7) The Parties agree that, where appropriate, they may, but are not obligated to, cooperate in the planning, design, funding and construction of circulation or other improvements in or immediately adjacent to the City that are intended to mitigate traffic impacts or promote compatibility between JWA and land uses in the vicinity of JWA.

### **III. TWO NEWPORT BAY STUDIES.**

A. Summary. The Parties agree to cooperatively develop a Comprehensive Resource Management Plan ("CRMP") for the educational, public access, and habitat of the Upper Newport Bay, including the Upper

Newport Bay Preserve ("Nature Preserve") and adjacent properties, including the Upper Newport Bay Ecological Reserve and City-owned properties adjacent to the Bay. The Parties also agree to conduct a study of Lower Newport Bay services ("Lower Bay Services Study").

B. Funding. Funding for the two studies will come from the County and the City in direct proportion to the amount of land (including tidelands) that each entity administers. For example, the County owns approximately twenty percent (20%) of the CRMP study area. Therefore, the County agrees to fund twenty percent (20%) of the CRMP, with the City or other partners funding the remaining eighty percent (80%).

C. Implementation of the Studies. The CRMP and Lower Bay Services Study would begin after the time that the County Executive Officer notifies the City that a current Strategic Plan for Harbors, Beaches, and Parks countywide is complete.

D. Implementation of the Studies Recommendations. The Parties agree that, subsequent to completion of each study, they will engage in good faith discussions relative to implementing any study recommendations but final implementation shall be upon the mutual consent of both parties.

Adopted this 24<sup>th</sup> day of October, 2006, by and between the County of Orange and the City of Newport Beach.

Bill Campbell  
Supervisor Bill Campbell, Chairman  
Orange County Board of Supervisors

11/30/06  
Date

APPROVED AS TO FORM  
OFFICE OF THE COUNTY COUNSEL  
ORANGE COUNTY, CALIFORNIA

By Donald H. Rubin  
Deputy  
Date 11/30/06

Don Webb

Don Webb, Mayor  
City of Newport Beach

12/07/06  
Date

Attest:

Darlene J. Bloom

Darlene J. Bloom  
Clerk of the Board

11/30/06  
Date

LaVonne M. Harkless

LaVonne M. Harkless, City Clerk  
City of Newport Beach

12/4/06  
Date



Exhibit A  
JWA & Environs

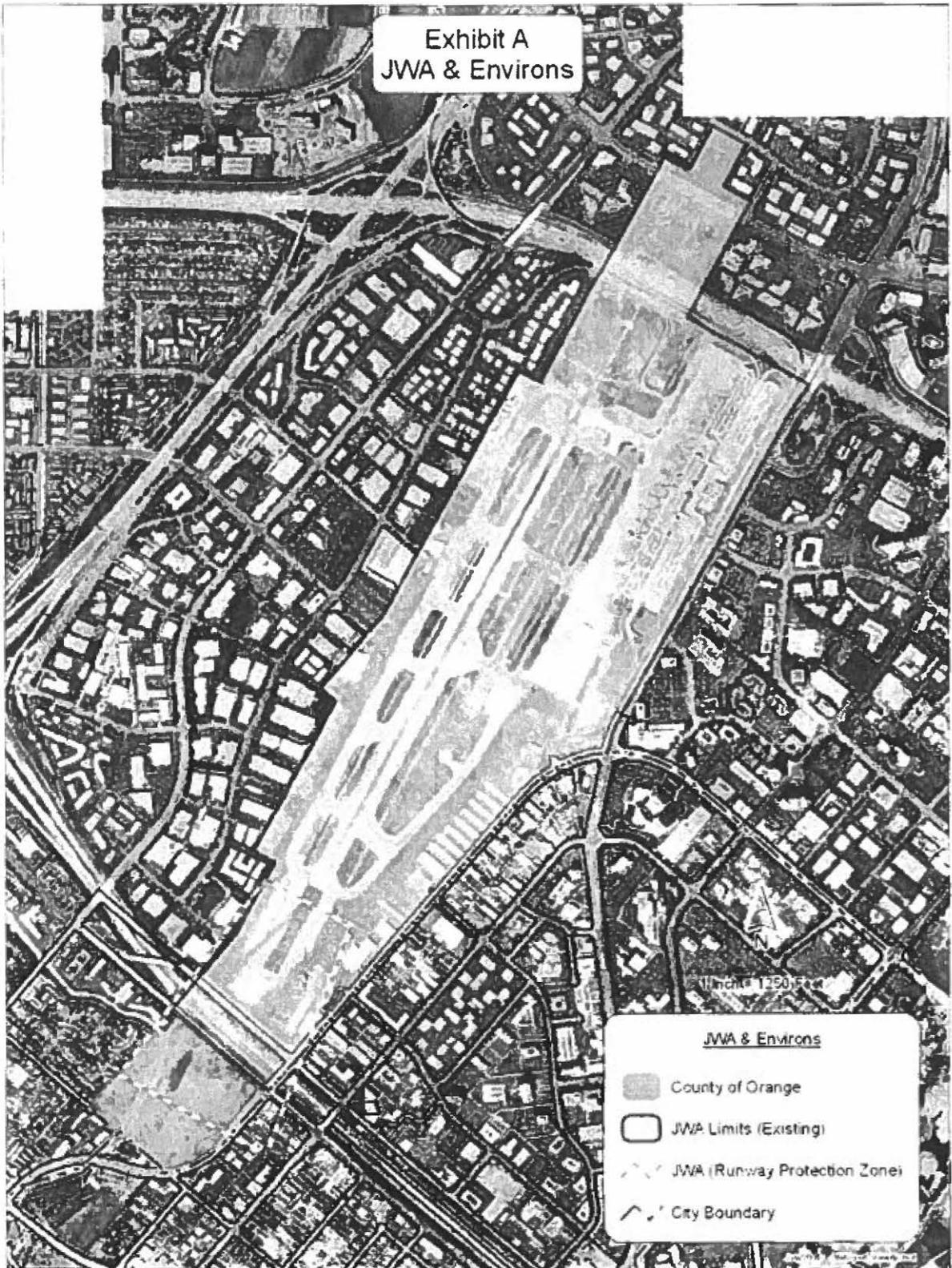
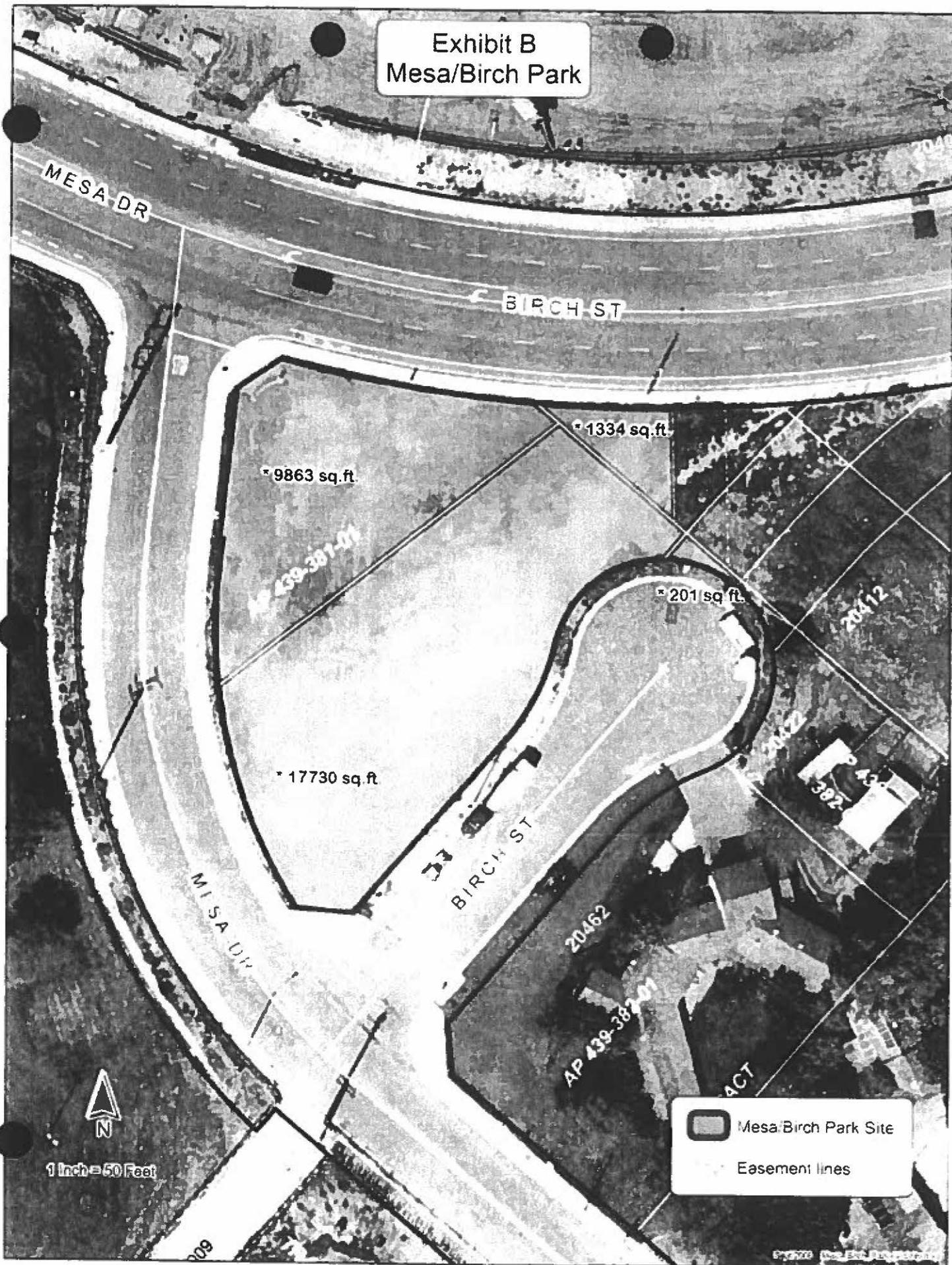


Exhibit B  
Mesa/Birch Park



1 inch = 50 Feet

 Mesa/Birch Park Site  
 Easement lines



CITY OF NEWPORT BEACH

100 Civic Center Drive  
Newport Beach, California 92660

949 644-3200

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

RECEIVED

AUG 25 2021

AIRPORT LAND USE COMMISSION

August 24, 2021

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

RE: City of Newport Beach General Plan, Housing Element Update for the 6<sup>th</sup> Cycle Regional Housing Needs Assessment (RHNA) Allocation of 4,845 New Units

Dear Ms. Choum:

Pursuant to Section 4.3 (Amendments to General Plans and Specific Plans [Zoning]) 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 City's proposed draft Housing Element update for consistency with the Airport Environs Land Use Plan (AELUP) at its September 16, 2021 meeting.

Over the past 20 months, City staff has worked alongside the City's Housing Element Update Advisory Committee (HEUAC), the consultant team, the community, Planning Commission, and City Council to prepare a draft General Plan Housing Element update. It is notable that this 6<sup>th</sup> Cycle Regional Housing Needs Assessment (RHNA) allocation of 4,845 new units is nearly 1,000 times the City's 5<sup>th</sup> Cycle RHNA allocation and represents about a 10-percent increase of the City's current housing stock. Given this high allocation and the City's numerous constraints identified in Section 3 of the draft update, new sites are being considered citywide, with approximately than 25 percent of those being in the Airport Area. Section 4 of the draft includes the housing plan that correlates with Appendix B, the housing opportunity sites. The City Council reviewed the draft and directed its submission to the State Department of Housing and Community Development (HCD) for a mandatory 60-day review. This direction extends to this request. The City is committed to working with you on this review with the hopes to submit a final draft to the State in February 2022, after considering the ALUC determination.

Should you have any questions concerning the preceding information, I can be reached at 949-644-3210 or via e-mail at [jcampbell@newportbeachca.gov](mailto:jcampbell@newportbeachca.gov) or in my absence, you may contact Ben Zdeba, Senior Planner at 949-644-3253 or via email at [bzdeba@newportbeachca.gov](mailto:bzdeba@newportbeachca.gov).

Sincerely,

Jim Campbell  
Deputy Community Development Director

ATTACHMENT 9

**Attachments**

1. Completed Submittal Form
2. Existing Housing Element
3. Proposed Housing Element
4. Proposed Housing Sites Exhibit: CNEL Noise Contours
5. Proposed Housing Sites Exhibit: Airport Safety Zones
6. Proposed Housing Sites Exhibit: Obstruction Imaginary Surfaces
7. Noise Policies and Mitigation Measures, Height Restrictions, and Explanation of Consistency with AELUP Standards

**Attachment No. 1**  
Completed Submittal Form



# AIRPORT LAND USE COMMISSION

## FOR ORANGE COUNTY

### HOUSING ELEMENT UPDATE - SUBMITTAL FORM

1. City/County: City of Newport Beach
2. Contact information - Name/Title James Campbell, Deputy Community Development Director  
Agency: City of Newport Beach  
Address: 100 Civic Center Drive, Newport Beach, California 92660  
Phone/email: 949-644-3210, jcampbell@newportbeachca.gov
3. Airport Planning Area(s):  
 John Wayne Airport    Fullerton Municipal Airport    Joint Forces Air Base Los Alamitos
4. Are there additional General Plan Element(s) being submitted for review:  No    Yes –  
Name of Elements: N/A
5. Scheduled date of Planning Commission Public Hearing: 12/9/2021
6. Tentative date of City Council Public Hearing: 1/11/2022
7. Requested month of ALUC Review: September  
*(Complete submittal must be received by the first day of the month)*
8. Does the Housing Element Update identify new housing sites within the airport Notification/Planning Area\*?    No (skip items # 9-12).    Yes (continue below).
9. Does the Housing Element Update identify new housing sites within the:  60 CNEL or  65 CNEL Noise Contours of the airport(s)\*? Please attach an exhibit showing location(s) of proposed housing sites and number of units in relation to noise contours.
10. Are noise policies or mitigation measures identified in the Housing Element or elsewhere in the General Plan?    No    Yes - Please attach pages with noise policies/mitigation measures highlighted.
11. Are any new housing sites identified within the Runway Protection Zone (RPZ), Clear Zone (CZ), or Airport Safety Zones of the airport\*?    No    Yes - Please attach exhibit showing location(s) of proposed housing site(s) and number of units in relation to the applicable zones.
12. Are any new housing sites identified within the Obstruction Imaginary Surfaces\*?  
 No    Yes - Please attach an exhibit showing location(s) of proposed housing sites and number of units in relation to the Obstruction Imaginary Surfaces.
13. Maximum height allowed for proposed housing. See Attachment No. 7.  
*(Please provide link and identify section(s) of General Plan and/or Zoning Code where housing maximum height is specified.)*

Continued on reverse side.

## HOUSING ELEMENT UPDATE - SUBMITTAL CHECKLIST

- Cover letter on City/County letterhead.
- Completed Submittal Form.
- Copy of existing Housing Element (and any other applicable Elements).
- Copy of proposed Housing Element Update attached (and any other proposed elements) with requested information highlighted.
- Exhibit showing location(s) of proposed housing sites, and how many units for each, in relation to noise contours for airport.
- Noise policies/mitigation measures in Housing Element Update highlighted and/or pages from other elements attached.
- Exhibit showing location(s) of proposed housing sites, and how many units for each, in relation to Airport Safety Zones.
- Exhibit showing location(s) of proposed housing sites, and how many units for each, in relation to the Obstruction Imaginary Surfaces.
- Pages of General Plan and/or Zoning Code which indicate height restrictions for each new housing sites within Airport Notification/Planning Area.
- Explanation of how the Housing Element Update (or other General Plan Elements) addresses the AELUP standards for noise impact, safety compatibility, and height restriction zones: See Attachment No. 7.

\*For airport planning/notification areas, noise contours, safety zones and obstruction imaginary surfaces see Appendix D of the applicable Airport Environs Land Use Plan (AELUP) at: <https://www.ocair.com/about/administration/airport-governance/commissions/airport-land-use-commission/>

*Mail or deliver Submittal Form, Checklist and attachments to: Airport Land Use Commission for Orange County, Attn: Executive Officer, 3160 Airway Avenue, Costa Mesa, CA 92626 / Phone: (949) 252-5170*

**Attachment No. 2**  
Existing Housing Element

**Due to file size, the  
current Housing  
Element has been  
made available online  
here:**

**[http://www.newportbeachca.gov/PLN/General Plan/06 Ch5 Housing web.pdf](http://www.newportbeachca.gov/PLN/General%20Plan/06%20Ch5%20Housing%20web.pdf)**

**Attachment No. 3**  
Proposed Housing Element

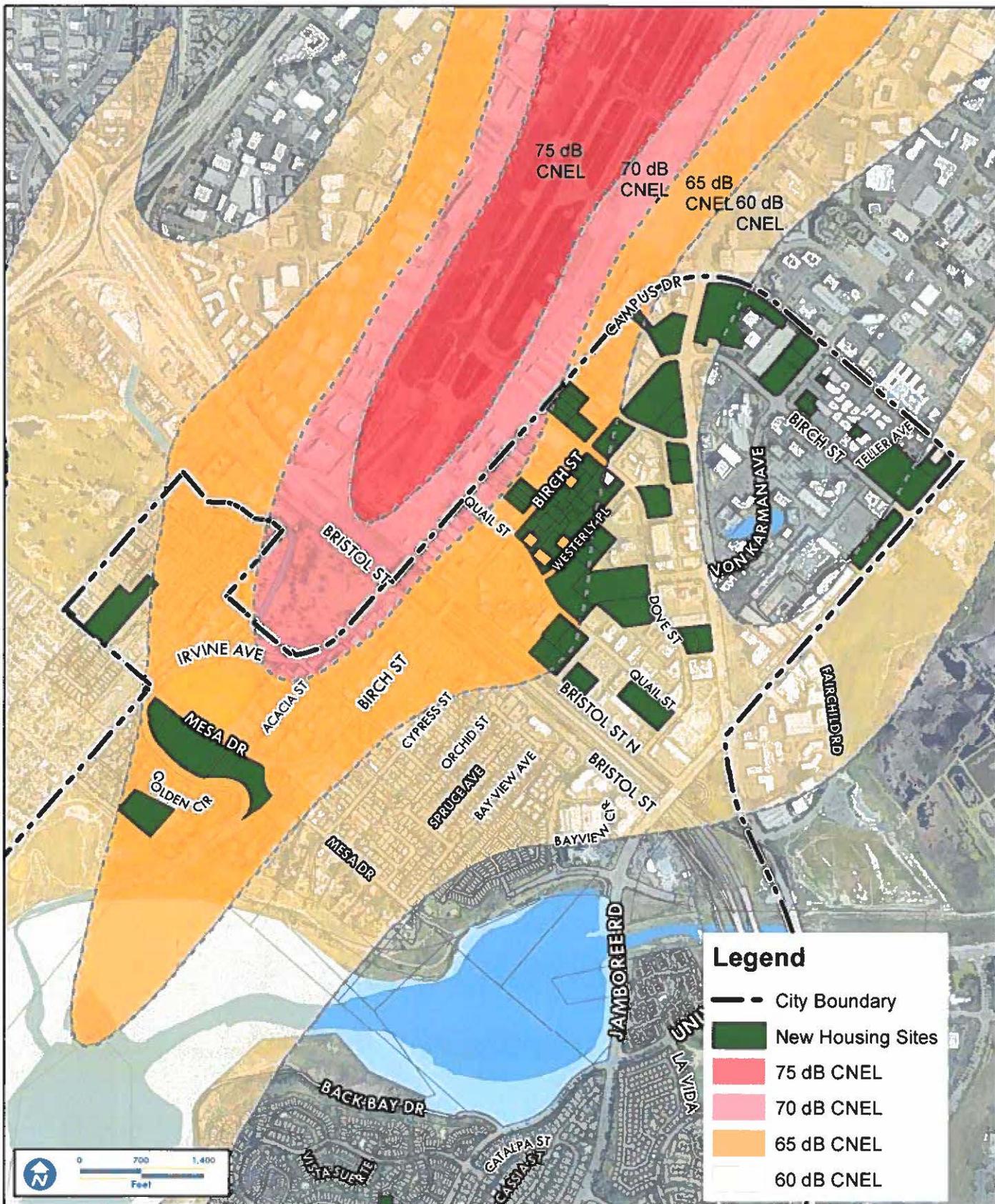
**City of Newport Beach Housing Element Update for ALUC Review**  
August 24, 2021

**Due to file size, the proposed Housing Element update has been made available online here:**

**<https://www.newportbeachca.gov/home/showpublisheddocument/70261/637644550623430000>**

## **Attachment No. 4**

Proposed Housing Sites Exhibit: CNEL Noise  
Contours



# Housing Sites Inventory (PA2017-141) JWA CNEL Noise Contours



City of Newport Beach  
GIS Division  
August 31, 2021



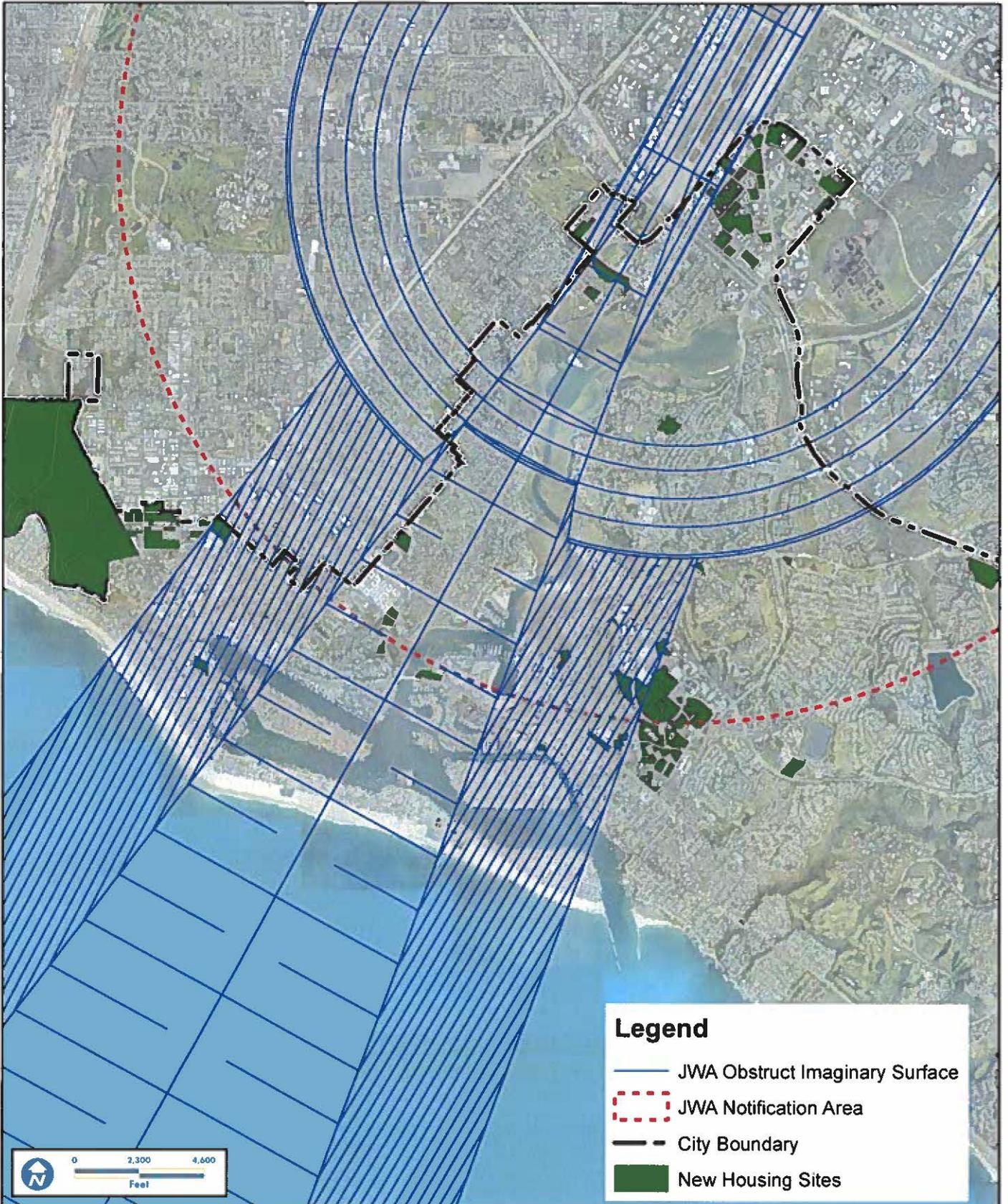
## **Attachment No. 5**

Proposed Housing Sites Exhibit: Airport  
Safety Zones



## **Attachment No. 6**

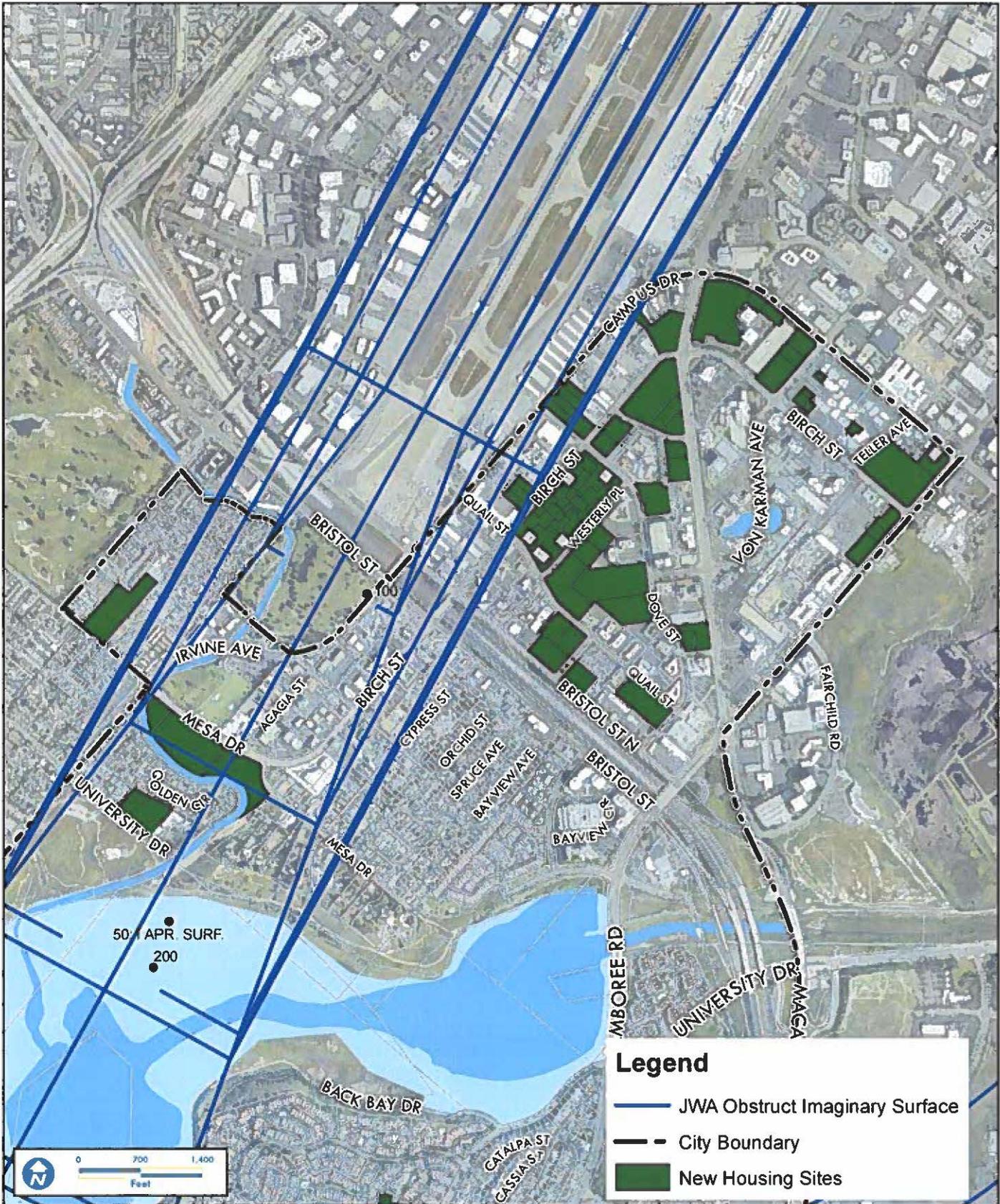
Proposed Housing Sites Exhibits: Obstruction  
Imaginary Surfaces



Housing Sites Inventory (PA2017-141)  
JWA Obstruction Imaginary Surface and Notification  
Area  
(Overview Map)



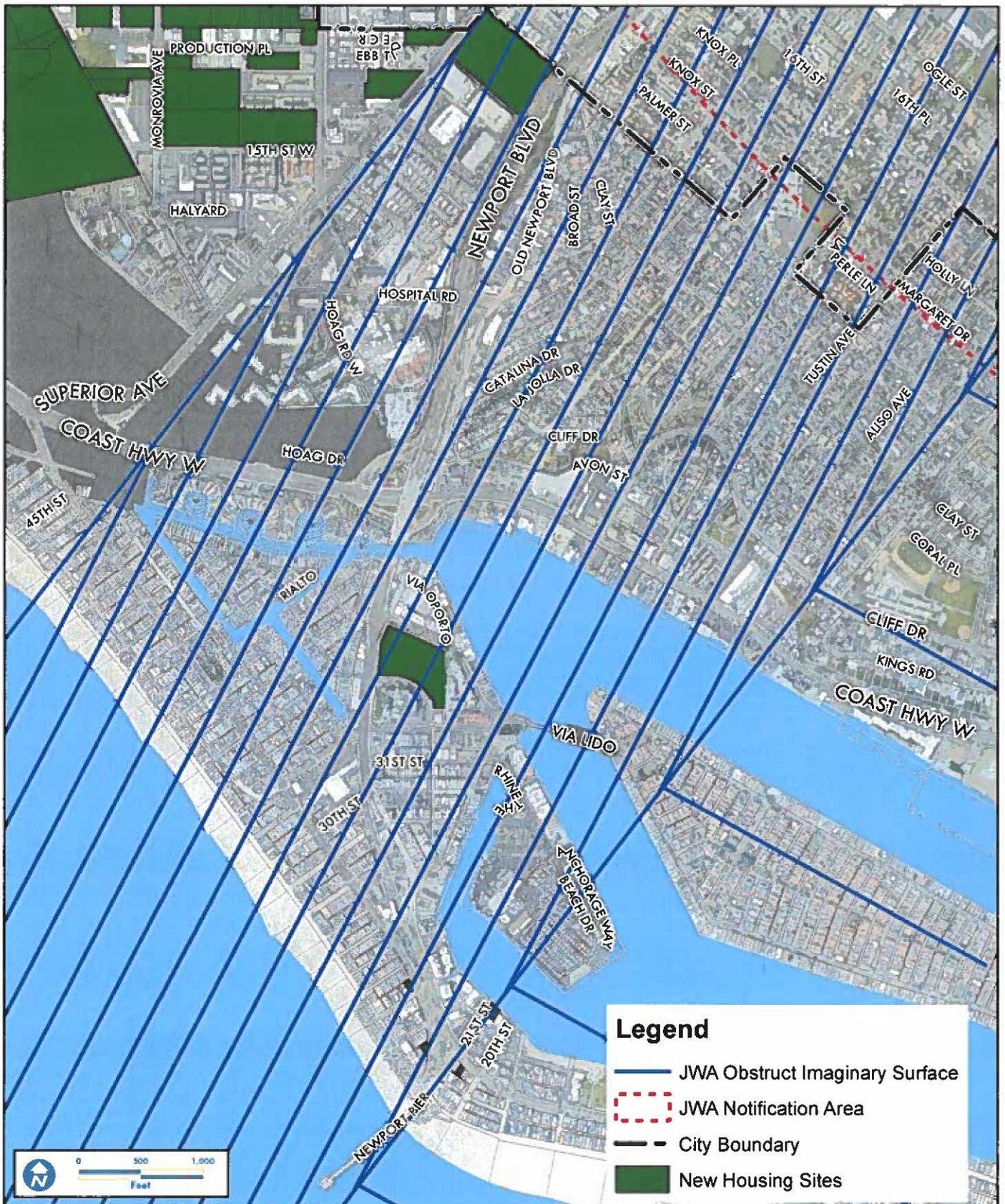
City of Newport Beach  
GIS Division  
August 31, 2021



## Housing Sites Inventory (PA2017-141) JWA Obstruction Imaginary Surface (Airport Area)

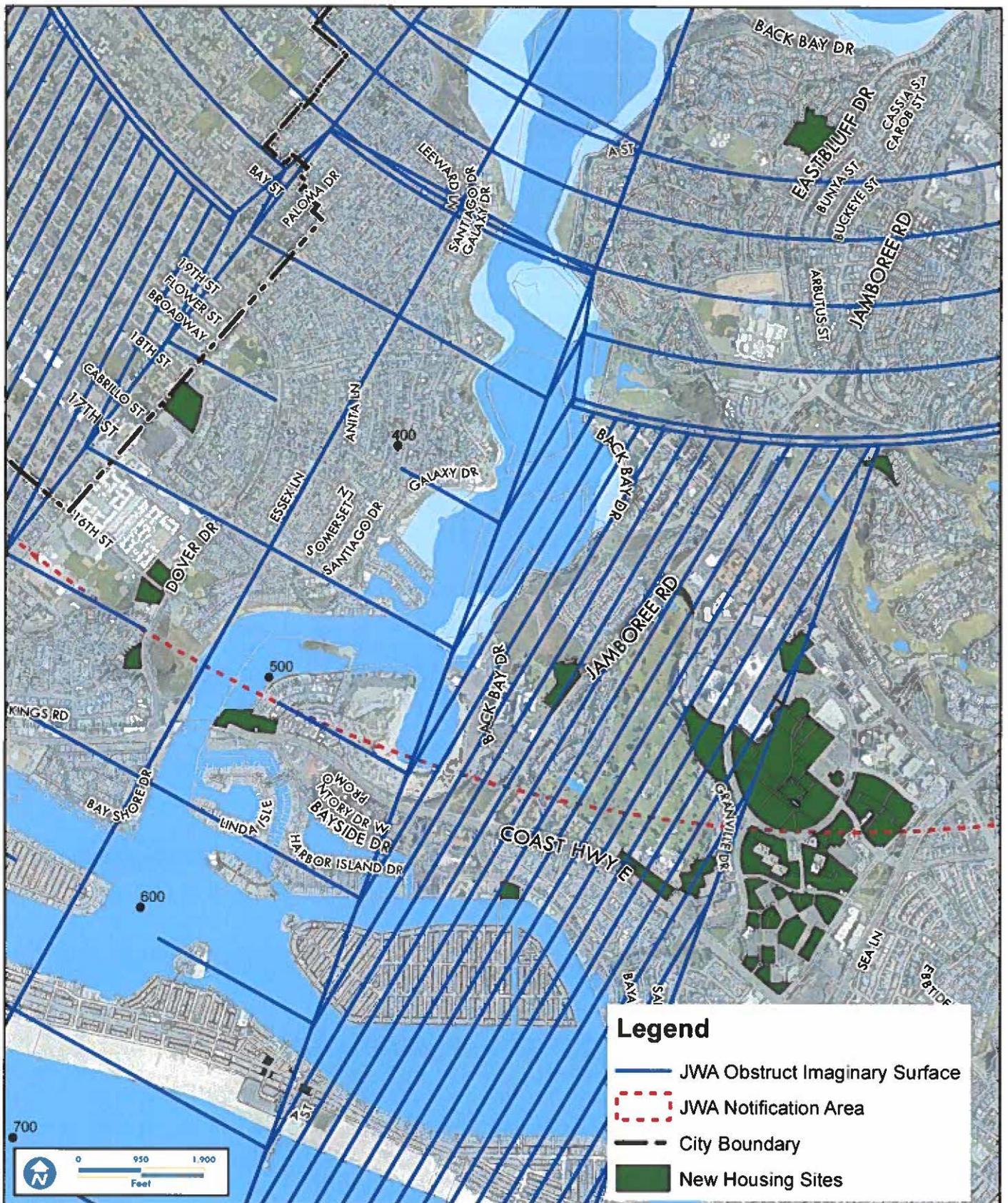


City of Newport Beach  
GIS Division  
August 24, 2021



Housing Sites Inventory (PA2017-141)  
 JWA Obstruction Imaginary Surface and  
 Notification Area  
 (West Newport-Mesa / Peninsula)

**NBGis**  
 NEWPORT BEACH  
 City of Newport Beach  
 GIS Division  
 August 31, 2021



Housing Sites Inventory (PA2017-141)  
 JWA Obstruction Imaginary Surface and  
 Notification Area  
 (Westcliff Dover / Newport Center)



City of Newport Beach  
 GIS Division  
 August 31, 2021

**Attachment No. 7**  
Noise Policies and Mitigation Measures,  
Height Restrictions, and Explanation of  
Consistency with AELUP Standards

## Noise Policies and Mitigation Measures

There are no proposed policies or mitigation measures in the Housing Element. Instead, the City relies on its General Plan Noise Element to provide goals and policies in relation to airport noise.

<p><b>Goal N 1 (Current General Plan Page 12-24) – Noise Compatibility</b> Minimized land use conflicts between various noise sources and other human activities.</p>
<p><b>Policy N 1.1 (Current General Plan Page 12-25) – Noise Compatibility of New Development</b> Require that all proposed projects are compatible with the noise environment through use of Table N2 and enforce the interior noise standards shown in Table N3.</p>
<p><b>Policy N 1.2 (Current General Plan Page 12-25) – Noise Exposure Verification for New Development</b> Applicants for proposed projects that require environmental review and are located in areas projected to be exposed to a CNEL of 60 dBA and higher, as shown on Figure N4, Figure N5, and Figure N6 may conduct a field survey, noise measurements or other modeling in a manner acceptable to the City to provide evidence that the depicted noise contours do not adequately account for local noise exposure circumstances due to such factors as, topography, variation in traffic speeds, and other applicable conditions. These findings shall be used to determine the level of exterior or interior noise attenuation needed to attain an acceptable noise exposure level and feasibility of such mitigation when other planning considerations are taken into account.</p>
<p><b>Policy N 1.3 (Current General Plan Page 12-25) – Remodeling and Additions of Structures</b> Require that all remodeling and additions of structures comply with the noise standards shown in Table N3.</p>
<p><b>Policy N 1.4 (Current General Plan Page 12-25) – New Development in Urban Areas</b> Require that applicants of residential portions of mixed-use projects and high-density residential developments in urban areas (such as the Airport Area and Newport Center) demonstrate that the design of the structure will adequately isolate noise between adjacent uses and units (common floor/ceilings) in accordance with the California Building Code.</p>
<p><b>Policy N 1.5 (Current General Plan Page 12-25) – Infill Projects</b> Allow a higher exterior noise level standard for infill projects in existing residential areas adjacent to major arterials if it can be shown that there are no feasible mechanisms to meet the exterior noise levels. The interior standard of 45 dBA CNEL shall be enforced for any new residential project.</p>
<p><b>Policy N 1.6 (Current General Plan Page 12-25) – Mixed-Use Development</b> Encourage new mixed-use developments to site loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development.</p>
<p><b>Goal N 3 (Current General Plan Page 12-27)</b> Protection of Newport Beach residents from adverse noise impacts of commercial air carrier operations at John Wayne Airport as provide in the City Council Airport Policy.</p>
<p><b>Policy N 3.1 (Current General Plan Page 12-27) – New Development</b> Ensure new development is compatible with the noise environment by using airport noise contours no larger than those contained in the 1985 JWA Master Plan, as guides to future planning and development decisions.</p>
<p><b>Policy N 3.3 (Current General Plan Page 12-27) – Avigation Easement</b> Consider requiring the dedication of avigation easements in favor of the County of Orange when noise sensitive uses are proposed in the JWA planning area, as established in the JWA Airport Environs Land Use Plan (AELUP).</p>

While the Housing Element update is the City's primary focus due to a fast-approaching statutory deadline for adoption, the City will be completing a comprehensive General Plan update in the near future. The Land Use Element will need to be amended for sites identified in the Housing Element that are not presently designated for housing development to allow for said use.

Part of that update will include a companion amendment of Policy N 3.2 (Residential Development) – excerpted below – to reflect new sites within the 65-70 dBA CNEL noise contour, but not above. While these changes are not part of the draft Housing Element Update before the ALUC at this time, they should be anticipated by the ALUC if the Housing Element is adopted by the City as it is presently drafted. Table 1 (Airport Land Use Commission for Orange County Airport Environs Land Use Plan Limitations on Land Use Due to Noise) of the AELUP shows all types of residential land uses in this noise area as “Normally Inconsistent” *unless sound attenuated to ensure that the interior CNEL does not exceed 45 dB, and that all units are indoor oriented so as to preclude noise impingement on outdoor living areas.* This is further explained in Subsection 3.2.3 (Noise Impact Zone “1” – High Noise Impact [65 dB CNEL and above]). The City's cited General Plan Policies will help to ensure that appropriate noise considerations are made and that mitigation is included in the design.

**Policy N 3.2 (Current General Plan Page 12-28) – Residential Development**

Require that residential development in the Airport Area be located outside of the 65 dBA CNEL noise contour no larger than shown in the 1985 JWA Master Plan and require residential developers to notify prospective purchasers or tenants of aircraft overflight and noise.<sup>1</sup>

1. As a note, the City has no intention of modifying the notification provision in this cited Policy.

## Height Restrictions

Many of the sites identified in Appendix B of the City's Housing Element update will need to be rezoned, as the existing zoning does not allow for housing. As such, the height restrictions correlating to the sites today are not likely to be consistent with the height restrictions moving forward. In no case would the City's rezoning of properties be inconsistent with AELUP Subsection 3.2.6 (Height Restriction Zone) or Federal Aviation Administration (FAA) regulations.

## Explanation of Housing Element Update in Relation to AELUP

As discussed in the cover letter to this submittal, the very high Regional Housing Needs Assessment (RHNA) allocation of 4,845 new units has required the City to look citywide for new housing opportunity sites. While several sites have been identified in the Airport Area and its proximity, there are five other focus areas where most new housing opportunity sites are being listed: Banning Ranch, West Newport Mesa, Dover-Westcliff/Mariner's Mile, Newport Center and Coyote Canyon. The complete breakdown is viewable in Section 4 and Appendix B of the proposed draft Housing Element update.

To assist ALUC with its review, a summarized version of Appendix B is enclosed with the CNEL contours and safety zones identified.

### *Community Noise Equivalent Levels (CNEL) Compatibility*

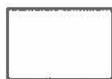
The City is not planning for housing within the 70-to-75 dBA CNEL contour or above.

The draft Housing Plan includes a total of 62 new sites within the area of the Noise Impact Zones using contours identified in the 1985 JWA Master Plan. Of those sites, 23 are proposed within the 60-to-65 dBA CNEL contour and 11 are proposed outside of a noise impact zone in areas less than 60 dBA CNEL. The remaining 28 new sites fall within the 65-to-70 dBA CNEL contour.

As discussed in Subsection 3.2.3 (Noise Impact Zone "1" – High Noise Impact [65 dB CNEL and above]) and Subsection 3.2.4 (Noise Impact Zone "2" – Moderate Noise Impact [60 dB CNEL or greater, less than 65 dB CNEL]), residential units may be consistent with proper sound-attenuation and careful design considerations. For any residential sites and uses within Noise Impact Zone "1" or "2," the City will ensure future development is consistent with the AELUP considerations and Noise Element policies cited above to ensure compatibility.

**TABLE I**  
**AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY**  
**AIRPORT ENVIRONS LAND USE PLAN**  
**LIMITATIONS ON LAND USE DUE TO NOISE**  
(Applicable to Aircraft Noise Sources)

LAND USE CATEGORY	COMMUNITY NOISE EQUIVALENT LEVEL dB					
	55	60	65	70	75	80
Residential (all types): Single and Multi-Family Residences						
Community Facilities: Churches, Libraries, Schools, Preschools, Day-Care Centers, Hospitals, Nursing/Convalescent Homes, & Other noise sensitive uses						
Commercial: Retail, Office						
Industrial:						



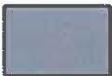
**NORMALLY CONSISTENT**

Conventional construction methods used. No special noise reduction requirements.



**CONDITIONALLY CONSISTENT**

Must use sound attenuation as required by the California Noise Insulation Standards, Title 25, California Code of Regulations. Residential use sound attenuation required to ensure that the interior CNEL does not exceed 45 dB. Commercial and industrial structures shall be sound attenuated to meet Noise Impact Zone "1" criteria (refer to Section 3.2.3).



**NORMALLY INCONSISTENT**

All residential units are inconsistent unless are sound attenuated to ensure that the interior CNEL does not exceed 45 dB, and that all units are indoor oriented so as to preclude noise impingement on outdoor living areas.

*Safety Compatibility*

As part of the site selection process, the City avoided sites in the following runway safety zones:

- Safety Zone 1 – Runway Protection Zone “RPZ”;
- Safety Zone 2 – Inner Approach/Departure Zone;
- Safety Zone 3 – Inner Turning Zone; and
- Safety Zone 5 – Sideline Zone

58 of the 62 new sites identified within the vicinity of JWA are completely within Safety Zone 6 – Traffic Pattern Zone with the remaining 4 being only *partially* within Safety Zone 4 – Outer Approach/Departure Zone.

As provided in Appendix D of the AELUP, Table 9B (Safety Compatibility Qualities), residential uses are allowed in Safety Zone 6. Residential uses are allowed in Safety Zone 4 as infill in urban areas.

<p><b>Zone 4: Outer Approach/Departure Zone</b></p>	
<p><i>Risk Factors / Runway Proximity</i></p> <ul style="list-style-type: none"> <li>▶ Situated along extended runway centerline beyond Zone 3</li> <li>▶ Approaching aircraft usually at less than traffic pattern altitude</li> <li>▶ Particularly applicable for busy general aviation runways (because of elongated traffic pattern), runways with straight-in instrument approach procedures, and other runways where straight-in or straight-out flight paths are common</li> <li>▶ Zone can be reduced in size or eliminated for runways with very-low activity levels</li> </ul>	<p><i>Basic Compatibility Qualities</i></p> <ul style="list-style-type: none"> <li>▶ In undeveloped areas, limit residential uses to very low densities (if not deemed unacceptable because of noise); if alternative uses are impractical, allow higher densities as infill in urban areas</li> <li>▶ Limit nonresidential uses as in Zone 3</li> <li>▶ Prohibit children's schools, large day care centers, hospitals, nursing homes</li> </ul>
<p><b>Zone 5: Sideline Zone</b></p>	
<p><i>Risk Factors / Runway Proximity</i></p> <ul style="list-style-type: none"> <li>▶ Encompasses close-in area lateral to runways</li> <li>▶ Area not normally overflowed; primary risk is with aircraft (especially twins) losing directional control on takeoff</li> <li>▶ Area is on airport property at most airports</li> </ul>	<p><i>Basic Compatibility Qualities</i></p> <ul style="list-style-type: none"> <li>▶ Avoid residential uses unless airport related (noise usually also a factor)</li> <li>▶ Allow all common aviation-related activities provided that height-limit criteria are met</li> <li>▶ Limit other nonresidential uses similarly to Zone 3, but with slightly higher usage intensities</li> <li>▶ Prohibit children's schools, large day care centers, hospitals, nursing homes</li> </ul>
<p><b>Zone 6: Traffic Pattern Zone</b></p>	
<p><i>Risk Factors / Runway Proximity</i></p> <ul style="list-style-type: none"> <li>▶ Generally low likelihood of accident occurrence at most airports; risk concern primarily is with uses for which potential consequences are severe</li> <li>▶ Zone includes all other portions of regular traffic patterns and pattern entry routes</li> </ul>	<p><i>Basic Compatibility Qualities</i></p> <ul style="list-style-type: none"> <li>▶ Allow residential uses</li> <li>▶ Allow most nonresidential uses; prohibit outdoor stadiums and similar uses with very high intensities</li> <li>▶ Avoid children's schools, large day care centers, hospitals, nursing homes</li> </ul>

*Height Restriction Zones*

As described previously, the majority of the newly identified housing opportunity sites will need to be rezoned to accommodate residential development. As part of that rezoning, height limitations will be developed and applied. In no event will the City's rezoned height limits be inconsistent with the parameters outlined in Subsection 3.2.6 (Height Restriction Zone) of the AELUP and FAA standards. In addition, future updates to the Land Use Element and rezoning will be subject to future Airport Land Use Commission (ALUC) review, consistent with Public Utilities Code Section 21676.



Figure B-3: Airport Area Environs – Sites Inventory



**Site Inventory:  
Airport Area Environs**

**LEGEND**

-  Opportunity Sites
-  Pipeline Projects
-  City Boundary

**Key Map**



**City of Newport Beach**  
2021-2029 HOUSING ELEMENT



Inventory/Map ID	Assessor Parcel Number	Existing Zoning	Existing General Plan Land Use	Allowable Height Limit	Noise Contour (CNEL)	Safety Zone	5th Cycle Site?	Existing Units	Gross Acreage	Buildable Acreage	Density (Du/Ac)		Potential Rezoned Unit Yield	Assumed Net Yield	Assumed Net Unit Yield		
											Existing Zone Density	Rezoned Density (Assumed)			Low/Very Low	Moderate	Above Moderate
17	439 241 20	SP-7	RM	35 feet	60-65 dB	6	No	148 units	5.88 acres	5.88 acres	0 Du/Ac	50 Du/Ac	294 units	146 units	48 units	10 units	87 units
18	427 121 24	OA	AO	Rezoned required	65-70 dB	6	No	0 units	0.67 acres	0.67 acres	0 Du/Ac	50 Du/Ac	33 units	33 units	11 units	2 units	19 units
19	427 121 24	OA	AO	Rezoned required	65-70 dB	6	No	0 units	0.67 acres	0.67 acres	0 Du/Ac	50 Du/Ac	33 units	33 units	11 units	2 units	19 units
20	445 121 17	PC	CO-G	Rezoned required	N/A	6	No	0 units	0.91 acres	0.91 acres	0 Du/Ac	50 Du/Ac	45 units	45 units	15 units	3 units	27 units
21	445 161 03	PC	MU-H2	71 feet	60-65 dB	6	No	0 units	0.69 acres	0.69 acres	0 Du/Ac	50 Du/Ac	34 units	34 units	11 units	2 units	20 units
22	445 161 03	PC	MU-H2	71 feet	60-65 dB	6	No	0 units	1.04 acres	1.04 acres	0 Du/Ac	50 Du/Ac	51 units	51 units	17 units	4 units	30 units
23	119 300 17	SP-7	PR	Rezoned required	65-70 dB	4	No	0 units	1.38 acres	1.38 acres	0 Du/Ac	50 Du/Ac	69 units	35 units*	12 units*	2 units*	21 units*
24	119 310 04	SP-7	PR	Rezoned required	65-70 dB	4	No	0 units	3.70 acres	3.70 acres	0 Du/Ac	50 Du/Ac	184 units	105 units*	35 units*	7 units*	63 units*
25	119 300 15	SP-7	PR	Rezoned required	65-70 dB	6	No	0 units	1.52 acres	1.52 acres	0 Du/Ac	50 Du/Ac	76 units	40 units*	13 units*	3 units*	24 units*
26	119 300 16	SP-7	PR	Rezoned required	65-70 dB	4/6	No	0 units	7.30 acres	7.30 acres	0 Du/Ac	50 Du/Ac	364 units	195 units*	64 units*	14 units*	117 units*
27	427 131 16	OA	AO	Rezoned required	65-70 dB	6	No	0 units	0.67 acres	0.67 acres	0 Du/Ac	50 Du/Ac	33 units	33 units	11 units	2 units	19 units
28	427 121 01	OA	AO	Rezoned required	65-70 dB	6	No	0 units	0.73 acres	0.73 acres	0 Du/Ac	50 Du/Ac	36 units	36 units	12 units	3 units	21 units
29	427 131 14	OA	AO	Rezoned required	65-70 dB	6	No	0 units	0.67 acres	0.67 acres	0 Du/Ac	50 Du/Ac	33 units	33 units	11 units	2 units	19 units
30	427 121 02	OA	AO	Rezoned required	65-70 dB	6	No	0 units	0.67 acres	0.67 acres	0 Du/Ac	50 Du/Ac	33 units	33 units	11 units	2 units	19 units
31	427 131 15	OA	AO	Rezoned required	65-70 dB	6	No	0 units	0.67 acres	0.67 acres	0 Du/Ac	50 Du/Ac	33 units	33 units	11 units	2 units	19 units
32	445 131 26	PC	MU-H2	71 feet	60-65 dB	6	No	0 units	1.10 acres	1.10 acres	0 Du/Ac	50 Du/Ac	55 units	55 units	18 units	4 units	33 units
36	445 121 11	PC	CG	Rezoned required	N/A	6	No	0 units	1.38 acres	1.38 acres	0 Du/Ac	50 Du/Ac	68 units	68 units	22 units	5 units	40 units
45	445 151 09	PC	MU-H2	71 feet	60-65 dB	6	No	0 units	1.35 acres	1.35 acres	0 Du/Ac	50 Du/Ac	67 units	67 units	22 units	5 units	40 units
49	445 121 05	PC	CO-G	Rezoned required	N/A	6	No	0 units	0.74 acres	0.74 acres	0 Du/Ac	50 Du/Ac	37 units	37 units	12 units	3 units	22 units
52	445 151 01	PC	PF	Rezoned required	60-65 dB	6	No	0 units	7.78 acres	7.78 acres	0 Du/Ac	50 Du/Ac	388 units	388 units	128 units	27 units	232 units
53	445 121 14	PC	CO-G	Rezoned required	60-65 dB	6	No	0 units	7.81 acres	7.81 acres	0 Du/Ac	50 Du/Ac	390 units	390 units	129 units	27 units	234 units
54	445 121 18	PC	CG	Rezoned required	N/A	6	No	0 units	2.65 acres	2.65 acres	0 Du/Ac	50 Du/Ac	132 units	132 units	44 units	9 units	79 units
55	445 161 04	PC	MU-H2	71 feet	60-65 dB	6	No	0 units	1.69 acres	1.69 acres	0 Du/Ac	50 Du/Ac	84 units	84 units	28 units	6 units	50 units
56	445 141 04	PC	MU-H2	71 feet	N/A	6	No	0 units	0.26 acres	0.26 acres	0 Du/Ac	50 Du/Ac	13 units	13 units	4 units	1 unit	7 units
59	445 121 09	PC	CG	Rezoned required	N/A	6	No	0 units	1.00 acres	1.00 acres	0 Du/Ac	50 Du/Ac	49 units	49 units	16 units	3 units	29 units

**City of Newport Beach**  
2021-2029 HOUSING ELEMENT



Inventory/Map ID	Assessor Parcel Number	Existing Zoning	Existing General Plan Land Use	Allowable Height Limit	Noise Contour (CNEL)	Safety Zone	5th Cycle Site?	Existing Units	Gross Acreage	Buildable Acreage	Density (Du/Ac)		Potential Rezoned Unit Yield	Assumed Net Yield	Assumed Net Unit Yield		
											Existing Zone Density	Rezoned Density (Assumed)			Low/ Very Low	Moderate	Above Moderate
61	427 121 27	OA	AO	Rezone required	65-70 dB	6	No	0 units	1.41 acres	1.41 acres	0 Du/Ac	50 Du/Ac	70 units	70 units	23 units	5 units	42 units
62	427 173 01	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	1.00 acres	1.00 acres	0 Du/Ac	50 Du/Ac	49 units	49 units	16 units	3 units	29 units
63	427 332 02	PC	CO-G	Rezone required	65-70 dB	6	No	0 units	2.38 acres	2.38 acres	0 Du/Ac	50 Du/Ac	118 units	118 units	39 units	8 units	70 units
64	427 332 04	PC	CO-G	Rezone required	65-70 dB	6	No	0 units	1.70 acres	1.70 acres	0 Du/Ac	50 Du/Ac	85 units	85 units	28 units	6 units	51 units
65	427 332 03	PC	CO-G	Rezone required	65-70 dB	6	No	0 units	1.41 acres	1.41 acres	0 Du/Ac	50 Du/Ac	70 units	70 units	23 units	5 units	42 units
67	427 181 01	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	1.45 acres	1.45 acres	0 Du/Ac	50 Du/Ac	72 units	72 units	24 units	5 units	43 units
70	427 174 04	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	6.32 acres	6.32 acres	0 Du/Ac	50 Du/Ac	315 units	315 units	104 units	22 units	189 units
71	427 221 01	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	3.99 acres	3.99 acres	0 Du/Ac	50 Du/Ac	199 units	199 units	66 units	14 units	119 units
73	427 222 05	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	0.90 acres	0.90 acres	0 Du/Ac	50 Du/Ac	45 units	45 units	15 units	3 units	27 units
74	427 222 06	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	1.56 acres	1.56 acres	0 Du/Ac	50 Du/Ac	77 units	77 units	25 units	5 units	46 units
77	427 221 06	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	3.59 acres	3.59 acres	0 Du/Ac	50 Du/Ac	179 units	179 units	59 units	13 units	107 units
78	427 174 06	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	0.94 acres	0.94 acres	0 Du/Ac	50 Du/Ac	47 units	47 units	16 units	3 units	28 units
80	427 181 03	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	2.49 acres	2.49 acres	0 Du/Ac	50 Du/Ac	124 units	124 units	41 units	9 units	74 units
82	427 221 02	PC	CO-G	Rezone required	60-65 dB	6	No	0 units	1.46 acres	1.46 acres	0 Du/Ac	50 Du/Ac	72 units	72 units	24 units	5 units	43 units
83	427 174 05	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	1.50 acres	1.50 acres	0 Du/Ac	50 Du/Ac	75 units	75 units	25 units	5 units	45 units
85	427 342 01	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	1.97 acres	1.97 acres	0 Du/Ac	50 Du/Ac	98 units	98 units	32 units	7 units	58 units
86	427 221 16	PC	CO-G	Rezone required	65-70 dB	6	No	0 units	4.76 acres	4.76 acres	0 Du/Ac	50 Du/Ac	238 units	238 units	79 units	17 units	142 units
87	439 401 01	PF	PF	Rezone required	N/A	4/6	No	0 units	4.03 acres	4.03 acres	0 Du/Ac	50 Du/Ac	201 units	201 units	66 units	14 units	120 units
89	427 221 15	PC	MU-H2	Rezone required	60-65 dB	6	No	0 units	1.47 acres	1.47 acres	0 Du/Ac	50 Du/Ac	73 units	73 units	24 units	5 units	43 units
90	427 141 14	PC	CO-G	Rezone required	65-70 dB	6	No	0 units	0.64 acres	0.64 acres	0 Du/Ac	50 Du/Ac	31 units	31 units	10 units	2 units	18 units
91	936 790 44	PC	CO-G	Rezone required	65-70 dB	6	No	0 units	0.97 acres	0.97 acres	0 Du/Ac	50 Du/Ac	48 units	48 units	16 units	3 units	28 units
92	936 790 50	PC	CO-G	Rezone required	65-70 dB	6	No	0 units	0.86 acres	0.86 acres	0 Du/Ac	50 Du/Ac	42 units	42 units	14 units	3 units	25 units
93	427 141 04	PC	CO-G	Rezone required	65-70 dB	6	No	0 units	0.52 acres	0.52 acres	0 Du/Ac	50 Du/Ac	26 units	26 units	9 units	2 units	15 units

**City of Newport Beach**  
2021-2029 HOUSING ELEMENT



Inventory/Map ID	Assessor Parcel Number	Existing Zoning	Existing General Plan Land Use	Allowable Height Limit	Noise Contour (CNEL)	Safety Zone	5th Cycle Site?	Existing Units	Gross Acreage	Buildable Acreage	Density (Du/Ac)		Potential Rezoned Unit Yield	Assumed Net Yield	Assumed Net Unit Yield		
											Existing Zone Density	Rezoned Density (Assumed)			Low/ Very Low	Moderate	Above Moderate
94	427 141 11	PC	CO-G	Rezoned required	65-70 dB	6	No	0 units	0.52 acres	0.52 acres	0 Du/Ac	50 Du/Ac	26 units	26 units	9 units	2 units	15 units
95	936 790 48	PC	CO-G	Rezoned required	65-70 dB	6	No	0 units	0.72 acres	0.72 acres	0 Du/Ac	50 Du/Ac	36 units	36 units	12 units	3 units	21 units
96	427 141 07	PC	CO-G	Rezoned required	65-70 dB	6	No	0 units	0.58 acres	0.58 acres	0 Du/Ac	50 Du/Ac	29 units	29 units	10 units	2 units	17 units
97	427 141 08	PC	CO-G	Rezoned required	65-70 dB	6	No	0 units	0.51 acres	0.51 acres	0 Du/Ac	50 Du/Ac	25 units	25 units	8 units	2 units	15 units
98	427 141 16	PC	CO-G	Rezoned required	65-70 dB	6	No	0 units	8.61 acres	8.61 acres	0 Du/Ac	50 Du/Ac	430 units	430 units	142 units	30 units	258 units
103	445 141 11	PC	MU-H2	71 feet	N/A	6	No	0 units	0.29 acres	0.29 acres	0 Du/Ac	50 Du/Ac	14 units	14 units	5 units	1 unit	8 units
104	445 141 12	PC	MU-H2	71 feet	N/A	6	No	0 units	0.48 acres	0.48 acres	0 Du/Ac	50 Du/Ac	23 units	23 units	8 units	2 units	13 units
105	445 141 13	PC	MU-H2	71 feet	N/A	6	No	0 units	0.29 acres	0.29 acres	0 Du/Ac	50 Du/Ac	14 units	14 units	5 units	1 unit	8 units
106	427 171 02	PC	CG	Rezoned required	65-70 dB	6	No	0 units	1.20 acres	1.20 acres	0 Du/Ac	50 Du/Ac	59 units	59 units	19 units	4 units	35 units
107	427 221 03	PC	CO-G	Rezoned required	65-70 dB	6	No	0 units	1.46 acres	1.46 acres	0 Du/Ac	50 Du/Ac	73 units	73 units	24 units	5 units	43 units
108	427 171 03	PC	CG	Rezoned required	65-70 dB	6	No	0 units	1.40 acres	1.40 acres	0 Du/Ac	50 Du/Ac	69 units	69 units	23 units	5 units	41 units
109	936 790 46	PC	CO-G	Rezoned required	60-65 dB	6	No	0 units	0.97 acres	0.97 acres	0 Du/Ac	50 Du/Ac	48 units	48 units	16 units	3 units	28 units
335	427 221 17	PC	MU-H2	Rezoned required	60-65 dB	6	No	0 units	6.46 acres	6.46 acres	0 Du/Ac	50 Du/Ac	322 units	322 units	106 units	23 units	193 units
338	445 141 31	PC	MU-H2	71 feet	N/A	6	No	0 units	0.40 acres	0.40 acres	0 Du/Ac	50 Du/Ac	20 units	20 units	7 units	1 unit	12 units